



The London Gazette.

Published by Authority.

TUESDAY, NOVEMBER 22, 1881.

At the Council Chamber, Whitehall, the 17th day of November, 1881.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:

1. This Order shall take effect from and immediately after the nineteenth day of November, one thousand eight hundred and eighty-one.

2. The following place, declared by Order of Council dated the twenty-first day of September, one thousand eight hundred and eighty-one, to be a place infected with foot-and-mouth disease (namely),—the Field known as Studham Common Field, and a Meadow known as Studham Meadow, at Studham, in the county of Hertford, in the occupation of F. W. Partridge,—is hereby declared to be free from foot-and-mouth disease, and that place shall, as from the commencement of this Order, cease to be a place infected with foot-and-mouth disease.
Edmund Harrison.

THE CONTAGIOUS DISEASES (ANIMALS) ACT, 1878.

THE following areas are now *Areas Infected with Foot-and-Mouth Disease* under the above-mentioned Act (except the lines of railway within those areas as far as those lines are used or required for the transit of animals through those areas, without untrucking):—

Bedfordshire.—The whole of the parish of Northill, and that portion of the parish of Sandy lying to the west of the river Ivel, in the petty sessional division of Biggleswade, in the county of Bedford.

Buckinghamshire.—(1.) The whole of the parish of Beaconsfield, in the county of Buckingham.

(2.) The whole of the parish of Hambleden, in the county of Buckingham.

(3.) The whole of the parish of Ellesborough, in the county of Buckingham.

(4.) The whole of the parishes of Swanbourne, and Mursley, in the county of Buckingham, except the hamlet of Salden in the parish of Mursley.

(5.) The whole of the parish of Wing, in the county of Buckingham, except the lands situate

in that part of the said parish which lie to the eastward of the road leading from the village of Wingrave to the village of Ledburne and the said road; also so much of the parish of Linslade, in the said county, as lies to the westward of the main line of the London and North-Western Railway, and to the southward of the main road leading from Aylesbury through the village of Wing to Leighton Buzzard.

(6.) So much of the parish of Hardwick, in the county of Buckingham, as lies to the westward of the main road from Aylesbury to Winslow (except the hamlet of Weedon); also so much of the parish of Whitchurch, in the said county, as lies to the westward of the road from Oving to the village of Whitchurch and of the main road from Whitchurch to Aylesbury; and also the whole of the parish of Pitchcott, in the said county.

Cambridgeshire.—An area lying around the North Farm Homestead, at Kneesworth, in the petty sessional division of Arrington and Melbourn, in the county of Cambridge, lately in the occupation of Charles Sell, but now in the occupation of John Jarman, and comprised within the following limits, namely,—bounded on the west by the Old North-road, on the north by the parish of Whaddon, on the east and south-east by a brook, and on the south by the highway leading from Kneesworth towards Meldreth.

(*Liberty of the Isle of Ely.*)—(1.) The whole of the parish of Thorney, and that part of the parish of Wisbech, which is situate to the west of the Old South Eau Bank, in the Liberty of the Isle of Ely.

(2.) The whole of the parish of the united parishes of Saint Mary, and Saint Andrew, Whittlesey, in the Liberty of the Isle of Ely.

Cornwall.—(1.) The parishes of Mabe, Constantine, Mawnan, Budock, St. Gluvias, and Mylor, in the county of Cornwall, and the boroughs of Falmouth, and Penryn, except the foreign animals wharf at Penryn Wharf, in the borough of Penryn.

(2.) The parishes of Gwennap, Redruth, Stithians, Perranarworthal, and Kenwyn, in the county of Cornwall.

(3.) The parishes of Kea, and Feock, in the county of Cornwall.

Derbyshire.—The petty sessional division of Swadlincote, in the county of Derby.

Essex.—(1.) The parishes of Foxearth, Borley, Liston, Pentlow, and Otten Belchamp, in the county of Essex.

(2.) The parishes of West Bergholt, and Great Horkley, in the county of Essex.

(3.) The parishes of Dedham, and Ardleigh, in the county of Essex.

(4.) The parishes of Lawford, Mistley, and Little Bromley, in the county of Essex.

(5.) The parishes of Tilty, Broxted, Great Easton, Little Easton, Thaxted, Chickney, and Takeley, in the county of Essex.

Hampshire.—(1.) Those portions of the parishes of North Stoneham, and South Stoneham, in the county of Southampton, which are bounded on the south-east by the river Itchen, on the south-west by the road leading from Wood Mill through Burger Street to the Upper Common Gate, on the west by the Winchester road as far as the lane opposite Messrs. Bull and Son's farm, and on the north and north-east by the road leading past the Bishopstoke railway station to the river Itchen.

(2.) That portion of the parish of Millbrook, in the petty sessional division of Southampton, in the county of Southampton, which is bounded on the south by the Southampton Water, on the east by the Shirley-road and the Romsey-road as far as the Old Toll Bar, on the north by Brownhill-lane and Bedbridge-lane to the River Test, and on the west by the River Test.

(3.) The whole of the parish of East Tytherley, in the petty sessional division of Romsey, in the county of Southampton.

Hertfordshire.—The parishes of Therfield, Kelshall, Sandon, Wallington, and Ashwell, in the petty sessional division of Odsey, in the county of Hertford, except so much of the road leading from Baldock to Royston as lies on the northern boundary of the parishes of Therfield, and Kelshall.

Lancashire.—(1.) The borough of Accrington.

(2.) The borough of Burnley.

(3.) The petty sessional divisions of Accrington, Blackburn Lower, and Clitheroe, in the county of Lancaster, and the boroughs of Blackburn, and Clitheroe.

(4.) The townships of Alston, Elston, Grim-sargh with Brockholes, and Hothersall, in the county of Lancaster.

Leicestershire.—The parish of Lubenham, in the petty sessional division of Market Harborough, in the county of Leicester.

Lincolnshire (Holland).—Sutton St. Edmunds Commons, and Inkerson Fen, in the Parts of Holland, Lincolnshire.

Norfolk.—(1.) The hundred of Freebridge Lynn, in the Western Division of the county of Norfolk.

(2.) The hundred of Smithdon, in the Western Division of the county of Norfolk.

(3.) The parishes of Feltwell St. Mary, and Feltwell St. Nicholas, including Feltwell Fen, in the Western Division of the county of Norfolk.

Northamptonshire.—(1.) The parishes of Crick, Winwick, Watford, West Haddon, Guilsborough, and Nortoft, in the county of Northampton.

(2.) The parish of Braybrooke, in the county of Northampton.

(3.) The parish of Thorpe Lubenham, in the county of Northampton.

Staffordshire.—The petty sessional division of Elford, the township of Wichnor, in the petty sessional division of Burton-upon-Trent, the township of Curborough and Elmburst, in the petty sessional division of Rugeley, the parishes of Hints, and Drayton Bassett, and the township of Fazeley, in the petty sessional division of Shenstone, in the county of Stafford, and the boroughs of Burton-upon-Trent, and Lichfield.

Suffolk.—The parish of Dennington, in the union district of Hoxne, in the county of Suffolk.

Warwickshire.—(1.) The parish of Kingsbury, in the petty sessional division of Atherstone, in the county of Warwick.

(2.) The parish of Seckington, in the petty sessional division of Atherstone, in the county of Warwick.

Wiltshire.—(1.) The parish of Pertwood; so much of the parishes of Chicklade and East Knoyle as lies to the north of the road from Chicklade to Willoughby Hedge; and so much of the several parishes of Hill Deverill, Brixton Deverill, and Monkton Deverill, as lies to the south-east of the Deverill River, in the county of Wilts.

(2.) So much of the parish of Overton, in the county of Wilts, as lies to the north of the main road from Marlborough to Beckhampton.

(3.) So much of the parishes of Durrington, and Bulford, respectively, in the county of Wilts, as lies to the west of the River Avon; and so much of the parish of Amesbury, in the said county, as lies to the west of the said River and to the north of the northern boundary of the main road from Amesbury to Rolleston.

(4.) The parish of Great Somerford, and so much of the parish of Little Somerford as is in the occupation of Mr. Thomas Sloper, in the county of Wilts.

(5.) So much of the parishes of Brokenborough, Charlton, and Malmesbury St. Paul (exclusive of the Local Board District of Malmesbury), in the county of Wilts, as is comprised within the inner boundaries of the Fosse-road, the road from Malmesbury to Five Lanes, and the road from Five Lanes to Long Newnton.

(6.) So much of the parish of Little Hinton, in the county of Wilts, as lies to the north of the road running from Wanborough to Bishopstone; so much of the parish of Bishopstone, in the said county, as lies to the west of the new road to Bourton and the Bishopstone old road; and so much of the parish of Wanborough, in the said county, as lies within the parish of Little Hinton aforesaid.

Yorkshire (East Riding).—(1.) The petty sessional division of North Hunsley Beacon, in the East Riding of the county of York.

(2.) The petty sessional division of Bainton Beacon, in the East Riding of the county of York.

(3.) All the lands and buildings situate at Bridlington, in the petty sessional division of Dickering, in the East Riding of the county of York, within the following boundaries, namely, —Marton-road, Sewerby Heads-road, Forty foot-lane, the Promenade, Chapel-street, Prospect-street, Quay-road, Saint John's-street, Kirkgate, and Pinfold-street, respectively.

Yorkshire (North Riding).—The townships of Kirbymoorside, Welburn, Beadlam, Nawton, Wombledon, Skiplam, Fadmoor, Gillamoore, Hutton-le-Hole, Great Edstone, Little Edstone, and North Holme, in the North Riding of the county of York.

Yorkshire (West Riding).—The whole of the petty sessional division of Bolton-by-Bowland, in the West Riding of the county of York.

Veterinary Department, Privy Council Office,
22nd November, 1881.

**THE CONTAGIOUS DISEASES
(ANIMALS) ACT, 1878.**

PORT OF PLYMOUTH.

NOTICE is hereby given, that the Privy Council have by Order of Council dated the 28th day of September, 1881, defined a part of the port of Plymouth (situate at Millbay Docks, at Stonehouse) as a foreign animals wharf, for the landing of foreign animals subject to slaughter.

The Royal William Victualling Yard (situate at Stonehouse) in the port of Plymouth, is also defined as a foreign animals wharf for Naval purposes only, for the landing of foreign animals subject to slaughter.

The Privy Council have further directed that foreign animals not subject to slaughter or quarantine shall not be landed at the port of Plymouth.

Veterinary Department, Privy Council Office,
19th November, 1881.

Whitehall, November 22, 1881.

THE Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom, for granting unto the Reverend Thomas James Rowsell, M.A., one of Her Majesty's Chaplains in Ordinary, the place and dignity of a Canon of the Collegiate Church of Saint Peter, Westminster, void by the death of the Reverend Francis Knyvett Leighton, D.D.

Crown Office, November 21, 1881.

MEMBER returned to serve in the present
PARLIAMENT.

Borough of Stafford.

Thomas Salt, Esq., in the place of Alexander Macdonald, Esq., deceased.

Admiralty, 21st November, 1881.

The following promotion has been made :—
Staff Commander Henry Davenport Sarratt to be Staff Captain in Her Majesty's Fleet, with seniority of the 19th instant.

*War Office, Pall Mall,
22nd November, 1881.*

MEMORANDUM.

THE Queen has been pleased to approve of the undermentioned Regiments now styled—

The Cameronians (Scotch Rifles),
Seaforth Highlanders (Ross-shire Buffs),
being in future styled respectively—
The Cameronians (Scottish Rifles).
Seaforth Highlanders (Ross-shire Buffs, The Duke of Albany's).

2nd Dragoon Guards, Lieutenant-General and Honorary General Thomas Pattle, C.B., to be Colonel, vice General Alexander Low, C.B., transferred to the 4th Hussars. Dated 27th October, 1881.

4th Hussars, General Alexander Low, C.B., from the 2nd Dragoon Guards, to be Colonel, vice General William Parlby, deceased. Dated 27th October, 1881.

The Royal Fusiliers (City of London Regiment), General Sir Richard Wilbraham, K.C.B., from the 2nd Battalion the South Staffordshire Regiment, to be Colonel, vice General Richard, Lord Airey, G.C.B., deceased. Dated 15th September, 1881.

The South Staffordshire Regiment, Lieutenant-General and Honorary General the Honourable St. George Gerald Foley, C.B., to be Colonel, vice General Sir Richard Wilbraham, K.C.B., transferred to the Royal Fusiliers (City of London Regiment). Dated 15th September, 1881.

Royal Engineers, Major Reginald Gother Thorold to be Lieutenant-Colonel, vice Brevet Colonel G. Graham, V.C., C.B., promoted. Dated 19th October, 1881.

Ordnance Store Department, Acting Deputy Assistant Commissary-General of Ordnance Clement Henry Brereton to be Deputy Assistant Commissary-General of Ordnance, vice Deputy Assistant Commissary-General of Ordnance C. J. Dromgoole, deceased. Dated 30th September, 1881.

Conductor of Stores George Harris to be Quartermaster, to complete establishment. Dated 30th September, 1881.

MEMORANDUM.

Lieutenant-Colonel and Brevet Colonel Gerald Graham, V.C., C.B., Royal Engineers, to be Major-General, vice L. Nicholson. Dated 19th October, 1881.

India Office, 22nd November, 1881.

THE Queen has approved of the retirement from the Service of the undermentioned Officers of Her Majesty's Indian Forces :—

Lieutenant-Colonel and Brevet Colonel Julian Campbell Hobson, of the Bombay Staff Corps. Dated 31st October, 1881.

Lieutenant-Colonel Alexander McLeod Stewart, of the Bengal Staff Corps. Dated 31st August, 1881.

Lieutenant-Colonel Wheatley Robertson, of the Madras Staff Corps. Dated 1st November, 1881.

Lieutenant-Colonel Frederic Pelham Bartholomew, of the Bombay Staff Corps. Dated 2nd November, 1881.

Surgeon-Major William Caldwell, M.D., of the Bengal Army. Dated 4th July, 1881.

BREVET.

The undermentioned Officers are granted a step of honorary rank on retirement :—

To be Major-General.

Lieutenant-Colonel and Brevet Colonel Julian Campbell Hobson, of the Bombay Staff Corps. Dated 31st October, 1881.

To be Colonels.

Lieutenant-Colonel Alexander McLeod Stewart, of the Bengal Staff Corps. Dated 31st August, 1881.

Lieutenant-Colonel Wheatley Robertson, of the Madras Staff Corps. Dated 1st November, 1881.

Lieutenant-Colonel Frederic Pelham Bartholomew, of the Bombay Staff Corps. Dated 2nd November, 1881.

To be Surgeons-General.

Deputy Surgeon-General John Wilson, of the Madras Army. Dated 28th March, 1881.

Deputy Surgeon-General Henry Robert Oswald, M.D., of the Madras Army. Dated 15th August, 1881.

To be Deputy Surgeon-General.

Brigade Surgeon William Henry Harris, M.D., of the Madras Army. Dated 1st July, 1881.

To be Brigade Surgeon.

Surgeon-Major Harry Octavius Thorold, of the Bombay Army. Dated 15th August, 1881.

War Office, 22nd November, 1881.

MILITIA.

ARTILLERY.

Devon, Major and Honorary Lieutenant-Colonel Henry Charles Devon resigns his Commission; also is permitted to retain his rank, and to wear the prescribed uniform on his retirement. Dated 23rd November, 1881.

Royal Pembroke, James William Malcolm, Gent., to be Lieutenant. Dated 23rd November, 1881.

Suffolk, Major and Honorary Lieutenant-Colonel Howard Whitbread to be Lieutenant-Colonel, vice Lord Waveney, retired. Dated 19th November, 1881.

Captain William Henry Smith to be Major, vice H. Whitbread. Dated 19th November, 1881.

Lieutenant Jasper Joseph Alexander Milner-Gibson to be Captain, vice W. H. Smith. Dated 19th November, 1881.

Frederick Thompson, Gent., to be Lieutenant, vice J. J. A. Milner-Gibson. Dated 19th November, 1881.

1st, or South Tipperary, Captain and Honorary Major Daniel James Mansergh to be Major, vice R. O. Kellett, retired. Dated 23rd November, 1881.

ENGINEER.

Royal Monmouthshire, Lieutenant Henry Ross Blakeney resigns his Commission. Dated 23rd November, 1881.

INFANTRY.

3rd Battalion, the Royal Scots (Lothian Regiment), Captain William Charles Chitty Erskine resigns his Commission. Dated 23rd November, 1881.

3rd Battalion, the Northumberland Fusiliers, Lieutenant William Orde to be Captain, vice R. Brown, retired. Dated 23rd November, 1881.

5th Battalion, the Royal Fusiliers (City of London Regiment), Captain Gardiner Frederic Guyon, 1st Battalion, the Royal Fusiliers (City of London Regiment), to be Adjutant, in succession to H. B. Wiuter, whose period of service as Adjutant has expired. Dated 15th November, 1881.

3rd Battalion, the Lincolnshire Regiment, Captain and Honorary Major Francis Ingram Conway-Gordon to be Major, vice E. Locock, resigned. Dated 23rd November, 1881.

3rd Battalion, Prince Albert's Light Infantry (Somersetshire Regiment), Captain William Burridge, jun., resigns his Commission. Dated 23rd November, 1881.

3rd Battalion, the Prince of Wales's Own (West Yorkshire Regiment), Lieutenant George William Sutton resigns his Commission. Dated 23rd November, 1881.

4th Battalion, the Bedfordshire Regiment, Lieutenant Edgar Reginald Saunders Sebright to be Captain, vice H. R. G. Crauford, resigned. Dated 23rd November, 1881.

5th Battalion, the Royal Irish Regiment, Lieutenant-Colonel Sir James Langrishe, Bart., is granted the honorary rank of Colonel. Dated 1st July, 1881.

4th Battalion, the Cheshire Regiment, Lieutenant Evan Paul Arbuthnot Haines resigns his Commission. Dated 23rd November, 1881.

3rd Battalion, the East Surrey Regiment, Lieutenant Charles Henry Lord to be Captain, vice J. P. Cox, resigned. Dated 23rd November, 1881.

4th Battalion, the Duke of Wellington's (West Riding Regiment), Alexander Keith Wyllie, Esq., to be Captain. Dated 23rd November, 1881.

3rd Battalion, the Hampshire Regiment, Major Sir Nelson Rycroft, Bart., is granted the honorary rank of Lieutenant-Colonel. Dated 23rd November, 1881.

Frederick William Ramsden, Gent., to be Lieutenant. Dated 23rd November, 1881.

3rd Battalion, the Prince of Wales's Volunteers (South Lancashire Regiment), Herbert George Powers, Gent., to be Lieutenant. Dated 23rd November, 1881.

3rd Battalion, the Sherwood Foresters (Derbyshire Regiment), The undermentioned Lieutenants resign their Commissions:—

The Honourable Dudley Henry Eden Stanhope. Dated 23rd November, 1881.

The Honourable George Lambton. Dated 23rd November, 1881.

4th Battalion, the Sherwood Foresters (Derbyshire Regiment), Lieutenant Freke Henry Drummond-Williams resigns his Commission. Dated 23rd November, 1881.

3rd Battalion Princess Charlotte of Wales's (Berkshire Regiment), Lieutenant Nicholas Henry Vansittart resigns his Commission. Dated 23rd November, 1881.

3rd Battalion, the King's Light Infantry (Shropshire Regiment), James Arthur Whistler, Gent., to be Lieutenant. Dated 23rd November, 1881.

3rd Battalion, the Prince of Wales's (North Staffordshire Regiment), Lieutenant George Crampton Hall to be Captain, vice A. Pattisson, promoted. Dated 23rd November, 1881.

4th Battalion, the Royal Munster Fusiliers, Captain William Pibbs, the Dorsetshire Regiment, resigns his Commission as Adjutant. Dated 14th November, 1881.

YEOMANRY CAVALRY.

Dorset, Lieutenant Francis Richard Hugh Seymour Sutton resigns his Commission. Dated 23rd November, 1881.

Herts, Captain Mervyn Henry Archdale, 12th Lancers, to be Adjutant, in succession to A. Maclean, who has rejoined his Regiment. Dated 10th November, 1881.

Lanarkshire (Queen's Own Royal Glasgow and Lower Ward of Lanarkshire), Captain Hugh Neilson is granted the honorary rank of Major. Dated 1st July, 1881.

Royal Wiltshire, Lieutenant-Colonel John Alexander, Marquis of Bath, is granted the honorary rank of Colonel. Dated 1st July, 1881.

Major Sir Thomas Frazer Grove, Bart., is granted the honorary rank of Lieutenant-Colonel. Dated 1st July, 1881.

VOLUNTEERS.

ARTILLERY.

1st Cinque Ports Corps, Lieutenant John Herbert Satchell resigns his Commission. Dated 23rd November, 1881.

1st Fifeshire Corps, Lieutenant-Colonel John Neil McLeod resigns his Commission. Dated 23rd November, 1881.

1st Glamorganshire Corps, The services of the undermentioned Lieutenants are dispensed with:—

Louis de Candia. Dated 23rd November, 1881.

Edward Sigismund E. Dähne. Dated 23rd November, 1881.

1st Gloucestershire Corps, Lieutenant-Colonel Adolphus Halkett Versturm is granted the honorary rank of Colonel. Dated 1st November, 1881.

7th Lancashire Corps (The Manchester Artillery), Captain Harry Holmes Lee resigns his Commission. Dated 23rd November, 1881.

1st East Riding of Yorkshire Corps, Acting Chaplain the Reverend Frederick Lawrence, B.A., resigns his appointment. Dated 23rd November, 1881.

2nd East Riding of Yorkshire Corps, Henry Cooper Gleadow, Esq., to be Lieutenant-Colonel. Dated 23rd November, 1881.

Lieutenant Arthur Henry Robinson resigns his Commission. Dated 23rd November, 1881.

Captain Hugh Aboukir Scott, Royal Artillery, to be Adjutant, in succession to P. Harrison, who resigns the appointment on promotion to Major in the Royal Artillery. Dated 14th November, 1881.

Arthur Henry Robinson, Gent., M.D., to be Acting Surgeon. Dated 23rd November, 1881.

ENGINEER.

1st Aberdeenshire Corps, The Reverend James Cooper, M.A., to be Acting Chaplain. Dated 23rd November, 1881.

1st Cheshire Corps, Lieutenant John Walrond Orchard resigns his Commission. Dated 23rd November, 1881.

1st Flint (Buckley) Corps, Captain Henry Wilson resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 23rd November, 1881.

2nd Gloucestershire Corps, Lieutenant Markham Richard Marshall resigns his Commission. Dated 23rd November, 1881.

The undermentioned Gentlemen to be Lieutenants:—

Henry James Drew. Dated 23rd November, 1881.

Francis George Newbolt. Dated 23rd November, 1881.

1st Lanarkshire Corps, Lieutenant James Lang to be Captain. Dated 23rd November, 1881.

RIFLE.

1st Cambridgeshire Corps, Lieutenant George Martin Hall resigns his Commission. Dated 23rd November, 1881.

2nd Cambridgeshire (Cambridge University) Corps, The undermentioned Officers resign their Commissions:—

Captain Christopher Robert Tatham. Dated 23rd November, 1881.

Captain William Morton Harvey. Dated 23rd November, 1881.

Lieutenant Newman Cash. Dated 23rd November, 1881.

Lieutenant William Edward Cleaver to be Captain. Dated 23rd November, 1881.

1st Cheshire Corps, Lieutenant William Bettison resigns his Commission. Dated 23rd November, 1881.

Lieutenant Francis Montagu Walford to be Captain. Dated 23rd November, 1881.

2nd Cheshire Corps, Captain William Henry Kerr, 1st Battalion, the Cheshire Regiment, to be Adjutant, in succession to J. H. Hamersley, who has resigned that appointment. Dated 14th September, 1881.

1st Cornwall (Duke of Cornwall's) Corps, Quartermaster William Henry Christoe resigns his Commission. Dated 23rd November, 1881.

2nd Derbyshire Corps, Honorary Surgeon Charles Booth, M.D., resigns his Commission. Dated 23rd November, 1881.

1st Hampshire Corps, Lieutenant William Shenton to be Captain. Dated 23rd November, 1881. The Reverend James Howarth to be Lieutenant. Dated 23rd November, 1881.

1st Hertfordshire Corps, Frederic Preedy, Gent., to be Lieutenant. Dated 23rd November, 1881.

1st Inverness-shire (Inverness Highland) Corps, The undermentioned Captains are granted the honorary rank of Major:—

Robert Grant. Dated 1st July, 1881.

Hugh Rose. Dated 6th August, 1881.

1st Isle of Wight Corps, Lieutenant Alfred John Pound resigns his Commission. Dated 23rd November, 1881.

5th Kent (the Weald of Kent) Corps, Quartermaster George Hills Cook resigns his Commission. Dated 23rd November, 1881.

1st Lancashire Corps, Lieutenant Robert Herbert Coddington resigns his Commission. Dated 23rd November, 1881.

3rd Lancashire Corps, Lieutenant George Andrew Macbeth resigns his Commission. Dated 23rd November, 1881.

William Mossop, Gent., to be Lieutenant. Dated 23rd November, 1881.

Quartermaster William Mossop resigns his Commission. Dated 23rd November, 1881.

11th Lancashire Corps, Captain Spenser Jackson, 1st Battalion, the Loyal North Lancashire Regiment, to be Adjutant, in succession to C. D. Pedder, placed on retired pay. Dated 1st October, 1881.

6th Middlesex (St. George's) Corps, Lieutenant William Barrett resigns his Commission. Dated 23rd November, 1881.

8th (S. W.) Middlesex Corps, The undermentioned Officers resign their Commissions:—

Lieutenant Charles Harcourt Skrine. Dated 23rd November, 1881.

Quartermaster Arthur Anson White. Dated 23rd November, 1881.

14th Middlesex (Inns of Court) Corps, Lieutenant John Leybourn Goddard resigns his Commission. Dated 23rd November, 1881.

Henry John Willink, Gent., to be Lieutenant. Dated 23rd November, 1881.

James Edward Hornc, Gent., to be Lieutenant (Supernumerary). Dated 23rd November, 1881.

19th Middlesex (St. Giles's and St. George's, Bloomsbury) Corps, Captain John Ledbrooke Rivolta resigns his Commission. Dated 23rd November, 1881.

24th Middlesex Corps, The undermentioned Officers resign their Commissions:—

Captain William H. Hooker. Dated 23rd November, 1881.

Lieutenant John Corbet Guthrie Du Plat Taylor. Dated 23rd November, 1881.

1st Midlothian (Leith) Corps, Lieutenant Young J. Pentland resigns his Commission. Dated 23rd November, 1881.

3rd Norfolk Corps, Captain Eustace Neville Rolfe resigns his Commission. Dated 23rd November, 1881.

1st Oxfordshire (Oxford University) Corps, The undermentioned Gentlemen to be Lieutenants: (Supernumerary):—

Cyril Charles Child. Dated 23rd November, 1881.

Francis William Clark. Dated 23rd November, 1881.

3rd Somersetshire Corps, Captain Henry Ernst is granted the honorary rank of Major. Dated 1st July, 1881.

8th Surrey Corps, Alfred Bell, Gent., to be Lieutenant. Dated 23rd November, 1881.

2nd Sussex Corps, Captain William Austen Pearnless is granted the honorary rank of Major. Dated 23rd October, 1881.

2nd Tower Hamlets Corps, Captain George Bennett resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 23rd November, 1881.

Lieutenant Henry George Troughton resigns his Commission. Dated 23rd November, 1881.

1st West Riding of Yorkshire Corps, Captain Gerald Grant-Dalton, 1st Battalion, the Prince of Wales's Own (West Yorkshire Regiment), to be Adjutant, in succession to C. E. Preston, placed on retired pay. Dated 19th September, 1881.

Commissions signed by the Lord Lieutenant of the County of Lanark.

The Honourable John Ure, Lord Provost of Glasgow, to be Deputy Lieutenant. Dated 12th November, 1881.

James Charles Hope Vere, Esq., to be Deputy Lieutenant. Dated 12th November, 1881.

Lieutenant-Colonel Donald Matheson to be Deputy Lieutenant. Dated 12th November, 1881.

Lieutenant-Colonel Francis Robertson Reid to be Deputy Lieutenant. Dated 12th November, 1881.

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 Friday, the 2nd proximo, at one o'clock, for Treasury Bills to be issued under the Act 40 Vic., cap. 2, to the amount of £1,930,000.

2. The Bills will be in amounts of £1,000, £5,000, or £10,000. They will be dated the 7th day of December, 1881, 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 Saturday, 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 Wednesday, the 7th proximo.

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

Treasury Chambers, November 21, 1881.

NOTICE TO MARINERS.

(No. 222.)—ENGLAND.—WEST COAST.

LIVERPOOL BAY.

Wreck South-Eastward of Bar Light-Vessel.

THE Mersey Decks and Harbour Board has given notice, dated 2nd November, 1881, that the barque "Laju" lies sunk in 7 fathoms at low water, with Bar Light-vessel bearing N.N.W. $\frac{1}{2}$ W., distant half-a-mile.

The masts of the wreck on the above date were showing above water.

Mariners are cautioned against approaching the position of the wreck, until the danger is removed.

[The bearing is magnetic. Variation $20\frac{1}{2}^{\circ}$ Westerly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

8th November, 1881.

This Notice temporarily affects the following Admiralty Charts:—Holyhead to Liverpool, No. 1170b; Liverpool Bay, No. 1951. Also, Sailing Directions for the West Coast of England, 1876, page 132.

NOTICE TO MARINERS.

(No. 223.)—CANADA.—GULF OF ST. LAWRENCE.

(1.) *Alteration in Certain Fog Signals.*

THE Canadian Government has given notice, dated 3rd October, 1881, that the signal guns established at the following lighthouses in the Gulf of St. Lawrence, viz.:—Belle Isle, Cape Rozier, West Point (Anticosti Island), Point de Monts, and Biquette Island, would in future, during thick weather, fogs, or snow-storms, be fired once every half hour, instead of every hour as previously.

NOTE.—The signal guns at Greenly Island, Bird Rocks, and Green Island Lighthouses will continue to be fired every half hour.

ANTICOSTI ISLAND.

(2.) *Fog Signal at Heath Point Lighthouse.*

Also, dated 3rd October, 1881, that a fog signal has been established at Heath Point Lighthouse, eastern side of Anticosti Island.

The signal is a gun, which during thick weather, fogs, or snowstorms, will be fired every half hour.

(3.) *Fog Signal at Anne Point.*

Also, that on 15th September, 1881, a fog signal was established at Anne (St. Anne) Point, south shore of the Gulf of St. Lawrence:—

The signal is a horn worked by compressed air, which, during thick weather, fogs, and snowstorms, will sound a blast of eight seconds' duration every minute.

Position, lat. $49^{\circ} 8' 20''$ N., long. $66^{\circ} 33' 30''$ W.

PRINCE EDWARD ISLAND.

(4.) *Souris Lighthouse—Ray of Red Light.*

Also, dated 6th October, 1881, that a ray of red light is now shown from Souris Lighthouse, Colville River Entrance, eastern side of Prince Edward Island, indicating the anchorage ground under the shelter of the breakwater.

NOTE.—Vessels seeking shelter should stand into Colville Bay until Souris Light bears S.E. by S. when the red light opens. They are then inside the breakwater, and by hauling up with the red light in sight, safe anchorage may be had off the head of the railway wharf.

BAY OF FUNDY—ST. JOHN.

(5.) *Split Rock Automatic Buoy—Alteration in Position.*

Also, with reference to Notice to Mariners, No. 192 (2), of 16th October, 1880, on placing an automatic signal buoy with Split Rock, approach to St. John Harbour, bearing N. $\frac{1}{4}$ E., distance 2 miles.

Further notice has been given, dated 24th September, 1881, that the buoy has been moved nearer the shore, and now serves as a guide into Musquash Harbour.

The buoy, painted black, is moored in 30 fathoms' water, with the following bearings and distance, viz. :—

Musquash Lighthouse, North, distance $1\frac{1}{2}$ miles.

Split Rock, N.E.

Position, lat. $45^{\circ} 7' 15''$ N., long. $66^{\circ} 13' 55''$ W.

[The bearings are magnetic. Variation, Colville Bay 25° , Musquash Harbour $19\frac{1}{4}^{\circ}$, Westerly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

11th November, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Newfoundland, No. 232*b*; Gulf of Saint Lawrence, No. 2516; Saint Lewis Sound to Esquimaux Islands, with Plans of Belle Isle and Blane Sablon Bay, No. 1430; Gaspé and Mal Bays, No. 1163; Pashasheebo Point to Magpie Bay, No. 306; Magpie Bay to Point de Monts, No. 307; Cape Chat to Bic Island, No. 309; Bic Island to Quebec, No. 310; Point de Monts to Bersimis River, No. 311; Bersimis River to Saguenay River, No. 312. Also, Admiralty List of Lights in British North America, 1881, Nos. 1, 31, 38, 43, 46; Saint Lawrence Pilot, Vol. I, 1860, pages 71, 90, 99, 126, 226; and Newfoundland Pilot, 1878, page 341.

(2.) Gulf of Saint Lawrence, No. 2516; East Cape, Anticosti Island, No. 1150. Also, Admiralty List of Lights in British North America, 1881, No. 35; and Saint Lawrence Pilot, Vol. I, 1860, page 71.

(3.) Gulf of Saint Lawrence, No. 2516; Magpie Bay to Point de Monts, No. 307. Also, Admiralty List of Lights in British North America, 1881, page 8; and Saint Lawrence Pilot, Vol. I, 1860, page 93.

(4.) Northumberland Strait, Eastern Part, No. 2034. Also, Admiralty List of Lights in British North America, 1881, page 198; and Saint Lawrence Pilot, Vol. II, 1881, page 126.

(5.) Halifax to Delaware River, No. 2670; Bay of Fundy, Nos. 352, 353. Also, Sailing Directions for S.E. Coast of Nova Scotia and Bay of Fundy, 1875, page 214.

NOTICE TO MARINERS.

(No. 224.)—BAL TIC.—GULF OF BOTHNIA.

SWEDEN—EAST COAST.

(1.) *Bönan Light—Sector of Red Light.*

THE Swedish Government has given notice, that the following alteration has been made in the light (fixed white) exhibited at Bönan, northern channel to Gefle:—

A sector of red light is shown, visible seaward between the bearings of N. 65° W. and S. 65° W.

(2.) *Hernö—Red Light on Eastern Point.*

Also, dated 8th October, 1881, that a light is now exhibited from the south-east angle of the pilots' house on the eastern point of Hernö.

The light is a fixed red light, visible seaward between the bearings of N. 11° W. and S. 18° E.; it is elevated 65 feet above the sea, and should be seen in clear weather from a distance of about 5 miles.

Position, lat. $62^{\circ} 36' 30''$ N., long. $18^{\circ} 4' 30''$ E.

This light will be exhibited annually from 1st August until the close of navigation.

(3.) *Bredshär, Rönnskär, and Malören Lights—Alteration in Period of Exhibition.*

Also, that the following alteration will be made in the period of exhibition of the lights at Bredshär, approach to Umeå; at Rönnskär, approach to Pitea; and at Malören (Malörn), southward of Haaparanda.

These lights will be exhibited until the navigation is closed, and the pilots have left their stations.

GULF OF FINLAND—ST. PETERSBURG BAY.

(4.) *Peterhof—Fog Signal on Pier.*

The Russian Government has given notice, that a fog signal has been established on the Pier at Peterhof, south side of St. Petersburg Bay.

[The bearings are magnetic. Variation Bönan, 9° , Hernö, $8\frac{1}{4}^{\circ}$, Westerly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

11th November, 1881.

This Notice affects the following Admiralty Charts:—

(1.) and (2.) Gulf of Bothnia, No. 2252; South Quarken to Hornsland, No. 2296 (1 only); Hornsland to Stiernö Point, No. 2299 (2 only). Also, Admiralty List of Lights in the North Sea, &c., 1881, page 54, No. 517; and Bothnia Pilot, 1855, pages 12, 25.

(3.) Admiralty List of Lights in the North Sea, &c., 1881, Nos. 501, 502*b*, 507. Also, Bothnia Pilot, 1855, pages 35, 52, 56.

(4.) St. Petersburg Bay, No. 2279; Kronstadt, No. 2215. Also, Admiralty List of Lights in the North Sea, &c., 1881, No. 473; and Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, page 108.

NOTICE TO MARINERS.

(No. 225.)—NORTH ATLANTIC OCEAN.

CAPE VERDE ISLANDS.—ST. VINCENT ISLAND—PORTO GRANDE.

Harbour Light on Mindello Custom House Pier.

THE Portuguese Government has given notice, that on 25th June, 1881, a harbour light was exhibited from an iron support on the extremity of the Custom House Pier, at Mindello, Porto Grande, St. Vincent Island:—

The light is a fixed red light, elevated about 16 feet above high water, and should be visible in clear weather from a distance of about 3 miles.

Position approximate, lat. $16^{\circ} 53' 15''$ N., long. $25^{\circ} 0' 0''$ W.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

11th November, 1881.

This Notice affects the following Admiralty Charts:—Cape Verde Islands, No. 366; St. Vincent Island, No. 369; Porto Grande, No. 370. Also, Admiralty List of Lights on the West, South, and South-East coasts of Africa, &c., 1881, page 4; and Africa Pilot, Part I, 1880, page 140.

SUPREME COURT OF JUDICATURE.

Tuesday, the 13th day of September, 1881.

CHANCERY DIVISION.

THE Lords Commissioners of Her Majesty's Treasury, with the concurrence of the Lord Chancellor, do hereby, in the exercise of the powers for this purpose conferred upon them by the "Courts of Justice (Salaries and Funds) Act, 1869," and of all other powers enabling them in this behalf, determine and order as follows:—

1. From and after the date hereof, the existing and all future Clerks in the several Offices and Departments of the Chancery Division of the High Court of Justice specified in the Schedule hereto shall be classified respectively as First Class, Second Class, and Third Class Clerks.

2. There shall be paid to the said existing Clerks the yearly salaries, specified in the said Schedule with the annual increments therein mentioned, and to all future Clerks the yearly salaries following; that is to say, to First Class Clerks, the sum of £500, rising by annual increments of £20 to £600; to Second Class Clerks, the sum of £250, rising by annual increments of £15 to £400; and to Third Class Clerks the sum of £100, rising by annual increments of £10 to £200.

3. The said existing and all future Clerks in the Chancery Division shall be interchangeable and liable to be transferred to and perform the duties of any Office or Department in the said Division.

4. There shall be employed in the Chambers of each Judge of the Chancery Division to whom for the time being a Chamber Staff may be attached, such Chief Clerks and other Clerks as may from time to time be necessary, not exceeding three Chief Clerks, six First Class Clerks, six Second Class Clerks, and three Third Class Clerks.

5. Upon the occurrence of a vacancy in any of the Clerkships specified in the said Schedule, the staff of the Office or Department in which the vacancy occurs may be re-adjusted, and the numbers of the Clerks therein reduced or their duties altered accordingly in such manner as the Treasury, with the concurrence of the Lord Chancellor, may determine.

6. Unless under special circumstances the Lord Chancellor shall otherwise direct, a Second or Third Class Clerk shall not be promoted to a higher class until the acting Head of the Office or Department in which such Clerk shall for the time being be employed has certified in writing to the Lord Chancellor that such Clerk has discharged his duties in a satisfactory manner in every respect, and that he is fully qualified for promotion.

*Arthur D. Hayter.**Charles C. Cotes.*

I concur in the above Order,

Selborne, C.

THE SCHEDULE.

Name.	Rank.	Salary from 1st April, 1881.	Annual Increments.	Maximum Salary.	Remarks.
CHANCERY TAXING MASTER'S OFFICE.					
Henry Mills	1st Class Clerk	£ 500	£ 20	£ 600	
Frederick Norton	"	500	20	600	
Robert Gerald Laybourn	"	500	20	600	
Thomas Whitaker Pridmore	"	500	20	600	
William John Gardner	"	500	20	600	
Thomas Bannehr.	"	500	20	600	
Frederick Whiffen	"	500	20	600	
Charles William Scott	"	500	20	600	
Charles John Gloyn	2nd Class Clerk	350	15	400	
William Chambers	"	350	15	400	
Charles Baylis	"	350	15	400	
John Chambers	"	350	15	400	
George Whitaker	"	250	15	400	
			(from 16 Dec., 1881.)		
Frederick Charles Hawkins	"	250	15	400	
William Joy Bannehr	"	250	15	400	
Charles Hunt	"	250	15	400	
CHANCERY REGIS- TRAR'S OFFICE.					
George Lindley	"	350	15	400	
Perceval Edward Reeve	"	290	15	400	
		(from 11 June, 1881.)			
*Charles James Gloster	3rd Class Clerk	330	15	400	* Whenever this Officer may be entrusted with the daily circulation of a complete Cause List for all the Courts, his salary is to be raised to the maximum (£400 per annum).
Edmond William Hull	"	150	10	200	
Edward Heasman	"	250	—	—	
Thomas Hall	"	250	—	—	
Peter Hanley	"	250	—	—	
Walter George Smith	"	250	—	—	
Thomas Samuels	"	250	—	—	
William Marshall Jones	"	250	—	—	

Name.	Rank.	Salary from 1st April, 1881.	Annual Increments.	Maximum Salary.	Remarks.
CHANCERY REGISTRAR'S OFFICE—continued.					
		£	£	£	
Alexander William de Lisle	3rd Class Clerk	250	—	—	
Alfred John Ray ...	"	250	—	—	
Hirzel Peter Charles De Lisle	"	250	—	—	
		(from 20 Aug., 1881.)			
William Ashton Nuttall ...	"	220	10	250	
		(from 27 Mar., 1881.)			
John Henry Welbank ...	"	160	10	250	
		(from 26 June, 1882.)			
James Francis Jacob ...	"	150	10	250	
			(from 6 May, 1883.)		
PETTY BAG OFFICE.					
Henry William Holden ...	2nd Class Clerk	350	15	400	
William Sims Smith ...	3rd Class Clerk	150	10	200	
VICE-CHANCELLOR BACON'S CHAMBERS.					
Henry Ross... ..	1st Class Clerk	500	20	600	
William Whiteley ...	"	500	20	600	
Philip Marshall ...	"	500	20	600	
John Field	"	500	20	600	
James Hart... ..	"	500	20	600	
John Napoleon Hazlitt	"	500	20	600	
Arthur Allen Durnall ...	3rd Class Clerk	230	10	250	
		(from 15 Feb., 1881.)			
Sidney Arthur Whiteley ...	"	150	10	250	
			(from 19 Nov., 1883.)		
Philip Francis Marshall ...	"	150	10	250	
			(from 13 Nov., 1884.)		
VICE-CHANCELLOR HALL'S CHAMBERS.					
Henry Pritchard ...	1st Class Clerk	500	20	600	
Jonathan Pinnington ...	"	600	—	600	
William Wright ...	"	500	20	600	
William Bailey ...	"	600	—	600	
William Henry Hopkins ...	"	600	—	600	
James Darby ...	"	500	20	600	
Robert Forsaith ...	"	500	20	600	
William Arthur Marshall ...	2nd Class Clerk	300	15	400	
Jonathan Stevens ...	"	300	15	400	
James Richard Howes ...	"	250	15	400	
Charles Toye ...	"	250	15	400	
William Page Naylor ...	"	250	15	400	
George Philip Baker ...	3rd Class Clerk	250	—	—	
Thomas Nixey ...	"	250	—	—	
Henry Smith ...	"	200	10	250	
		(from 16 July, 1881.)			
MR. JUSTICE FRY'S CHAMBERS.					
John William Hare ...	1st Class Clerk	500	20	600	
George Wood ...	"	500	20	600	
William John Wood ...	"	600	—	600	
William Powell Williams ...	"	600	—	600	
Harry Grooby Rogers ...	"	600	—	600	
Robert Sparrow ...	"	500	20	600	
Charles Henry Lovell ...	2nd Class Clerk	300	15	400	
Edward Wooltorton ...	"	300	15	400	
		(from 1 June, 1881.)			
Charles James Cocks ...	"	260	15	400	
		(from 16 Nov., 1880.)			

Name.	Rank.	Salary from 1st April, 1881.	Annual Increments.	Maximum Salary.	Remarks.
MR. JUSTICE FRY'S CHAMBERS—continued.					
Joseph Nonweiler	3rd Class Clerk	£ 160 (from 16 Nov., 1880.)	£ 10	£ 250	
Frederick Thomas Smith ...	"	150	10 (from 25 Jan., 1882.)	250	
Frederick Charles Jarrett ...	"	150	10 (from 1 June, 1883.)	250	
CLERKS formerly attached to the CHAMBERS of the MASTER OF THE ROLLS					
John Raven... ..	1st Class Clerk	600	--	600	
John Biddle... ..	"	600	--	600	
John Ridley Newman ...	"	600	--	600	
William Upjohn	"	500	20	600	
Samuel John Bakewell ...	"	500	20	600	
William Maple	"	500	20	600	
William Henry Saunders ...	2nd Class Clerk	300	15	400	
Arthur Warren	"	300	15	400	
Jack Freeman	"	300	15	400	
Edgar Henry Jellicoe ...	"	250	15	400	
Edward Hales Milikin ...	"	250	15	400	
Edwin Byers	"	250	15	400	
William Lambert	3rd Class Clerk	240 (from 13 Dec., 1880.)	10	250	
Frederick Valentine Green	"	150	10 (from 15 April, 1883.)	250	
Leonard Pritchard	"	150	10 (from 16 Jan., 1884.)	250	

Arthur D. Hayter.

Charles C. Cotes.

Selborne, C.

This Order to be entered as of Record in the Chancery Division of the High Court of Justice.

H. Latham, Registrar.

INCOME TAX.

WHEREAS it has become necessary to renew the lists of persons to supply vacancies amongst the Commissioners appointed to act in the division of Chepstow, in the county of Monmouth, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Bank-buildings, in Chepstow, on Thursday, the 24th day of November, 1881, at eleven o'clock in the forenoon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax for the division of Chepstow aforesaid.

Chas. Keith-Falconer.

W. S. Northcote.

Inland Revenue, Somerset House,
London, November 19, 1881.**JOINT STOCK COMPANIES.**

NOTICE is hereby given, pursuant to s. 7 (3) of 43 Vict., ch. 19 (Companies Act, 1880), that at the expiration of three months from the date hereof the names of the undermentioned Companies will, unless cause is shown to the contrary, be struck off the Register and the Companies will be dissolved:—

* (NOTE.—Other Companies having similar titles to those to which an asterisk is prefixed are believed to be carrying on business at the present time.)

Aberavon Gas and Coke Consumers' Company Limited.

Aberdare Patent Steam Fuel Company Limited.

Abernant Silver Lead Mining Company Limited.

Abertham Mining Company Limited.

Accrington Industrial Co-operative Cotton Spinning and Weaving Company Limited.

Addlestone Consumers' Gas Light and Coke Company Limited.

*Adelphi Banking Company Limited.

Adirondac Lands and Railway Company Limited.

- *Aerated Bread Company Limited (registered 14th February, 1862).
 Agricultural Chemicals Company Limited.
 Alagoas Brazilian Central Railway Company Limited.
 Albemarle Club Company Limited.
 Albert Iron and Cement Works Company Limited.
 Albion Investment Company Limited.
 * Albion Loan and Discount Company Limited.
 Aldershot Gas Company Limited.
 Aldershot Manure Company Limited.
 Aldershot Street Rail Company Limited.
 Aldershot Villa Company Limited.
 Algerian Cotton, Land, and Irrigation Company Limited.
 Allan's Telegraph and Factory Company Limited.
 Alliance Steam Navigation Company Limited.
 Altymaen Mining Company Limited.
 Altrincham, Bowdon, and Dunham District Waterworks Company Limited.
 Alt-y-Crib Mining Company Limited.
 Alvenny Mining Company Limited.
 American Leather Cloth Company Limited.
 Amman (Aberdare) Colliery Company Limited.
 Anderson's Patent Soap and Candle Company Limited.
 Anglesea Copper Mining Company Limited.
 Anglo-American Patent Variable Screw Propeller Company Limited.
 Anglo-Californian Gold Mining Company.
 Anglo-Danubian Steam Navigation and Colliery Company Limited.
 Anglo-French Agricultural Trading Company Limited.
 Anglo - French Artificial Marble Company Limited.
 Anglo-French Bank Limited.
 Anglo-French Improved Tram Railroad Company Limited.
 Anglo-Indian Cotton Company Limited.
 Anglo-Indian Tea Company Limited.
 Anglo-Irish Submarine Telegraph Company Limited.
 Anglo-Parisian Brewery Company Limited.
 Anglo-Parisian Company of Great Manutentions Limited.
 Anglo-Portuguese Bank Limited.
 Anglo-Spanish Flour Mill Company Limited.
 Anglo-Spanish Smelting and Silver Mining Company Limited.
 Anglo-Spanish Soda Mining Company Limited.
 Anglo-Spanish Tin Streaming and Mining Company Limited.
 Angola Railway Company Limited.
 Anna Maria Mining Company Limited.
 Arbesau and St. Francesca Colliery Company Limited.
 Ardwick Green Thirty Pounds Money Company.
 Arley Colliery Company.
 Arley Pottery and Fire Brick Company Limited
 Army and Navy Bank Limited.
 Asbestos Company Limited.
 Ashcroft Anglesey Copper Mining Company Limited.
 Ashton-under-Lyne Cotton Spinning Company Limited.
 Ashton-under-Lyne Machine Making, Spinning, Manufacturing, and Building Company Limited.
 Asia Minor Central Railway Company Limited.
 Asia Minor Company Limited.
 Asphaltum Company Limited.
 Association for the total prevention of Smoke and effecting Economy in generating and using Steam Limited.
- Athenæum Publishing Company Limited.
 Atlantic and Pacific Postal and Telegraph Company Limited.
 Atlantic and Pacific Steam Navigation and Transit Company Limited.
 Atlas Coal Company Limited.
 Atlas Mining and Smelting Company Limited.
 Atlas Oil Mill Company Limited.
 Attercliffe Colliery Company Limited.
 Auction and Estate Agency Company Limited.
 Auction and Estate Company Limited.
 Audley Hall Co-operative Cotton Spinning and Manufacturing Company Limited.
 Australasian and Pacific Company Limited.
 Australian General Investment Association.
 Auxiliary Railway Company Limited.
 Azotised Mineral Ash Manure Company Limited.
 Baker's Free Press and General Advertiser Newspaper Joint Stock Company Limited.
 Ball Eye Mining Company Limited.
 Ballymoneen Copper and Sulphur Mining Company Limited.
 Bamford Manufacturing Company Limited.
 Banco Patent Punch Company Limited.
 Bank of Canada, Nova Scotia, and New Brunswick Limited.
 Bank of Commerce Limited.
 Bank of England Street Rail Company Limited.
 Bank of Great Britain Limited.
 Bank of Tunis Limited.
 Bank of Wales Limited.
 Bank of Westminster Limited.
 Bantry Bay Slate and Slab Company Limited.
 Barking Fish Manure Company Limited.
 Barmouth Consols Copper, Silver-Lead, and Gold Mining Company Limited.
 Barnsley Coal Company Limited.
 Barrow Gas Company Limited.
 Basford's Patent Gas Company Limited.
 Bastier's Patent Hydraulic Pump Company Limited.
 Bath Washing Company Limited.
 Bauwen's Patent Candle Company Limited.
 Bavarian Company Limited.
 Bayswater Athenæum and Club Company Limited.
 Bearhaven and Tracton Mineral Company Limited.
 Beaujolais Wine Company Limited.
 Beeston Manor Mill Company Limited.
 Beldon and North Derwent Mining Company Limited.
 Bellevue Estate Company Limited.
 Bendigo North Redan Gold Quartz Mining and Crushing Company Limited.
 Beniowski's Patent Printing Company Limited.
 Berar and Eastern Coast of India Railway Company Limited.
 Berwig Stone Quarry Company Limited.
 Beulah Spa Hydropathic Institution and Hotel Company Limited.
 Beverley General Cemetery Company Limited.
 Beverley Union Mill Company Limited.
 Bexhill Railway, Harbour, and Continental Steam Packet Company Limited.
 Bickerton Mining Company Limited.
 Bickleigh Vale Phoenix Copper and Tin Mining Company Limited.
 Billingsgate Fishing Company Limited.
 Bilston Baths, Library, and Reading Rooms Company.
 Bincliff and Eastern Mining Company Limited.
 Bingley Manufacturing Company Limited.
 Birkenhead, Flintshire, and Holyhead Junction Railway Company Limited.

- Birmingham and General Land Company Limited.
 Birmingham Boat Company, No. 3, Limited.
 Birmingham Discount Company.
 Birmingham Flour Company.
 Birmingham Land and Advance Company Limited.
 Birmingham Mendelssohn Hall Company Limited.
 Birtley Coal Company Limited.
 Blackburn Catholic Hall Company Limited.
 Blackburn Co-operative Cotton Spinning and Weaving Company Limited.
 Blackpool Hotel Company Limited.
 Blinman Consolidated Copper Mining Company of South Australia Limited.
 Blisworth Iron Stone Mining Company Limited.
 Blue Lias Lime and Cement Company Limited.
 Bodecol Lead Mining Company Limited.
 Bog Lead Mining Company Limited.
 Bognor Conveyance Company Limited.
 Bohemian Coal Mining Company Limited.
 Bolton Concert Hall Company Limited.
 Bolton Water Twist Company Limited.
 Borlase Consols Tin Mining Company Limited.
 Borrowdale Black Lead Company Limited.
 Bosworthen Tin Mining Company Limited.
 Bournemouth Gas and Waterworks Company Limited.
 Bow Brewery Company Limited.
 Brada United Mining Company Limited.
 Bradford Carpet Company Limited.
 Bradford, Clayton, and Droylesden Omnibus Company Limited.
 Brandon Walls Lead Mining Company Limited.
 Bray's Traction Engine Company Limited.
 Bretchell Colliery Company Limited.
 Brick Hill Farm Company Limited.
 Bridgewater Shipping Company Limited.
 Bridlington Quay Hotel Company Limited.
 Brighton Discount Company Limited.
 * Brighton Hotel Company Limited (registered 14th March, 1857).
 Brighton Public Bath Association Limited.
 Brinksway Cotton Spinning Company Limited.
 Brinsley Hall Colliery Company Limited.
 Bristol Channel Steam Towing Company Limited.
 Bristol Manure Company Limited.
 Bristol Pleasure Gardens Company Limited.
 Bristol St. James' Hall Company Limited.
 British Agricultural Company Limited.
 British and Colonial Brush Company Limited.
 British and Colonial Educational Association Limited.
 British and Colonial Railway and Public Works Company Limited.
 British and Eastern Steam Navigation Company Limited.
 British and Foreign Domestic Machinery Company Limited.
 British and Foreign Investment and Loan Company Limited.
 British and Foreign Ships' Sheathing Protection Company Limited.
 British and Portuguese Cork Company Limited.
 British and South Carolina Steam Ship Company Limited.
 British Chronometer, Watch, and Clock Company Limited.
 British Cotton Company Limited.
 British Deep Sea Fisheries Company Limited.
 British Ebontine Company Limited.
 British Explosives Company Limited.
 British Flax Company Limited.
 British Floating College Company Limited.
 British Honduras Cotton Company Limited.
 British Improved Soap Company Limited.
 British Manganese Mining Company Limited.
 British Paper Manufacturing Company Limited.
 British Paper Pulp Company Limited.
 British Patent Carbonising Company Limited.
 British Patent Charcoal and Gas Company Limited.
 British Printing and Publishing Company Limited.
 British Reversionary and Investment Company Limited.
 British Sperm Candle Company.
 British Tin and Copper Mining Company Limited.
 British Transatlantic Telegraph Company Limited.
 British Union Assurance Company.
 British Whalebone Company Limited.
 British Zinc Rolling Company Limited.
 Brittany Silver Lead Mining Company Limited.
 Bromfield Hall Coal and Cannel Company Limited.
 Bromlow Mining Company Limited (registered 2nd December, 1861).
 Bronfloyd United Company Limited.
 Brown's Compressed Powder Company Limited.
 Brymbo Lead and Spelter Company Limited.
 Brynarian Lead and Copper Mining Company Limited.
 Brynfeelin Mining Company Limited.
 Bryn Hope Lead Mining Company Limited.
 Bryn Moss Coal and Cannel Company Limited.
 Buenos Ayres and San Fernando Railway Company Limited.
 Building Material Improvement Company Limited.
 Bulkeley Coal, Ironstone, and Fireclay Company Limited.
 Burhill Mining Company Limited.
 Burnham Tidal Harbour Company Limited.
 Burren Lead and Calamine Company Limited.
 Burry Port (Carmarthenshire) Coal and Ironstone Company Limited.
 Bute Merthyr Steam Coal Association Limited.
 Bychton Coal, Cannel, and Iron Company, Mostyn Limited.
 Cader Idris Gold and General Mining Company Limited.
 Caergwynion and Plas-y-nant Slate and Sulphur Ore Company Limited.
 Cafartha Mines Company Limited.
 Caillaud's Patent Tanning Company Limited.
 Calcot Hall Mining Company Limited.
 Calcutta and Mutlah Water Company Limited.
 Calcutta Public Sale Company Limited.
 Caledonian Steam Towing Company.
 California Railway Company Limited.
 California Water Company Limited.
 Cambrian Consolidated Gold Mines Company Limited.
 Cambrian Iron Foundry Company Limited.
 Cambridge Music Hall and Public Rooms Company Limited.
 Canada Landed Credit Company Limited.
 Canadian Bank of England, Nova Scotia, and New Brunswick Limited.
 Canadian Loan and Investment Company Limited.
 Canadian Trust and Agency Company Limited.
 Cannes Hotel Company Limited.
 Cannock Chase and Ogleby Land Company Limited.
 Canterbury Theatre Company Limited.
 Cape of Good Hope Copper Mining Company Limited.
 Cape Race Electric Telegraph and Light Ship Company Limited.

- Cardiff and Caerphilly Iron Company Limited.
 Cardiff and Penarth Steam Ferry Company Limited.
 Cardiff Baths Company Limited.
 Cardiff Gas Consumers Company Limited.
 Cardiff Post Office Buildings Company Limited.
 Cardiff Preserved Coal and Coke Company Limited.
 Cardiff Steam Towing Company.
 Cardiff Warehouses Company Limited.
 Cardiganshire Consolidated Mining Company Limited.
 Carlisle Examiner and North of England Advertiser Newspaper Company Limited.
 Carmarthen United Lead Mining Company Limited.
 Carway and Duffryn Steam Coal Company Limited.
 Casara Lead Mine Company Limited.
 Castell Lead Mining Company Limited.
 Castilian Mining Company Limited.
 Castletown Copper Mining Company Limited.
 Castletown New Copper Mining Company Limited.
 Catholic Publishing and Bookselling Company Limited.
 Central Africa Company Limited.
 Central American Piers Company Limited.
 Central Italian Copper Mining Company Limited.
 Central London Bank Limited.
 Central Oude Railway Company Limited.
 Central Snailbeach Mining Company Limited.
 Central Wales Company Limited.
 Ceylon Gas and Water Company Limited.
 Chancery-lane Turkish Bath Company Limited.
 Channel Islands Hotel Company Limited.
 Channel Islands Telegraph Company Limited.
 Chartham Paper Mills Company Limited.
 Cherez Copper Mining Company Limited.
 Chiua and Japan (Coast and River) Steam Navigation Company Limited.
 China Clay Company Limited.
 China Tea Company Limited.
 City Building and Investment Company Limited.
 City Joint-Stock Investment and Advance Company Limited.
 City of Durham Gas Company.
 City of London and General Fire and Life Insurance Company Limited.
 City of London Assisting Emigration and Discount Company Limited.
 City of London Commercial, Stationery, Printing, and Bookbinding Company Limited.
 City of Manchester and North of England Funeral Furnishing Company Limited.
 Clapham Conveyance Company Limited.
 Clara Silver Lead Mining Company Limited.
 Clara United Company Limited (registered 6th August, 1861).
 Clara United Company Limited (registered 21st November, 1862).
 Claremont Park Hydropathic Company, Black-pool Limited.
 Claussen's Patent Flax Company.
 Clew Bay General Mining Company Limited.
 Clithero Commercial Cotton Spinning and Manufacturing Company Limited.
 Clive Copper Mining Company Limited.
 Clogau Consolidated Gold Mines Company Limited.
 Coalbrook and Broadoak Coal Company Limited.
 Cockley Beck Mining Company Limited.
 Codd's Patent Bottle Licensee's Protection Association Limited.
- Coed Cynric Lead Mine Company Limited.
 Coedway Colliery Company Limited.
 Colosseum of Science and Art Company Limited.
 Commercial Advance Company Limited.
 Commercial Investment Advance and Discount Association Limited.
 Compressed Coal Company Limited.
 Condensed Peat Company Limited.
 Confident Life Assurance and Loan Company Limited.
 Consolidated Bank Limited. (This Company is not the same as the Consolidated Bank Limited carrying on business at 52 Threadneedle-street and elsewhere.)
 Consolidated London and North Country Bank Limited.
 Constancia Lead Mining Company Limited.
 Continental Bank Corporation Limited.
 Continental Bank Limited.
 Continental Carburating Gas Company Limited.
 Continental Junction Telegraph Company Limited.
 Continental Railway Lubricating Company Limited.
 Co-operative Society of George Winskill and Company Limited.
 Cork Carpet Company Limited.
 Corngafar and Trelodan Slate Company Limited.
 Corrugated Metal Boat and Army Wagon Company Limited.
 Corsican and Mediterranean Gas Company Limited.
 Costa Rica Road and River Navigation Company Limited.
 Cotton Plantation Company of Natal Limited.
 County Palatine Loan and Investment Company Limited.
 Coventry Commercial Company Limited.
 Coventry Equitable and Industrial Co-operative Company Limited.
 Coventry Newspaper Company Limited.
 Cowes Ferry Company Limited.
 Craighton Mines Company Limited.
 Crawshaw Booth Cotton Manufacturing Company Limited.
 Creevelea Iron Company Limited.
 Cricceath Slate Company Limited.
 Crown Consols Copper Mining Company Limited.
 Crown Oil Company Limited.
 Crown Spelter Company Limited.
 Croydon Gas Consumers' Company Limited.
 Croydon Manure Company Limited.
 Croydon Sewage and Irrigation Company Limited.
 Crystal Palace and Suburban Brick and Tile Company Limited.
 Crystal Palace District and Croydon Laundry Company Limited.
 Crystal Palace Magazine Company Limited.
 Crystal Palace Printing and Publishing Company Limited.
 Cumberland Black Lead Mine Company Limited.
 Cwm Afon Copper Mining Company Limited.
 Cwmbrane Mining Company Limited.
 Cwmdyle Copper Mining Company Limited.
 Cwmellan Silver Lead Mining Company Limited.
 Cwm Erfin Mines Company Limited.
 Cwmheisian Gold Mining Company Limited.
 Cwmheisian Isaf Mining Company Limited.
 Cwm Sebon Mining Company Limited.
 Dale Mining Company Limited.
 Danish Land Company Limited.

- Danube and Black Sea Company Limited.
 Day Newspaper Company Limited.
 Deborah United Lead Mining Company Limited.
 Deep Level Lead Mining Company Limited.
 Denbigh Copper and Lead Mining Company Limited.
 Denham Bridge Mining Company Limited.
 Denton, Droydsden, and Newton Heath Water Works Company Limited.
 Devon and Cornwall Tontine Association Limited.
 Devon and Exeter Flour and Bread Company Limited.
 Devon Great Wheal Ellen Tin and Copper Mining Company Limited.
 Devon Kapunda Copper and Silver Lead Mining Company Limited.
 Devon New Copper Mining Company Limited.
 Devonshire Agricultural and Manure Company Limited.
 Devon Union Mining Company Limited.
 Dhoon Mining Company Limited.
 Diggle Vale Gunpowder Company Limited.
 Direct London and Hastings Railway, Harbour, and Pier Company Limited.
 Direct London and Sydenham Railway Company Limited.
 Diss Plant Pulp Company Limited.
 District Savings Bank Limited.
 Dolcoath United Company Limited.
 Dolfrw-y-nog Mining Company Limited.
 Dolgelly Gold and Copper Mining Company Limited.
 Dolgoch Lead and Copper Mining Company Limited.
 Dolwen Lead Mining Company Limited.
 Doncaster Industrial Corn, Flour, Grocery, and Provision Company Limited.
 Dorchester Coal and Coke Company.
 Douro Mining Company Limited.
 Dover Consumers' Gas Light and Coke Company Limited.
 Dovercourt Hotel Company Limited.
 Dramatic Publishing and Agency Company Limited.
 Dry Gills and Stone Ends Mining and Smelting Company Limited.
 Duffryn Consols Lead Mining Company Limited.
 Dukinfield Brick and Tile Manufacturing Company Limited.
 Dulta Tin Mining Company Limited.
 Dundalk Lead Mining Company Limited.
 Dundry Freestone Quarries Company Limited.
 Durham Cattle Markets Company Limited.
 Dwelling House Improvement Company Limited.
 Dwellings Company for Families with Small Incomes Limited.
 Dyers' Wine Company Limited.
 Earth Oil Import Company Limited.
 East and West Dolbebin Slate Quarry Company Limited.
 East Ashburton United Tin and Copper Mining Company Limited.
 East Beam Company Limited.
 Eastbourne Hotel Company Limited.
 Eastbourne Water Works Company Limited.
 East Bronfloyd Silver Lead Mining Company Limited.
 East-Cambrian Gold Mining Company Limited.
 East Delahole Slate and Slab Company Limited.
 East Dylife Lead and Copper Mining Company Limited.
 Eastern and Red Sea Telegraph Company Limited.
 Eastern Counties and Dutch Rheinish Union Transit Company Limited.
 Eastern Marine Insurance Company.
 East Fowey Consols Company Limited.
 East Frongoch Lead Mining Company Limited.
 East Goldscope Mining Company Limited.
 East Greenwich Chemical Works Company Limited.
 East India Cotton Agency Limited.
 East India Cotton Company Limited.
 East India Fibres Company Limited.
 East India Mercantile Cotton Company Limited.
 East India Steam Navigation Company Limited.
 East London and Surrey Steam Ferry Company Limited.
 East Mona Mining Company Limited.
 East of Cornwall Consolidated Mines Company Limited.
 East of England Screw Coasting Company Limited.
 East Parys Mining Company Limited.
 East Suffolk and Ipswich Music Hall Company Limited.
 Ecclesiastical Institute Limited.
 Economic Omnibus Company Limited.
 Economic Sugar Refinery Company Limited.
 Ecton Consolidated Mining Company Limited.
 Educational Guardian Company Limited.
 Elastic Fabric Company Limited.
 Electric Light and Colour Company Limited.
 Electro Printing Block Company Limited.
 Elland, West Vale, and Greetland Gas and Coke Company Limited.
 English and American Great Steam Ship Company Limited.
 English and Canadian Mining Company Limited.
 English and Continental Traction Engine Company Limited.
 English and Irish Bank Limited.
 English and Irish Magnetic Telegraph Company Limited.
 English Clergy Deposit and Advance Company Limited.
 English Opera Association Limited.
 English Union Assurance Limited.
 English Widows and General Advance Association Limited.
 Englishwoman's Journal Company Limited.
 Ennis Docks and River Fergus Embankment and Improvement Corporation Limited.
 Equitable Furnishing Society Limited.
 Equitable Trading and Agency Company Limited.
 Equitable Union Building and Trading Company.
 Esher Gas Company Limited.
 Eudon Lead Mining Company Limited.
 European and American Submarine Telegraph Company Limited.
 European Bank Limited (registered 23rd December, 1862).
 Evans' Patent Fire Grate Company Limited.
 Excelsior Patent Pianoforte Company Limited.
 Exchange Banking Company of England and America Limited.
 Executor and Trustees Association Limited, (registered 3rd November, 1856).
 Exeter and West of England Wagon Company Limited.
 Exford Iron Mine and Colour Company Limited.
 Exmouth Pier Company Limited.
 Export and Import Company Limited.
 Fallsworth Cotton Spinning Company Limited.
 Farmer's Steam Cultivation Company Limited.
 Farnborough and Aldershot Freehold, and

- Ground Rent Society Limited (registered 6th September, 1862).
- Fell Valley Copper and Lead Mining Company Limited.
- Financial Syndicate Limited.
- Finchley Gas Company Limited.
- Fish Culture, Curing, and Manure Company Limited.
- Fitzmaurice Light and Portable Gas Company Limited.
- Fitzroy Pantehnicon Company Limited.
- Flax and Hemp Growing and Dressing Company Limited.
- Flax Preparation and Cultivation Company Limited.
- Fluo-Silicic Stone Preserving Company Limited.
- Folkestone West Cliff Hotel Company Limited.
- Foreign Wine Company Limited.
- Forest of Dean and South Wales Iron, Coal, and Coke Company Limited.
- Forest of Dean Transit Company Limited.
- Fort Bowen New Company Limited.
- Fourth Saint Peter's Thirty Pounds Money Company.
- Free Gardeners' Loan Company.
- French and Belgian Patent Power Loom Company Limited.
- Friddlechwedd Lead Mining Company Limited.
- Fron Lead Mining Company Limited.
- Garthgill Mining Company Limited.
- Gas Engineering and General Iron Works Company Limited.
- Geelong and Ballarat Railway Company Limited.
- Gellivara Company Limited (registered 6th September, 1860).
- * General Apothecaries' Company Limited (registered 21st March, 1860).
- General Auction Company Limited.
- General Credit Bank of England Limited.
- General Discount Company Limited.
- General Furnishing and Upholstery Company Limited.
- General London Bank Limited.
- General Patent Company Limited.
- General Pictorial Exhibition Company Limited.
- General Provident Assurance Company (registered 5th November, 1862).
- General Smoke Consuming Company Limited.
- General Steam Cultivation Company Limited (registered 2nd April, 1863).
- General Steam Cultivation Company Limited (registered 21st April, 1863).
- General Steam Fuel Company Limited.
- General Steam Printing and Publishing Company Limited.
- General Telegraphic Works Company Limited.
- General Textile Fibre Company Limited.
- General Trading Company Limited (registered 5th May, 1859).
- General Ventilation and Atmospheric Fire Grate Company Limited.
- General Water Gas Company Limited.
- German Barm Company Limited.
- Gerriant Slate Company Limited.
- Gigg Spinning and Manufacturing Company Limited.
- Gilvach Coal Company Limited.
- Glamorganshire Lead and Barytes Mining Company Limited.
- Glanheidol Silver Lead Mining Company Limited.
- Glenchass Mining Company Limited.
- Glen Osmond Union Mining Company of South Australia.
- Gloucestershire Steam Plough Company Limited.
- Gloucestershire Stone Quarry Company Limited.
- Glucose Sugar Company Limited.
- Gooninnis Mine Company Limited.
- Grain and Flour Importation Company Limited.
- Granada Gas and Coke Company Limited.
- Grassi Patent Screw Locomotive Company Limited.
- Great Barrier Land, Harbour, and Mining Company Limited.
- Great Britain and International Adverting, Printing, and Publishing Company Limited.
- Great Caradon and Slade Mining Company Limited.
- Great Central Mining Company of Devon Limited.
- Great Central Slate and Slab Company of Germany Limited.
- Great Darren Silver Lead Mining Company Limited.
- Great Eastern Music Hall Company Limited.
- Great Indian Submarine Telegraph Company Limited.
- Great Kanawha Company Limited.
- Great Marlow Joint Stock Estate Company Limited.
- Great Northern and Midland Coal Company Limited.
- Great Northern and Western Bank Limited.
- Great Northern Bank Limited.
- Great Northern Mining Company Limited.
- Great United Manure and Barytes Company Limited.
- Great Welsh Union Slate Company Limited.
- Great Yarmouth Meat and Provision Company Limited.
- Great Yarmouth Tramways Company Limited.
- Greeba Mountain Slab and Slate Company Limited.
- Greenland Company Limited.
- Grestan Company Limited.
- Gronant Mining Company Limited.
- Grosmont Ironworks Company Limited.
- Guadiana Copper Company Limited.
- Gwydyr Lead Mining Company Limited.
- Hafod Consols Lead Mining Company Limited.
- Hafod Hotel Company Limited (registered 23rd September, 1861).
- Hafod Hotel Company Limited (registered 19th February, 1863).
- Hafodwryd Slate and Slab Company Limited.
- Haitian Mahogany Company Limited.
- Hale's Patent Rotary Rocket and Shell Company Limited.
- Halifax and Quebec Railway Company Limited.
- Halifax Wire and Card Manufacturing Company Limited.
- Hammersmith Town Hall Building Company Limited.
- Hancock Mining Company Limited.
- Harrington Patent Slip Company.
- Harrogate and Knaresborough Union Corn Flour, and Provision Company Limited.
- Harrogate Coal Association Limited.
- Harrow-on-the-Hill Villas Investment Company Limited.
- Harrow Tontine Association Limited.
- Harwich Steam Towing Company Limited.
- Harwood and Bradshaw Cotton Spinning and Manufacturing Company Limited.
- Hasland Colliery Company Limited.
- Huslingden Cotton Spinning and Manufacturing Company Limited.
- Hastings and Eastbourne Tramway Road and Building Company Limited.
- Haworth Gas Company Limited.
- Hellespont Steam Company Limited.

- Helvellyn Consols Copper and Lead Mining Company Limited.
 Hendre Mine Company Limited.
 Hendy Mining Company Limited.
 Hennock Black Ore Company Limited.
 Herne Bay and Faversham Railway Company Limited.
 Herne Bay Hall Company Limited.
 Hexaglot Bible Company Limited.
 Heywood Commercial Company Limited.
 Hide and Leather Factors' Company Limited.
 Hide and Skin Company Limited.
 Highbridge Harbour Brick and Tile Company Limited.
 Highbridge Market House Company Limited.
 High Delf Coal Company Limited.
 High Peak Mining and Smelting Company Limited.
 High Wycombe Co-operative Chair Manufacturing Company Limited.
 Himalaya Tea Company Limited.
 Hindley Gas Coke Meter and Fitting Company Limited.
 Hindostan (Singhbhoom) Copper Company Limited.
 Home Counties Investment Company Limited.
 Honduras Inter-Oceanic Railway Company Limited (registered 26th March, 1857).
 Hope Silver Lead and Copper Mining Company (Jamaica) Limited.
 Hop Exchange Company Limited.
 Hornsey Freehold Estate Tontine Company Limited.
 Horse Island Mining Company Limited.
 House and Estate Investment Society Limited.
 Householders Genuine Bread and Flour Company Limited.
 Howbeach Coal Company Limited.
 Hoxton Temperance Hall Company Limited.
 Huddersfield Bowling Green Company Limited.
 Huélva Copper Mining Company Limited.
 Hull and Hornsea Railway Company Limited.
 Hull Flax and Cotton Mill Company.
 Hutson's Patent Metal Bedstead Company Limited.
 Idle and Eccleshill Coal Company Limited.
 Ilfracombe Harbour Company Limited.
 Illuminated Advertising Column Company Limited.
 Imperial Silver, Lead, Copper and Blende Mining Company Limited.
 Imperial Sugar Refining Company Limited.
 Improved Elastic Permanent Way Company Limited.
 Improved Rudder Company.
 Indian and Australian Telegraph Company Limited (registered 14th August, 1858).
 Indian and Australian Telegraph Company Limited (registered 2nd September, 1858).
 Intercolonial Bank of Australia and New Zealand Limited.
 International Club Company Limited.
 International Co-operative Commercial Company Limited.
 International Exhibition and General Agency Company Limited.
 International Mercantile Company Limited.
 Inventors' Assistance Company Limited.
 Irish Land Investment Company Limited.
 Iron Steam Tug Company Limited.
 Island of Anglesea Coal and Coke Company Limited.
 Isle of Man Slate and Flag Company Limited.
 Islington Glass Company Limited.
 Italian Coal and Iron Company Limited.
 Jamaica Cotton Company Limited.
 Jamaica South Coast Railway.
 Jointed Ship Company Limited.
 Joint Stock Banking Company Limited.
 Joint Stock Fibre Company Limited.
 Joint Stock Land Building and Investment Company Limited.
 Joint Stock Merchant Tailors and General Outfitting Company Limited.
 Julian Park Iron Company Limited.
 Karbitz Colliery Company Limited.
 Kensington Association for Providing Improved Dwellings for the Labouring Classes Limited.
 Kent and Sussex Iron and Coal Company Limited (registered 3rd July, 1860).
 Kent and Sussex Iron and Coal Company Limited (registered 2nd October, 1860).
 Kent Colour Printing Company Limited.
 Keswick Waterworks Company.
 Kinsale Hotel and Baths Company Limited.
 Knight's Patent Soda Water and Aërating Liquids Apparatus Company Limited.
 Krautscheid Mining Company Limited.
 Kylon Potosi Silver Lead Mining Company Limited.
 Labuan Coal Company Limited.
 Lady Eliza Lead Mining Company Limited.
 Lady Eliza Mining Company Limited.
 Lagnatia Quartz Company Limited.
 Lagunazo Sulphur and Copper Company Limited.
 Lancashire and Queensland Co-operative Emigration Society Limited.
 Lancashire Brick and Tile Company Limited.
 * Lancashire Cotton Spinning Company Limited (registered 31st July, 1861).
 Land and House Property Investment Company Limited.
 Landed Investment Company Limited.
 Lanharry Hematite Iron Ore Company Limited.
 Law Bank Limited.
 Leamington Royal Pump Room Company Limited.
 Leeds and District Oil Mill Company Limited.
 Leeds and North of England Co-operative Company Limited.
 Leeds and Yorkshire Carpet Company Limited.
 Leeds Joint Stock Company of Builders Limited.
 Leicester Spinning Company Limited.
 Leicester Co-operative Land and Building Company Limited.
 Lerry Mines Company Limited.
 Liberty Mining Company Limited.
 Life and Property Protection Company Limited.
 Lime Light Company Limited.
 Lincoln (Saint Peter-at-Arches) Trade Association Limited.
 Linden Lead Mining and Smelting Company Limited.
 Lintz Colliery Company Limited.
 Little Down and Ebber Rocks Mineral Mining Company Limited.
 Little Down and Ebber Rocks Mineral and Mining Company Limited.
 Liverpool and Manchester Tar and Turpentine Distillery and Patent Enamelled Cloth Company Limited.
 Liverpool and New Orleans Mail Steam Navigation Company.
 Liverpool Farming Company Limited.
 Liverpool Hotel Company Limited.
 Liverpool Ice Company Limited.
 Liverpool Recreative Company Limited.
 Liverpool Tobacco Warehouse Company Limited (registered 12th June, 1861).
 Liverpool United Omnibus Company Limited.
 Liverpool Zoological Gardens Company Limited.
 Llandudno Public Baths Company Limited.
 Llanelly Waggou Company Limited.

- Llanerch-y-Baidd Mining Company Limited.
 Llangan Lead Mining Company Limited.
 Llangefni Gas and Coke Company Limited.
 Llanmorlais Colliery Company Limited.
 Llywernog Company Limited (registered 5th October, 1861).
 Llywernog United Mining Company Limited.
 Lombard Bank Limited (registered 13th September, 1862).
 London American Publishing and General Literary Agency Company Limited.
 London and Continental Wine Company Limited.
 London and County Brick Company Limited.
 London and County Loan Company Limited.
 London and Foreign Rough and Block Ice Company Limited.
 London and General Paper Company Limited.
 London and Lancashire Bank Limited.
 London and Manchester Bank Limited.
 London and Manchester Glass Company.
 London and Melbourne Company of Importers, Exporters, and Warehousemen Limited.
 London and Midland Counties Banking Company Limited.
 London and Northern Bank Limited.
 London and North-Western Bank Limited.
 London and Norwich Grape Company Limited.
 London and Paris Bank Limited.
 London and Paris Brewery Company Limited.
 London and Provincial Agricultural Company Limited.
 * London and Provincial Bank Limited (registered 12th April, 1861).
 London and Provincial Gas and Water Works Company Limited.
 London and Queenstown Direct Telegraph Company Limited.
 London and South American Bank Limited.
 London and Southwark Bank Limited.
 London and Southwark Discount Company Limited.
 London and Westminster Assurance Corporation Limited.
 London and Westminster Steamboat Company Limited.
 London and Westminster Wine Company Limited.
 London and West of England Cement Company Limited.
 * London and Yorkshire Bank Limited (registered 3rd June, 1862).
 London Bank of Scotland Limited (registered 25th April, 1863).
 London Bread Company Limited.
 London Building Company Limited.
 London City Boot and Shoe Company Limited.
 London Co-operative Box, Trunk, and Packing Case Manufacturing Company Limited.
 London Cork Company Limited.
 London Correspondent Newspaper Company Limited.
 London District Advance Company Limited.
 London, Edinburgh, and Liverpool Insurance Company Limited.
 London Equitable Mutual Life Insurance Society.
 London Exchange Advance Fund and Life Association.
 London Flour Company Limited.
 London Free Labour Company Limited.
 London General Advertising Frame Manufacturing Company Limited.
 London General Coal Company Limited.
 London, Hull, and Stockholm Steam Shipping Company Limited.
 London Hydraulic Power Company Limited.
- London Hydro-Carbon Oil Company Limited.
 London Indurated Stone Company Limited.
 London Loan and Discount Company Limited.
 London Medico-Botanical Company Limited.
 London Mutual Petroleum Light and Lamp Company Limited.
 London Necropolis and National Mausoleum Company.
 London Newspaper Company Limited.
 London Omnibus Tramway Company Limited (registered 6th October, 1860).
 London Patent Medicine Company Limited.
 London Press Company Limited.
 London Sewage Utilization Company Limited.
 London Smoke Prevention Company Limited.
 London, Southampton, and Continental Wine Company Limited.
 London, Southwark, and Westminster Bank Limited.
 London Starch Company Limited.
 London Sufferance Wharf Company Limited.
 London Sugar Refinery Company Limited.
 London, Tonbridge Wells, and Eastbourne Direct Railway Company Limited.
 London Type Founding Company Limited.
 London University Magazine Company Limited.
 London Warming and Ventilating Company Limited.
 London West End Advance Company Limited.
 Lough Neagh Land Drainage Company Limited.
 Lower Park Mining Company Limited.
 Low Furness Iron and Steel Company Limited.
 Ludwell Mining Company Limited.
 Machine Ice Company Limited.
 Madras and Colombo Steamship Company Limited.
 Madras Coffee Company Limited.
 Magnetic Filtration Company Limited.
 Maidstone Spring Water Company Limited.
 Malta and Alexandria Telegraph Company Limited.
 Manchester Co-operative Building Company Limited.
 Manchester Co-operative Spinning and Manufacturing Company Limited.
 Manchester Driving Band Company Limited.
 Manchester General Conveyance Company Limited.
 Manchester Investment and Advance Association Limited.
 Manchester Manufacturing Company Limited.
 Manchester Queensland Cotton Company Limited.
 Marble Arch Street Rail Company Limited.
 Maresfield Gunpowder Company Limited.
 Maretzo Company Limited.
 Margate Terminus Hotel Company Limited.
 Maritime Steam Company Limited.
 Marmoreon (Marble) Company Limited.
 Maryport Steam Shipping Company.
 Matlock Bridge, Matlock Bank, and Matlock Town Gas Light and Coke Company Limited.
 Measham Gas Company Limited.
 Mediterranean, Levant, and Black Sea Steam Navigation Company Limited.
 Menai Bridge Gas and Coke Company Limited.
 Menai Straits Oyster Fishery Company Limited.
 Mercantile Bank Limited.
 Mercantile Fire Insurance Company.
 Mercantile Printing and Publishing Company Limited.
 Mercantile Union Assurance Company Limited.
 Merchant Tailors' Company Limited.
 Mersey Soap Company Limited.
 Metal Exchange Company Limited.
 Metallography Company Limited.

- Metallurgic Company Limited.
 Metropolitan and Provincial Bank Limited.
 Metropolitan and Suburban Street Railway Company Limited.
 Metropolitan Cartage and Contracting Company Limited.
 Metropolitan Central Hotel Company Limited.
 Metropolitan Consumers Coal Company Limited.
 Metropolitan Cordwainers Company Limited.
 Metropolitan Dairy Company Limited.
 Metropolitan Discount and Investment Company Limited.
 Metropolitan Rifle Range Company Limited.
 Metropolitan Tradesmens Mutual Discount Company Limited.
 Metropolitan Zinc Rolling Company Limited.
 Mexican Distillery Company Limited.
 Middleton and Tonge Brick and Tile Company Limited.
 Middleton and Tonge Public Hall and Baths Company Limited.
 Middleton-one-Row and Dinsdale Spa Improvement Company Limited.
 Middleton Soap Company Limited.
 Midland Counties and General Coal Company Limited.
 Midland Counties Newspaper Company Limited.
 Midland Counties Union Bank Limited.
 Midland Dining Rooms Company Limited.
 Midland Gas Company Limited.
 Midland Sack Association Limited.
 Midsomer Norton Market Company Limited, (registered 1859).
 Milford Baths, Assembly, Billiards, and News Rooms Company Limited.
 Milford Fishery Company Limited.
 Mill Green Mining Company Limited.
 Millom Mining Company Limited.
 Millwall Iron Company Limited.
 Minera Boundary Lead Mining Company Limited.
 Mineral Asphaltes, Metallic Lava, and Bitumen Company Limited.
 Mogshaw Rake and Airedale Vein Mining Company Limited.
 Mold Lead Mining Company Limited.
 Monmouth Steam Saw Mills Company Limited.
 Mons Collieries Company Limited.
 Montes Aureos Brazilian Gold Mining Company Limited.
 Moreton-in-Marsh Building Company Limited.
 Mortgage Investment Company Limited.
 Mottram St. Andrew Mining Company Limited.
 Moulded Carbon Company Limited.
 Moulded Peat Charcoal Company Limited.
 Mount Erius Copper Mining Company Limited.
 Mount Vernon Volunteer Parade Ground Company Limited.
 Munster Consolidated Mining Company Limited.
 Muswell Hill Land Company Limited.
 Mutual Discount and Agency Company Limited.
 Mutual Joint Stock Investment and Loan Company Limited.
 Mydriem Mining Company Limited.
 Nangiles Tin and Copper Mining Company Limited.
 Nant Coal Company Limited.
 Nanteos and Penrhw Consolidated Mines Company Limited.
 Nanteos and Penrhw United Mining Company Limited.
 Nantlle Vale Tal-y-sarn Freehold Slate Company Limited.
 Nant Mawr Colliery Company Limited.
 Nant Mill Cement Company (Holywell) Limited.
 Nant Minera Mining Company (1862) Limited.
 Nant-y-Mwyn Mining Company Limited.
 Nash and Sprinkle Anthracite Colliery Company Limited.
 Natal Central Railway Company Limited.
 Natal Cotton Company Limited.
 National Alliance Advance and Annuity Company Limited.
 National Credit and Exchange Company Limited (registered 17th April, 1860).
 National Deep Sea Fisheries Company Limited.
 National Flax Company Limited.
 National Investment, Deposit, and Loan Association Limited.
 National Patent Cork Cutting Company Limited.
 National Provincial Discount Company Limited.
 National Reformer Newspaper Company Limited.
 National Standard Newspaper Company Limited.
 National Waste Land Company of Ireland Limited.
 Naval and Military Herald and Commercial Marine Register Newspaper Company Limited.
 Neilgherry and Mysore Tea and Coffee Plantation Company Limited.
 Nether Hearth Mining Company Limited.
 New Bradwell Bread and Flour Company Limited.
 New Burra Burra Mining Company of Australia Limited.
 Newcastle and Northern Counties Assurance Company for Life, Sickness, Endowment, and Loans Limited.
 Newcastle-upon-Tyne Volunteer Drill House Company Limited.
 New Eastern Archipelago Company Limited.
 New Ecton Mining Company Limited.
 New Granada Company Limited.
 Newhaven Docks and Harbour Company Limited.
 New Holtzappel Copper, Silver, Lead, and Zinc Mining Company Limited.
 New Machno Slate and Slab Company Limited.
 New Malden Gas Company Limited.
 New Mill Cotton Spinning Company Limited.
 New Mills Town Hall Company Limited.
 News Agents, Newspaper, and Publishing Company Limited.
 News Newspaper Company Limited.
 New South Western Steam Navigation Company.
 New Theatre Company Limited (registered 14th April, 1863).
 New Theatre Company Limited (registered 28th April, 1863).
 Newton Mining Company Limited.
 New West Dolcoath Copper Mining Company Limited.
 New Zealand and Australian Mail Steam Navigation Company Limited.
 New Zealand and Otago Agricultural and Land Investment Association Limited.
 Nice Hotel Company Limited.
 Niger and Chadda Trading and Navigation Company Limited.
 Nixon's Patent Rudder Fittings Company Limited.
 Non-Tariff Insurance Company Limited.
 Norfolk Farmers' Cattle Insurance Society.
 North and South Wales Coal and Lime Company Limited.
 North Cambrian Mining Company Limited.
 North Carrock Mining Company Limited.
 North Devon Steam Biscuit Company Limited.
 Northern Bengal Railway Company Limited.
 North Essex Pottery Company Limited.

- Northfleet Docks Company Limited.
 North Great Work Tin Mining Company Limited.
 North Grylls Tin Mining Company Limited.
 North Jane Tin, Silver, and Lead Mining Company Limited.
 North Lancashire Patent Machine Brick and Tile Making Company Limited.
 North Lincolnshire Ship Building Company Limited.
 North London Temperance Hall Company Limited.
 North Minera Lead Mining Company Limited (registered 19th August, 1858).
 North Minera Lead Mining Company Limited (registered 30th July, 1860).
 North Nant-y-Mwyn Lead Mining Company Limited.
 North of England Plate Glass Insurance Company Limited.
 North of India Tramroad Company Limited.
 North Par Copper and Tin Mining Company Limited.
 North Rhine Copper Mining Company of South Australia Limited.
 North Sea Fish Guano Company Limited.
 North Staffordshire Coal and Iron Company Limited.
 North Staffordshire Loan and Discount Company Limited.
 North Staffordshire Mutual Cattle Insurance Company.
 Northumberland and Durham Deep Sea Fishing Company Limited.
 North Vigna Mining Company Limited.
 North-West Transit Company Limited.
 North Wheel Providence Tin and Copper Mining Company Limited.
 Northwich and Hartford Gas Company Limited.
 North Wicklow Copper and General Mining Company Limited.
 North Wilts Herald, or Swindon, Cricklade, Highworth, and Wootton Bassett Courier Company Limited.
 North Wray Mining Company Limited.
 Norwich Boot and Shoe Company Limited.
 Norwich Flour Mills Company Limited.
 Nottingham Hosiery Company Limited.
 Nottingham Imperial Hall Company Limited.
 Nottingham Turkish Bath Company Limited.
 Novara and Lake Orta Railway Company Limited.
 Nova Scotia Land and Gold Crushing and Amalgamating Company Limited.
 Oil Axle Box Company Limited.
 Oil Wells Company of Canada Limited.
 Okehampton Mining Company Limited.
 Oldham Newspaper and General Printing Company Limited.
 Oldham Turkish Baths Company Limited.
 Old Swan Cocoa Room Company Limited.
 Opera Colonnade Hotel Company Limited.
 Oriental and Colonial Cotton, Flax, and Fibres Company Limited.
 Oriental and General Marine Insurance Company.
 Oriental Canal and Irrigation Company Limited.
 Oriental Commercial Company Limited.
 Oriental Tea Company Limited.
 Ornamental Pyrographic Woodwork Company Limited.
 Osoms Hill Mining Company Limited.
 Oswaldtwistle Cotton Spinning and Manufacturing Company Limited.
 Otford Root Distillery Company Limited.
 Oude Irrigation and Canal Company Limited.
 Oughtibridge Gas Light Company Limited.
- Over Darwen Industrial Co-operative Manufacturing Company Limited.
 Oxford Free Press Company Limited.
 Oxfordshire Wine Company Limited.
 Oxley's Patent Wheel Company Limited.
 Oxygen Gas Company Limited.
 Pachuca Silver Mining Company Limited.
 Padiham Commercial Company.
 Padiham Cotton League Company.
 Padiham Gas Light and Coke Company.
 Palladium Annuity and Advance Company Limited.
 Panonia Leather Cloth Company Limited.
 Pant-y-Buarth Lead Mining Company Limited.
 Pantyfownog Coal Company Limited.
 Pantypydew Mining Company Limited.
 Panuncillo Copper Mining Company Limited.
 Paragon and Spero Coal Mining Company Limited.
 Paris Land Company Limited.
 Park Town Estate Company Limited.
 Parlor Journal Company Limited.
 Patent Artificial Stone Company Limited.
 Patent Boiler and Engine Company Limited.
 Patent Bottle Envelope Company Limited.
 Patent Carpet Company Limited.
 Patent Concrete Stone Company Limited.
 Patent Cow Milking Machine Company Limited.
 Patent Derrick Company Limited.
 Patent Detergent Company Limited.
 Patent Disc Propeller Company Limited.
 Patent Electric Signal Company Limited.
 Patent Eureka Sanitary and Manure Company Limited.
 Patent Face Brick Making Company Limited.
 Patent Gas Regulator Company Limited.
 Patent Glue and Gelatine Company Limited.
 Patent Gold Washing Company Limited.
 Patent Hot Water Oven Biscuit Company Limited.
 Patent Machine Cut Firewood Company Limited.
 Patent Mélange Company Limited.
 Patent Moveable Fire Bars Company Limited.
 Patent Parchment Company Limited.
 Patent Power Loom Company Limited.
 Patent Safeguard Company Limited.
 Patent Sarcophagus Company Limited.
 Patent Siliceous Stone Company.
 Patent Starch Company Limited.
 Patent Tubular Filter Company Limited.
 Patent Vitreo-Enamel Company Limited.
 Patent Water Purifying Powder Company Limited.
 Patent White Lead Company Limited.
 Patent Window Sash and Improved Ventilation Company Limited.
 Patent Wood or Fibrous Slab Company Limited.
 Patent Wool Company Limited.
 Pecket Well Weaving Shed Company Limited.
 Pembrokeshire Iron and Coal Company.
 Penclawdd Colliery Company Limited.
 Pencraig United Lead Mining Company Limited.
 Penralt Silver Lead Mining Company Limited.
 Pentre Lygan Lead Mining Company Limited.
 Pen-y-Clyn Mining Company Limited.
 Pen-y-Coed Colliery Company Limited.
 People's Investment Association Limited.
 Permanent Advertising and General Agency Company Limited.
 Permanent Lime Light Company Limited.
 Permanent Loan and Discount Company Limited.
 Perseverance Cotton and Commercial Company Limited.
 Perseverance Glass Company Limited.

- Pertusola Lead Mining and Smelting Company Limited.
 Petroleum Trading Company Limited.
 Phoenix Smelting Company Limited.
 Picton Point Colliery Company Limited.
 Piedmontese Mining Company Limited.
 Pimlico Rooms and Literary Institution Building Association Limited.
 Plantation Company of Western Hindustan Limited.
 Platt Bridge Coal and Cannel Company Limited.
 Plumstead and Woolwich Co-operative Provision Company Limited (registered 12th November, 1861).
 Plymouth Seed, Agricultural Implement, and Manure Company Limited.
 Pneumatic Despatch Company Limited.
 Polynesian Plantation Company Limited.
 Ponkey Iron Company Limited.
 Poole, Bournemouth, and South Coast Printing Telegraph Company Limited.
 Port of Hartlepool and London Screw Steam Shipping Company Limited.
 Port Phillip Dock Company Limited.
 Portsea Island Conveyance Company Limited.
 Portugal Land Company Limited.
 Preamimma Copper Mine Company Limited.
 Preserved Provisions Company Limited.
 Presteigne Market Hall and Public Room Company Limited.
 Princess Alice Mining Company Limited.
 Prize Medal Flour Company Limited.
 Professional and General Loan and Discount Company Limited.
 Property Debenture and Investment Fund Limited.
 Protestant Printing and Publishing Company Limited.
 Provincial Horse and Cattle Insurance Company Limited.
 Provisional Company of the Carnarvonshire Railway Limited.
 Public Bank of Liverpool Limited.
 Public Hot Water Fountains Company Limited.
 Punjab and Great North-West India Railway Company Limited.
 Pure Cod Liver Oil, Oil Extracting, and Fish Manure Company Limited.
 Purely Animal Manure Company Limited.
 Putney Freehold Tontine Company Limited.
 Pwll yr Engine Colliery Company Limited.
 Queen of Tamar Silver Lead and Copper Mining Company Limited.
 Queenscliff and Geelong Railway Company Limited.
 Queensland Cotton Growing and Selling Company Limited.
 Railway Lubricating Company Limited.
 Ramsey Lead Mining and Smelting Company Limited.
 Rawtenstall Bobbin Manufacturing and Commercial Company Limited.
 Redhill Land, Investment, and Building Society Limited.
 Red Hill Mining Company Limited.
 Red Sea Telegraph Company Limited.
 Releath Tin and Copper Mining Company Limited.
 Reliance Loan, Discount, and Investment Company Limited.
 Residential Clubs Company Limited.
 Respryn Copper Mining Company Limited.
 Rhafna Lead Mining Company Limited.
 Rheca and General Fibre Company Limited.
 Rhine and Moselle Lead and Zinc Mining Company Limited.
 Rhos Hall Iron Company Limited (registered 5th July, 1858).
 Rhos Llanerchrugog Gas Light and Coke Company Limited.
 Rhyl Hotel Company Limited.
 Rhyscog Mining Company Limited.
 Richard Gorton and Company Limited.
 Richmond Hotel Company Limited.
 Rifleman Newspaper Company Limited.
 Ritton Castle Mining Company Limited.
 River Exe Steam Packet Company Limited.
 Robin Hood Mining Company Limited.
 Rochdale Commercial Loan and Discount Company Limited.
 Rock Annuity and Advance Company Limited.
 Rock Mill and Trethevy Tin and Copper Mining Company Limited.
 Roman Bath Company Limited.
 Romsey Cottage Improvement Society Limited.
 Rossendale Union Foundry Company Limited.
 Ross of Mull Granite Company Limited.
 Royal Belle Vue Hotel Company of Aberystwith Limited.
 Royal Forester Colliery Company Limited (registered 4th November, 1861).
 Royal Hotel and Hunt Club Association, Slough, Bucks, Limited.
 Royal Marine Insurance Company Limited (registered 28th November, 1862).
 Royal Marine Insurance Company Limited (registered 23rd December, 1862).
 Royal Scotch Arms Hotel and Restaurant Company Limited.
 Ruabon Gas Light and Coke Company Limited.
 Rudry and Bedwas Colliery and Patent Fuel Company Limited.
 Rugby Brick and Tile Manufacturing Company Limited.
 Ryde Esplanade Hotel Company Limited.
 Ryde Quay Company Limited.
 Rye Mutual Marine Assurance Association Limited.
 St. David's Gold Mining Company Limited.
 Saint Decuman's Gas Light and Coke Company Limited.
 St. Edmund's Proprietary College Company Limited.
 St. Helen's Baths and Washhouses Company Limited.
 St. Heliers' Water Company Limited.
 St. John's United Copper and Lead Mining Company, Newfoundland, Limited.
 Saint Maurice Mining Company Limited.
 Salford Co-operative Loan Company Limited.
 Salopian Journal Newspaper Company Limited.
 Salt Agency Company Limited.
 Sanatorium Association Limited.
 Sanitary and Town Sewage Manure Company Limited.
 San Roque Mining and Smelting Company Limited.
 Santa Elena Silver Mining Company Limited.
 Santander Mining Company Limited.
 Santiago Gas Company Limited.
 Scarborough Pier and Improvement Company Limited.
 Schull Bay Copper Mining Company Limited.
 Scores Soap Company Limited.
 Sea Coast Hotel Company Limited.
 Seamless Leather Company Limited.
 Sedgwick Gunpowder Company Limited.
 Seend Iron Company Limited.
 Seend Pig Iron Company Limited.
 Selby Flax Rettery Company Limited.
 Serpentine Marble and Stone Working Company Limited.
 Severn Mines Company.

Sheerness Water Works Company Limited.
 Sheffield Co-operative Commercial and Manufacturing Company Limited.
 Sheffield Patent Brick and Fire Clay Company Limited.
 Shiloh Mill Company Limited.
 Ship Leakage Indicator Company Limited.
 Ship Raising Company Limited.
 Shive and General Turning Company Limited.
 Shrewsbury and Hereford Extension Railway Company Limited.
 Shropshire Union Peat Charcoal Company Limited.
 Sigford Consols Tin and Copper Mining Company Limited.
 Silloth Bay Steam Navigation Company Limited.
 Silver Bank Mining Company Limited.
 Silver Mountain United Mines Company Limited.
 Silver Rake Mining Company Limited.
 Sittingbourne Corn Exchange Company Limited.
 Skegby Colliery Company Limited.
 Skidmore's Art Manufactures Company Limited.
 Smallbridge and Brickfield Manufacturing and Mining Company Limited.
 Smelting Reduction Lime and Coal Company Limited.
 Smith's Wood, Tin, and Copper Mining Company Limited.
 Smoke Consuming and Fuel Saving Company Limited.
 Smoke Consuming Apparatus Company Limited.
 Snowbrook Plinlimmon Silver - Lead Mining Company Limited.
 * Snowbrook Silver Lead Mining Company Limited (registered 14th July, 1862).
 Solicitors and General Life Assurance Society.
 Solid Drawn Iron and Steel Tube Company Limited.
 South African Copper Mining Company Limited.
 South African Railway Company Limited.
 South American Company Limited.
 Southampton, Isle of Wight, and Portsmouth Improved Steam Boat Company Limited.
 Southampton Telegraph and Hampshire and Isle of Wight Express Newspaper Company Limited.
 South Atlantic Telegraph Company Limited.
 South Blackpool Hotel Company Limited.
 South Bog Mining and Smelting Company Limited.
 South Coast Steam Printing and Publishing Company Limited.
 South Devon Iron and General Mining Company Limited.
 South Devon Marine Hotel Company Limited.
 Southfield Colliery Company Limited.
 South Foxdale Silver Lead Mining Company Limited.
 South Greenland Mining Company Limited.
 South London Masonic Hall Company Limited.
 South of England Soap and Candle Company Limited.
 South of Ireland Pottery Company Limited.
 South Parys Copper Mining Company Limited (registered 4th February, 1863).
 South Tresavean Mining Company Limited.
 South Wales and Monmouthshire Newspaper Company Limited.
 South Wales Traction Company Limited.
 South Western Consumers Gas Company Limited.
 South West of Ireland Mining Company Limited.

Sowerby Bridge Gas Consumers' Company Limited.
 Sowerby Bridge New Market Company Limited.
 Spessart and Vogelsberg Mining Company Limited.
 Spinal and General Orthopedic Association Limited.
 Spofforth Gas and Coke Company Limited.
 Sporting Gazette Limited.
 Spring Creek Copper Mining Company Limited.
 Staffordshire Iron Ore Company Limited.
 * Staffordshire Sentinel Printing and Publishing Company Limited (registered 1859).
 Staines Corn Exchange Building Company Limited.
 Stalybridge Joint Stock Grocery and Provision Company Limited.
 Stamford Corn Exchange Company Limited.
 Stanbury Coal, Iron, and Lead Mining Company Limited.
 Steam Boiler Assurance Company.
 Steam Plough Royalty Company Limited.
 Steam Power and Public Works Fuel Company Limited.
 Steam Salt Company Limited.
 Stearic Acid Company Limited.
 Stevens' Patent Bread Machinery Company Limited.
 Stockton Grand Stand Company Limited.
 Stoney Way Mining Company Limited.
 Stourbridge Railway Waggon Company Limited.
 Stourbridge Sheet and Crown Glass Company Limited.
 Stragdale Mining Company Limited.
 Strand Family and Commercial Hotel Company Limited.
 Strand Hotel Company Limited.
 Street Rail Company Limited.
 Stretford Town Hall Company Limited.
 Submerged Treasure Recovery Company Limited.
 Subsoil and Cottage Improvement Company Limited.
 Suburban Residential Clubs Company Limited (registered 16th July, 1859).
 Surrey Cocoa Fibre Company Limited.
 Surrey Side Street Rail Company Limited.
 Sutton-in-Ashfield Co-operative Manufacturing Company Limited.
 Sutton-in-Ashfield Gas Light and Coke Company Limited.
 Tablet Newspaper Company Limited.
 Tailors' Labour Agency Building Company Limited.
 Taliesin Silver Lead Company Limited.
 Tallylyn United Slate Quarries Company Limited.
 Talysarn Slate Company Limited (registered 18th June, 1859).
 Tamar Brick and Tile Company Limited.
 Tamar Steam Navigation Company Limited.
 Tanybwlech (Bangor) Slate Company Limited.
 Tees Side Lead Mining Company Limited.
 Tees Woollen Company Limited.
 Telegraph Cable Company Limited.
 Telephone Manufacturing and Maintenance Company Limited.
 Terriccio Copper Mining Company, Tuscany, Limited.
 Thames Screw-Ferry Company Limited.
 Thames Steam Ferries or Floating Bridge Company Limited.
 Todd's Patent Paint Company Limited.
 Tonbridge Wells Indurated Stone Company Limited.
 Torquay Omnibus Company Limited.
 Tracton Silver Lead Mining Company Limited.

- Tradesmen's and General Discount Company Limited.
 Tradesmen's Monetary Company Limited.
 Trades' Newspaper Company Limited.
 Tregurtha Downs Mining Company Limited.
 * Trelogan Lead Mining Company Limited (registered 26th August, 1862).
 Trevechin Water Works Company.
 Trevisa Mining Company Limited.
 Trewarmet Delabole Slate Company Limited.
 Trewydir Slate and Slab Company Limited.
 Trimley Hall Lead Mining Company Limited.
 Trimsaran Anthracite Coal and Iron Company Limited.
 Trolway Metal and Japan Works Company Limited.
 Tropical Fibre Company (Burke's Patents) Limited.
 Tunbridge Wells Corn Exchange Company.
 Tyddynglwadis Silver, Lead, and Gold Mining Company Limited.
 Tyne Head Mining Company Limited.
 Tyne Soap Company Limited.
 Union Bank of England and Russia Limited.
 Union Brewery Company Limited (registered 31st March, 1858).
 Union Building Company.
 Union Discount and Agency Company Limited.
 * Union Finance Company Limited (registered 30th April, 1861).
 Union Loan Company Limited.
 Union Slate Company Limited.
 United Building, Land, and Investment Company Limited.
 United Kingdom Bank Corporation Limited.
 United Kingdom Carburating Gas Company Limited.
 United Marble Association Limited.
 United Park Iron Company Limited.
 United Volunteer Service Club and General Hotel Company Limited.
 United Welsh Mining Company Limited.
 Universal Advertising Company Limited.
 Universal Club and Permanent Exposition Company Limited.
 Universal Lime Light Company Limited.
 Universal Mercantile Association Limited.
 Universal Steam Printing Company Limited.
 Universal Telegraph Company Limited.
 Upper Bengal and Bombay Irrigation and Canal Company Limited.
 Upper Norwood Hotel Company Limited.
 Uxbridge Cotton Mills Company Limited.
 Valencia Sulphur Company Limited.
 Vallanzasca Gold Mining Company Limited.
 Vancouvers Island and Fraser River Steam Navigation Company Limited.
 Ventilating and Atmospheric Fire Grate Company Limited.
 Ventilation and Sanitary Improvements Company Limited.
 Veraguas Gold Deposits Company Limited.
 Victoria and British Columbia Company Limited.
 Victor Emanuel Mining Company Limited.
 Victoria Foundry Company Limited.
 Victoria Hotel Company of Pau Limited.
 Victoria Sewing Machine Company Limited.
 Victoria Silver, Lead, and Zinc Company Limited.
 Victoria Tin Mining Company Limited.
 Vigna and Clogau Copper Mining Company Limited.
 Vistula Colliery Company Limited.
 Volunteer Journal Company Limited.
 Volunteer Service Gazette Company Limited.
 Vulcanized Gutta Percha Company Limited.
 Vulcan Mining Company Limited.
 Wadding and Carded Cotton Company Limited.
 Wadhurst Iron Stone Mining Company Limited.
 Walker, Bond, and Company Limited.
 Wallingford and Crowmarsh Root Distillery Company Limited.
 Walthamstow Brick Making Company Limited.
 Wansbeck Lime and Stone Company Limited.
 Ward's Patent Bolt, Nut, and Nail Company Limited.
 Wareham Oil and Candle Company Limited.
 Warming and Ventilating Company Limited.
 Warmley Colliery and Spelter Works Company Limited.
 Watermouth Great Silver Lead Mining Company Limited.
 Watford Gas Company, 1859.
 Watford Gas Consumers Company Limited.
 Wath-upon-Dearne District Co-operative Corn, Flour, and Provision Company Limited.
 Wear Valley Brewery Company Limited.
 Weedon and Leamington Railway Company Limited.
 Weedon, Daventry, Southam, and Harbury Junction Railway Company Limited.
 Wellington Loan and Investment Association Limited.
 Wellington Mining Company Limited.
 Wellington Restaurant Company Limited.
 Welsh Gold Mining Company Limited.
 Welsh Slab and Slate Company Limited.
 Wenallt Coal Company Limited.
 Wensleydale Mining Company Limited.
 Wentnor Mining Company Limited.
 Wenvoe Red Hematite Iron Ore Company Limited.
 West Alfred Consols Mine Company Limited.
 West Bryngwiog Mining Company Limited.
 West Central Horse and Carriage Repository Limited.
 West Clogau Mining Company Limited.
 West Cowes Waterworks Company.
 West End Brewery Company Limited.
 West End Joint Stock Bank Limited.
 West End Music Hall Company Limited.
 Western Deposit and Advance Company Limited.
 Western Neilgherry Coffee, Tea, and Cinchona Plantation Company Limited.
 West India and Pacific Telegraph Company Limited.
 West India Company Limited (registered 6th June, 1857).
 West London Co-operative Trading Company Limited.
 Westminster and Southwark Bank Limited.
 Westminster Chambers Company Limited.
 Westminster Joint Stock Bank Limited.
 Westminster Street Rail Company Limited.
 West of England Fellmongers Company Limited.
 West of England Mineral Company Limited.
 West of England Soap Company Limited.
 West of England Steam Flour Mills and Bakery Company Limited.
 West of Ireland Steam Navigation Company Limited.
 Weston-super-Mare Pier Company Limited.
 Weston-super-Mare Steam Saw Mills and Planing Company Limited.
 West Silver Bank Mining Company Limited.
 West Snailbeach Mining Company Limited.
 Wheel Alfred James Tin and Copper Mining Company Limited.
 Wheel Bella Mining Company Limited.
 Wheel Lopes Copper, Tin, and Zinc Mining Company Limited.
 Whitby Iron Company.

Whitby Iron Company Limited.
 Whitchurch Gas Company Limited.
 Whittington Waterworks Company Limited.
 Wigan Cab Company Limited.
 Willow Bank Mining Company Limited.
 Winchester Steam Brewery Company Limited.
 Windermere Iron Steamer Company.
 Windermere Steam Yacht Company.
 Wine Importers Association Limited.
 Winter Palace and Yacht Hotel Company Limited.
 Wisconsin Mining and Smelting Company Limited.
 Witney Railway Company Limited.
 Woodford Brick and Tile Making Company Limited.
 Woodland Slate and Slab Company Limited.
 Woodside Graving Dock Company Limited.
 Woolwich Baths and Lecture Hall Company Limited.
 Worcester Co-operative Company Limited.
 Working Men's Hall Company Limited.
 Working Tailors' Industrial Association Limited.
 Workington Water Works Company Limited.
 Worksop Proprietary Mill Company.
 World Insurance Company.
 Wouldham Patent Portland Cement Company Limited.
 Writtle Gas Company Limited.
 York Brick and Tile Company Limited.
 York Economic Flour Mill Company Limited.
 Yorkshire and Lincolnshire River Company Limited.
 Yorkshire Carpet Company Limited.
 Yorkshire Fibre Company Limited.
 Young's Patent Type Composing and Distributing Machines Company Limited.
 Zamora Tin Mining Company Limited.
 Zeal Manor Mining Company Limited.

W. H. Cousins,

Registrar of Joint Stock Companies.
 Companies' Registration Office,
 Inland Revenue, Somerset House,
 London, W.C.
 22nd day of November, 1881.

Wandsworth and Clapham Union.—Parish of Wandsworth.

To the Churchwardens and Overseers of the Poor of the Parish of Wandsworth, in the county of Surrey.

And to all others whom it may concern.

WHEREAS, the Local Government Board, by an Order dated the fourteenth day of November, 1878, directed that so much of the Act passed in the fourteenth year of the reign of Her Majesty, intituled "An Act to prevent the holding of Vestry or other Meetings in Churches, and for regulating the Appointment of Vestry Clerks," as relates to the providing of a room or suitable buildings for the purpose of holding Vestry or other meetings, should be applied to and be put in force within the said Parish of Wandsworth, and directed the Churchwardens and Overseers of the Poor of the said Parish to purchase certain land as a site for the erection of a suitable building for the purposes of holding any Vestry or other Meeting for the transaction of the business of or relating to the said Parish, and to borrow for that purpose a sum not exceeding two thousand pounds, and the Churchwardens and Overseers purchased such land accordingly; And whereas by an Order dated the 13th day of March, 1880, the Local Government Board

directed the Churchwardens and Overseers of the Poor of the said Parish to borrow a sum not exceeding eight thousand pounds, for the purpose of erecting on the land above referred to suitable buildings for holding Vestry or other meetings;

And whereas at a Meeting of the Vestry of the said Parish, held pursuant to public notice in that behalf, on Thursday, the 6th day of May, 1880, it was resolved,—

"That the Churchwardens and Overseers of the Parish of Wandsworth be and they are hereby authorised to spend a further sum not exceeding £2,000 for the purpose of completing the building of the Vestry Hall and Public Offices, and for the payment of the other expenses necessarily incident thereto, and to charge the Poor Rates of the said Parish of Wandsworth with the payment thereof. And that the Local Government Board be requested to allow the said Poor Rates to be charged with the repayment of the said sum of £2,000 and interest thereon, by equal half-yearly instalments spread over a period of 30 years."

And whereas application has been made to the Local Government Board in writing, to issue an Order directing the Churchwardens and Overseers of the Poor of the said Parish to borrow a further sum not exceeding £2,000, in accordance with the resolution above referred to:

Now, therefore, we, the Local Government Board, in pursuance of the powers given to us by the statutes in that behalf, hereby authorise the Churchwardens and Overseers of the Poor of the said Parish, for the purpose of completing the erection of suitable buildings for holding vestry or other meetings, to borrow a sum not exceeding two thousand pounds, in addition to the sum of eight thousand pounds, authorised to be borrowed under the authority of the last above-mentioned Order, and to charge the poor rates of the said Parish with the repayment of the additional sum so borrowed by equal annual instalments, together with the interest which shall from time to time accrue on the respective balances.

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

J. G. Dodson, President.

Hugh Owen, Assistant-Secretary.

County of Bedford.

WHEREAS, at a Court of General Quarter Sessions, held at Bedford, in and for the county of Bedford, on the 18th day of October last, a Provisional Order was made in the words following, that is to say:—

"Resolved that this Court do, in pursuance of 'The Highway Acts, 1862 and 1864,' provisionally order that the number of Waywardens for the Bedford Highway District be increased by the addition of one Waywarden for the parish of Eaton Socon."

Notice is hereby given, that the confirmation of the said Provisional Order by a Final Order will be taken into consideration by the Justices at the Court of General Quarter Sessions, to be held on the 3rd day of January next.

Theod. Wm. Pearse, Clerk of the Peace.

Bedford, 17th November, 1881.

RECEIPTS into and PAYMENTS out of the EXCHEQUER, between the 1st April, 1881, and the 19th November, 1881.

REVENUE AND OTHER RECEIPTS.	Estimate for 1881-82.	Total Receipts into the Exchequer from		EXPENDITURE AND OTHER PAYMENTS.	Estimate for 1881-82.	Total Issues out of Exchequer to meet Payments from	
		1st April, 1881, to 19th November, 1881.	1st April, 1880, to 20th November, 1880.			1st April, 1881, to 19th November, 1881.	1st April, 1880, to 20th November, 1880.
Balances on 1st April, 1881 :—	£	£	£	EXPENDITURE.	£	£	£
Bank of England	—	4,628,026	2,532,454	Charge of Debt	28,920,000	19,470,316	19,251,398
Bank of Ireland	—	1,295,636	740,974	Interest on Temporary Loans for Local Works, on Supply Exchequer Bonds, and Interest, &c., on Exchequer Bonds (Suez)	700,000	354,920	405,442
		5,923,662	3,273,428	Other Charges on Consolidated Fund	1,750,000	1,055,037	1,067,063
REVENUE.				Supply Services	54,102,369	31,975,504	30,085,185
Customs... ..	19,180,000	12,213,000	12,084,000	ESTIMATE ...	85,472,369		
Excise	27,440,000	17,244,000	15,665,000	EXPENDITURE ...		52,855,777	50,809,088
Stamps	12,290,000	7,604,000	7,324,000	OTHER PAYMENTS.			
Land Tax and House Duty	2,760,000	650,000	650,000	Advances, under various Acts, issued from the Exchequer		1,310,063	1,222,450
Property and Income Tax	9,540,000	3,074,000	2,676,000	Military Barracks		—	42,000
Post Office	6,800,000	4,570,000	4,435,000	Treasury Bills, more paid off than raised		* 5,000	—
Telegraph Service	1,600,000	1,060,000	1,030,000	Exchequer Bonds, more paid off than raised		† —	1,700,000
Crown Lands	390,000	185,000	205,000	Exchequer Bills, more paid off than raised		‡ 87,300	17,000
Interest on Advances for Local Works and on Purchase Money of Suez Canal Shares... ..	1,200,000	736,167	757,181	Ways and Means Advances, repaid		—	1,000,000
Miscellaneous	3,900,000	2,513,856	2,602,677			54,258,140	54,790,538
REVENUE ...	85,100,000	49,850,023	47,428,858	Balances : (Bank of England		1,864,074	2,653,400
Total including Balance ...		55,773,685	50,702,286	... .. (Bank of Ireland		966,393	592,113
OTHER RECEIPTS.				Totals		57,088,607	58,036,051
Advances, under various Acts, repaid to the Exchequer		1,314,922	1,333,765				
Money raised by Terminable Annuities		—	6,000,000				
Totals		57,088,607	58,036,051				

Treasury,
22nd November, 1881.

* Treasury Bills paid off within the year... ..	1881-82.	1880-81.	† Exchequer Bonds paid off within the year	1881-82.	1880-81.	‡ Exchequer Bills paid off within the year	1881-82.	1880-81.
Do. raised within the year	£11,333,000	£12,097,000	Do. raised within the year	—	£3,200,000	Do. raised within the year	£424,300	£17,000
Net amount paid off... ..	6,000	—	Net amount paid off... ..	—	1,500,000	Net amount paid off	337,000	—
					1,700,000		87,300	17,000

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, in the Week ended 19th November, 1881, conformably to the Act of the 27th and 28th Victoria, cap. 87.

	QUANTITIES SOLD.		AVERAGE PRICE.	
	Qrs.	Bus.	s.	d.
Wheat	41,911	3	45	4
Barley	70,882	4	34	6
Oats	6,637	1	20	2

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1877 to 1880.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICE.					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1877	39,524	0	87,895	2	3,896	6	51	5	44	0	24	3
1878	49,580	1	84,317	7	2,854	7	41	2	39	9	21	7
1879	40,065	2	72,275	1	4,451	4	47	10	39	8	21	6
1880	40,982	3	88,276	6	4,061	2	44	1	33	9	20	4

Statistical and Corn Department, Board of Trade,
November 19, 1881.

R. GIFFEN,
Comptroller of Corn Returns.

CORN IMPORTED AND EXPORTED.

AN ACCOUNT showing the Quantities of the several kinds of Corn and Meal Imported into each division of the United Kingdom; and the Quantities of British and Foreign Corn and Meal, of the same kinds, Exported from the United Kingdom, in the Week ended the 19th November, 1881.

	QUANTITIES IMPORTED INTO				QUANTITIES EXPORTED FROM THE UNITED KINGDOM.		
	England.	Scotland.	Ireland.	The United Kingdom.	British.	Colonial and Foreign.	Total Exported.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheat	1,009,917	85,663	123,233	1,218,813	26,119	28,732	54,851
Barley	182,237	77,658	25	259,920	2,776	191	2,967
Oats	161,174	9,194	...	170,368	39,035	25	39,060
Rye	5,667	...	...	5,667	...	...	...
Pease	77,662	18,638	35	96,335	341	3,457	3,798
Beans	19,400	1	30	19,431	65	499	564
Indian Corn ...	321,088	4,029	56,626	381,693	...	224	224
Buckwheat ...	1,400	...	...	1,400	...	...	...
Bere or Bigg... ..	...	...	...	...	...	...	...
Total of Corn (exclusive of Malt)	1,778,495	195,183	179,949	2,153,627	68,336	33,128	101,464
Wheatmeal or Flour...	112,126	115,291	...	227,417	2,509	1,398	3,907
Barley Meal ... ..	...	...	...	...	...	...	...
Oat Meal	3,165	3,422	...	6,587	436	...	436
Rye Meal ... ..	...	13	...	13	...	...	...
Pea Meal ... ..	...	...	...	...	10	...	10
Bean Meal ... ..	...	...	...	...	12	...	12
Indian Corn Meal ...	459	...	...	459	...	240	240
Buckwheat Meal ...	...	...	...	...	...	...	...
Total of Meal ...	115,750	118,726	...	234,476	2,967	1,638	4,605
Total of Corn and Meal (exclusive of Malt)	1,894,245	313,909	179,949	2,388,103	71,303	34,766	106,069
Malt (entered by the Quarter) ...	Quarters. ...	Quarters. 29	Quarters. ...	Quarters. 29	Quarters. 1,348	Quarters. ...	Quarters. 1,348

Statistical Department, Custom House, London,
November 21, 1881.

S. SELDON.

COTTON STATISTICS ACT, 1868.

RETURN of the Number of BALES of COTTON Imported and Exported at the Various Ports of the United Kingdom during the Week and 46 Weeks ended 17th November, 1881.

Ports.	IMPORTS.						EXPORTS.					
	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.
Week ended 17th November, 1881.												
Liverpool	41,305	12,215	7,809	9,584	6,630	77,543	3,343	...	1,225	400	91	5,059
London ... ..	...	...	3,862	...	229	4,091	...	...	2,859	...	28	2,887
Hull	500	...	...	...	...	500	1,430	...	366	32	...	1,828
Other Ports ... ..	...	...	11	...	...	11	12	...	105	...	150	2,383
Total	41,805	12,215	11,682	9,584	6,859	82,145	6,901	...	4,555	432	269	12,157
46 Weeks ended 17th November, 1881.												
Liverpool	2,362,527	195,329	264,887	198,640	77,910	3,099,293	82,534	866	47,477	5,926	10,099	146,902
London	16	...	246,287	2	6,514	252,819	44	127	174,914	100	1,248	176,433
Hull	22,333	...	...	400	...	22,733	62,308	12,610	11,969	2,485	696	90,068
Other Ports	7,479	2,058	81	...	152	9,770	22,013	...	4,981	127	793	27,914
Total	2,392,355	197,387	511,255	199,042	84,576	3,384,615	166,899	13,603	239,341	8,638	12,836	441,317

Dated November 18, 1881.

R. GIFFEN,
Statistical and Commercial Department, Board of Trade.

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday, the 12th day of November, 1881.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.		Average Amount.
		£
Ashford Bank	Ashford	Pomfret and Co. 10377
Aylesbury Old Bank	Aylesbury	Cobb and Co. 16200
Baldock Bank and Baldock and Biggleswade Bank	Biggleswade	Wells, Hogge, and Co. 12614
Barnstaple Bank	Barnstaple	Marshall and Co. 2855
Bedford Bank	Bedford	Barnard and Co. 24901
Bicester and Oxfordshire Bank and Oxford Bank	Bicester	Tubb and Co. 9859
Boston Bank	Boston	Garfit and Co. 38603
Broseley and Bridgnorth and Bridgnorth and Broseley Bank	Broseley	Pritchard and Co. 9752
Buckingham Bank	Buckingham	Bartlett, Parrott, and Co. 12762
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank	Bury St. Edmunds	Oakes, Bevan, and Co. 25638
Banbury Bank	Banbury	J. C. and A. Gillett and Co. 13375
Banbury Old Bank	Banbury	Cobb and Son 12972
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co. 27781
Brecon Old Bank	Brecon	Wilkins and Co. 17010
Brighton Union Bank	Brighton	Hall and Co. 14406
Burlington and Driffield Bank	Burlington	Harding and Co. 8282
Cambridge Bank	Cambridge	Mortlock and Co. 16827
Cambridge and Cambridgeshire Bank	Cambridge	Messrs. Fosters 34822
Canterbury Bank	Canterbury	Hammond and Co. 15673
Colchester Bank	Colchester	Rowd, Green, and Co. 1353
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh Suffolk Bank	Colchester	Mills and Co. 21133
City Bank, Exeter	Exeter	Milford and Co. 8280
Craven Bank	Settle	Birkbeck, Robinson, and Co. 54424
Derby Bank	Derby	Samuel Smith and Co. 14207
Devizes and Wiltshire Bank	Devizes	Locke and Co. 237
Darlington Bank, Durham Bank, and Stockton-on-Tees Bank	Darlington	Backhouse and Co. 12356
Devonport Bank	Devonport	Hodge and Co. 2368
Dorchester Old Bank and Dorsetshire Bank	Dorchester	Williams and Co. 27550
East Cornwall Bank	Liskeard	Robins, Foster, and Co. 58966
East Riding Bank	Beverley	Beckett and Co. 53544
Essex Bank and Bishop's Stortford Bank	Chelmsford	Sparrow, Tufnell, and Co. 29289
Exeter Bank	Exeter	Sanders and Co. 11882
Farnham Bank	Farnham	Knight and Sons 5566
Faversham Bank	Faversham	Hilton and Co. 4456
Godalming Bank	Godalming	Mellersh and Co. 4592
Guildford Bank	Guildford	Haydon and Co. 9455
Grantham Bank	Grantham	Hardy and Co. 12539
Hull Bank and Kingston-upon-Hull Bank	Hull	Smith Brothers and Co. 14313
Huntingdon Town and County Bank	Huntingdon	Veasey and Co. 17005
Harwich Bank	Harwich	Cox, Cobbold, and Co. 320
Hertfordshire, Hitchin Bank	Hitchin	Sharples and Co. 23566
Ipswich Bank	Ipswich	Bacon and Co. 13460
Ipswich and Needham Market Bank, Suffolk, Hadleigh Bank, Manningtree and Mistley Bank, and Woodbridge Bank	Ipswich	Alexanders and Co. 26459

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Kentish Bank	Maidstone	Wigan, Mercers, and Co. ...	15008
Kington and Radnorshire Bank	Kington ...	Davies and Co.	16554
Kendal Bank... ..	Kendal ...	Wakefield, Crewdson, and Co....	44987
Leeds Bank	Leeds ...	Beckett and Co	81898
Leeds Union Bank	Leeds ...	W. Williams Brown and Co. ...	34835
Leicester Bank	Leicester...	T. and T. T. Paget	16137
Lewes Old Bank	Lewes ...	Molinsux and Co.	14588
Lincoln Bank	Lincoln ...	Smith, Ellison, and Co....	69625
Llandovery Bank, Lampeter Bank, } and Llandilo Bank	Llandovery	D. Jones and Co.	16334
Lymington Bank	Lymington	St. Barbe and Co.	365
Lynn Regis and Lincolnshire Bank...	Lynn Regis	Gurneys and Co.	21935
Lynn Regis and Norfolk Bank	Lynn Regis	Jarvis and Co.	6940
Macclesfield Bank	Macclesfield	Brocklehurst and Co.	5173
Miners' Bank	Truro ...	Willyams and Co.	13245
Monmouth Old Bank	Monmouth	Bromage and Co.	1075
Newark Bank	Newark ...	Samuel Smith and Co.	11138
Newark and Sleaford Bank, and } Sleaford and Newark Bank	Sleaford ...	Handley, Peacock, and Co. ...	23034
Newbury Bank	Newbury	Sloccock, Matthews, and Co. ...	7359
Newmarket Bank	Newmarket	Hammond and Co.	10495
Norwich and Norfolk and Fakenham } Banks	Norwich ...	Gurneys, Birkbecks, and Co. ...	64995
Naval Bank, Plymouth	Plymouth	Harris, Bulteel, and Co.	17620
New Sarum Bank	Sarum ...	Pinckney Brothers	3150
Nottingham Bank	Nottingham	Samuel Smith and Co.	32121
Oswestry Bank and Oswestry Old Bank	Oswestry	Croxon and Co.... ..	5570
Oxford Old Bank	Oxford ...	Parsons and Co.	23135
Old Bank, Tonbridge, Tonbridge and } Tonbridge Wells Old Bank, Ton- bridge and Tonbridge Wells and Sevenoaks Bank	Tonbridge	Beechings and Co.	9901
Oxfordshire Witney Bank	Witney ...	Gilletts and Clinch	3059
Pease's Old Bank, Hull, the Hull } Old Bank and Beverley Bank	Hull ...	Pease and Sons	46171
Penzance Bank	Penzance	Batten and Co.	5433
Reading Bank	Reading ...	Simonds and Co.	17530
Reading Bank	Reading ...	Stephens, Blandy, and Co. ...	16223
Richmond Bank	Richmond	Roper and Co.	6567
Royston Bank	Royston ...	Fordham and Co.	5936
Rye Bank	Rye ...	Curteis, Pomfret, and Co. ...	4807
Saffron Walden and North Essex Bank	Saffron Walden ...	Gibson, Take, and Co.	14375
Salop Bank	Shrewsbury	Burton, Lloyd, and Co....	2565
Scarborough Old Bank	Scarborough	Woodall and Co.	18385
Shrewsbury Old Bank and Shrews- } bury and Ludlow Bank	Shrewsbury	Rocke, Eyton, and Co.	15593
Sittingbourne and Milton Bank	Sittingbourne	Vallance and Co.	1603
Southampton Town and County Bank	Southampton	Maddison, Atherley, and Co. ...	6845
Stamford and Rutland Bank	Stamford	Eaton, Cayley, and Co.	9103
Tavistock Bank	Tavistock	Gill, Morshead, and Co.	7685
Thornbury Bank	Thornbury	Harwood and Co.	3809
Tiverton and Devonshire Bank	Tiverton...	Dunsford and Co.	5609
Thrapston and Kettering Bank, } Northamptonshire	Thrapston	Eland and Eland	8122
Tring Bank and Chesham Bank	Tring ...	Butcher and Sons	9364
Towcester Old Bank... ..	Towcester	Wallis and Co.	4000
Uxbridge Old Bank	Uxbridge	Hull, Smith, and Co.	4334
Wallingford Bank	Wallingford	Hedges, Wells, and Co.	2651
Warwick and Warwickshire Bank ...	Warwick...	Greenway and Co.	16672

Name, Title, and Principal Place of Issue.				Average Amount.
				£
Wellington Somerset Bank ...	Wellington	Fox Brothers and Co. ...	4293	
West Riding Bank, Wakefield, and Pontefract Bank ...	Wakefield	Leatham, Tew, and Co. ...	26660	
Whitby Old Bank ...	Whitby ...	Simpson, Chapman, and Co. ...	6701	
Winchester, Alesford, and Alton Bank	Winchester	Bulpett and Co. ...	5179	
Weymouth Old Bank and Dorchester Bank ...	Weymouth	Eliot, Pearce, and Co. ...	9804	
Wisbech and Lincolnshire Bank ...	Wisbech ...	Gurney and Co. ...	25827	
Wiveliscombe Bank ...	Wiveliscombe	W. Hancock ...	1350	
Worcester Old Bank and Tewkesbury Old Bank ...	Worcester	Berwick, Lechmere, and Co. ...	33756	
Yarmouth and Suffolk Bank, and Halesworth and Suffolk Bank	Yarmouth	Gurneys, Birkbeck, and Co. ...	28935	
Yarmouth, Norfolk, and Suffolk Bank	Great Yarmouth	Sir E. H. K. Lacon, Bt., & Co. ...	7429	

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.				Average Amount.
				£
Bank of Westmorland ...	Kendal ...	11965		
Barnsley Banking Company ...	Barnsley ...	6532		
Bradford Banking Company Limited ...	Bradford ...	42481		
Bank of Whitehaven Limited ...	Whitehaven ...	24009		
Bradford Commercial Banking Company Limited ...	Bradford ...	17140		
Burton, Uttoxeter, and Ashbourne Union Bank Limited ...	Burton-upon-Trent ...	30930		
Cumberland Union Banking Company Limited ...	Carlisle ...	34800		
Coventry Union Banking Company ...	Coventry ...	7955		
County of Gloucester Banking Company Limited ...	Cheltenham ...	62318		
Carlisle and Cumberland Banking Company Limited ...	Carlisle ...	28189		
Carlisle City and District Bank Limited ...	Carlisle ...	20253		
Derby and Derbyshire Banking Company Limited ...	Derby ...	10974		
Darlington District Joint Stock Banking Company Limited ...	Darlington ...	21558		
Gloucestershire Banking Company ...	Gloucester ...	105674		
Halifax Joint Stock Banking Company Limited ...	Halifax ...	18699		
Huddersfield Banking Company ...	Huddersfield ...	33213		
Hull Banking Company Limited ...	Hull ...	29627		
Halifax Commercial Banking Company Limited ...	Halifax ...	10425		
Halifax and Huddersfield Union Banking Company ...	Halifax ...	17958		
Knaresborough and Claro Banking Company ...	Knaresborough ...	21349		
Lancaster Banking Company ...	Lancaster ...	65216		
Leicestershire Banking Company Limited ...	Leicester ...	48011		
Lincoln and Lindsey Banking Company Limited ...	Lincoln ...	52387		
Leamington Priors and Warwickshire Banking Company Limited ...	Leamington Priors ...	9010		
Ludlow and Tenbury Bank ...	Ludlow ...	4742		
Moore and Robinson's Nottinghamshire Banking Company Limited ...	Nottingham ...	31116		
Nottingham and Nottinghamshire Banking Company ...	Nottingham ...	26790		
Northamptonshire Union Bank Limited ...	Northampton ...	45758		
Northamptonshire Banking Company Limited ...	Northampton ...	12518		
North and South Wales Bank Limited ...	Liverpool ...	59777		
Pares's Leicestershire Banking Company Limited ...	Leicester ...	36339		
Sheffield Banking Company Limited ...	Sheffield ...	27550		
Stamford, Spalding, and Boston Banking Company Limited ...	Stamford ...	42589		

Name, Title, and Principal Place of Issue.		Average Amount.
		£
Stuckey's Banking Company, Bristol Somersetshire Bank, and Somersetshire Bank	Langport	222486
Sheffield and Hallamshire Banking Company	Sheffield	18593
Sheffield and Rotherham Joint Stock Banking Company Limited	Sheffield	34274
Swaledale and Wensleydale Banking Company Limited ..	Richmond	41795
Wolverhampton and Staffordshire Banking Company ...	Wolverhampton	8045
Wakefield and Barnsley Union Bank	Wakefield	11810
Whitehaven Joint Stock Banking Company	Whitehaven	25497
Wilts and Dorset Banking Company	Salisbury	70015
West Riding Union Banking Company Limited	Huddersfield	31010
Worcester City and County Banking Company Limited ...	Worcester	1128
York Union Banking Company	York	71109
York City and County Banking Company	York	89252
Yorkshire Banking Company Limited	Leeds	109052

W. H. COUSINS, Registrar of Bank Returns.

Inland Revenue Office, November 19. 1881.

NOTICE is hereby given, that a separate building, named the Mount Zion Wesleyan Reform Methodist Chapel, situate at Youlgreave, in the parish of Youlgreave, in the county of Derby, in the district of Bakewell, being a building certified according to law as a place of religious worship, was, on the 27th day of October, 1881, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 31st day of October, 1881.

Thomas Fidler, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Wesleyan Methodist Chapel, situate at Gosforth, in the parish of Gosforth, in the county of Cumberland, in the district of Whitehaven, being a building certified according to law as a place of religious worship, was, on the 4th day of November instant, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 10th day of November, 1881.

Wm. Henry Atkinson, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Congregational Church, situate at Sanford-street, in the parish of Swindon, in the county of Wilts, in the district of High-worth, being a building certified according to law as a place of religious worship, was, on the 18th day of November, 1881, 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 November, 1881.

James E. G. Bradford, Superintendent Registrar.

Artillery Ranges Act, 1862.

(Extension of Act to certain Land and Foreshore in Essex, part of the Maplin and Foulness Sands.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to Amend and Extend the Provisions of the Artillery Ranges Act, 1862, to certain land and foreshore, situate between high and low water mark in or adjoining the county of Essex, when the same shall have been acquired by Her Majesty's Principal Secretary of State for the War Department in trust for Her Majesty, which said land and foreshore is part of certain land called the Maplin Sands and

Foulness Sands, and abuts on lands which are now subject to the provisions of the said Act of 1862, and are described in the schedule thereto; and that after the said land and foreshore shall have been so acquired and the spaces or distances for ranges shall have been marked out and appropriated as required by the said Act of 1862, all rights (if any) of anchorage and grounding over or upon the said land and foreshore will by force and virtue of that Act absolutely cease and determine.

Dated November 16th, 1881.

A. K. Stephenson, Solicitor H.M. Treasury.
J. Eustace Grubbe, 7, Great George-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

Aldershot Camp Roads.

(Stopping up of Roads, Paths, or Tracks, over Westend and other Commons in the neighbourhood of Aldershot Camp, recently purchased by the War Secretary for the Public Service; Substitution of other Roads; Provisions in reference thereto; and for Making available a certain Road or Track between the Bagshot and Guildford Roads via Colony Gate and Deep Cut Bridge; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to stop up and extinguish or provide for the stopping up and extinguishing of all roads, paths, tracks, and rights of way, or other rights, in, over, or upon the open or common lands and enclosed lands in the parishes of Ash and Normandy, Pirbright, and Chobham, in the county of Surrey, or some of those parishes which have been purchased by the Principal Secretary of State for the War Department (hereinafter called the War Secretary), for the public service, and which open or common lands, or the greater portion of them, are called or known by the names of Westend Common, Pirbright Common, Stanford Common, Claygate Common, Normandy Common, and Ash Common, except such of the said roads, paths, and tracks, as may be kept open by or with the consent or approval of the War Secretary.

And it is proposed to make provision for carrying into effect an award of the Commissioners made under an Act passed in the forty-first year

of the reign of King George III, for dividing, allotting, and enclosing open and common fields, &c., in the manor of Frimley, in the parish of Ash (hereinafter called the Frimley Inclosure Act), with respect to a road (hereinafter called "the Award-road") leading out of the Bagshot-road, by Colony Gate, to Deep Cut Bridge, and thence to the road known and hereinafter referred to as "the Guildford-road" (which Guildford-road leads from Frimley-green, by Henley-park, to Guildford) or so much of the Award-road as lies between Colony Gate and a point a few yards south of the London and South Western Railway, where a certain other road or track diverges therefrom, and proceeds over land belonging to Mrs. Eliza Pain, in a south-easterly direction to the Guildford-road (which last-mentioned road or track is hereinafter referred to as "the Eastern Fork") and to revive, extend, and amend so far as may be necessary or advisable for the purposes aforesaid, the provisions of the Frimley Inclosure Act, and to confer upon the Inclosure Commissioners for England, powers in reference thereto.

And it is proposed to authorise the War Secretary to set out and make, widen, or improve so much of the Award Road as lies between Colony Gate and its junction aforesaid with the Eastern Fork, and also the Eastern Fork, all which last-mentioned portion of the Award Road and the Eastern Fork are wholly situate in the parish of Frimley, in the county of Surrey.

And it is proposed to authorise the Inclosure Commissioners to set out all such occupation and other roads as may be rendered necessary or convenient by the stopping up of any existing roads or tracks, or otherwise in consequence of any of the provisions of the intended Act, and especially to set out on land belonging to the War Secretary, in the parish of Chobham, a carriage-road for the use of the public between the road leading from Bisley, by Sandpit Hill, to Bagshot, to one of the roads at or near Chobham Ridge, leading by Heatherside to Frimley, in such direction as the Inclosure Commissioners shall think fit, but so that no part of such road, or of any such occupation or other roads as aforesaid, or any part thereof respectively, shall be within a distance of two thousand yards northwards of the rifle butts which have been constructed near the Basingstoke Canal.

And it is proposed to provide for the making of such roads and for the maintenance and repair thereof, and of all roads which may be set out, made, or improved under the powers of the intended Act, and to provide that the War Secretary, and all officers and men belonging to Her Majesty's Service, and persons acting under their, or any of their orders or authority, shall have free use and passage for Her Majesty's Service of and over the Award Road, the Eastern Fork, and all roads which may be set out, made, or improved under the powers of the intended Act, or of and over any of such roads or any part or parts thereof respectively.

And it is proposed to take powers for the purchase of lands by compulsion or agreement, and for the settlement by the Inclosure Commissioners, or otherwise, of cases of disputed compensation; and to vary or extinguish all rights and privileges which might in any way hinder or prevent the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges; and to empower the War Secretary to apply any of the funds at his disposal for the purposes of the intended Act.

A plan and section in duplicate of that part of the Award Road which may be made under the powers of the intended Act, and of the

Eastern Fork, showing the line and levels thereof respectively, and the lands which may be taken under the compulsory powers of the intended Act, and a book of reference to the plan, will be deposited with the clerk of the peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, and with the parish clerk of the parish of Frimley, at his residence.

Each such deposit will be made on or before the 30th day of November, 1881, and will be accompanied by a copy of this notice.

Dated November 13th, 1881.

A. K. Stephenson, Solicitor, H.M. Treasury.
J. Eustace Grubbe, 7, Great George-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

Public Offices Site.

(Acquisition and Appropriation of Lands and Property; Extinguishment of Rights of Way and other Rights and Privileges; To confer other Rights and Privileges; Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that the Commissioners of Her Majesty's Works and Public Buildings intend to apply to Parliament in the ensuing Session for an Act to effect the objects and purposes following, or some of them, that is to say:

1. To enable them to acquire and take, by compulsion or agreement, certain lands, houses, tenements, and hereditaments, in the parish of St. Martin-in-the-Fields, in the county of Middlesex, as a site for the erection of new buildings for the public service.

2. The proposed site is bounded as near as may be as follows:—

On the east, partly by the public highway known as Whitehall, and partly by the public highway known as Charing Cross, and by the several houses numbered respectively 42, 43, 44, 45 and 46, Charing Cross, and to the rear of those houses.

On the south by the Horse Guards, and that portion of St. James's Park known as the Horse Guards Parade Ground.

On the west by that portion of St. James's Park known as the Horse Guards Parade Ground, lying between the Horse Guards and the Admiralty Gardens, and by that portion of St. James's Park which lies between the said Parade Ground and the eastern end of Carlton House-terrace, and the passage leading from thence to Spring Gardens and Cockspur-street.

On the north and north-east, by a portion of the public highway known as Spring Gardens, and the new banking house of Messrs. Drummonds, at Charing Cross, and by the banking house of Messrs. Cocks, Biddulph & Co., at Charing Cross.

It is also intended to take, by compulsion or agreement, the houses and premises numbered respectively 53 and 54, Charing Cross, and the house and premises numbered 24, Spring Gardens, all lying between Charing Cross and Spring Gardens aforesaid, and situated in the said parish of St. Martin-in-the-Fields.

And such boundaries, lands, houses, tenements, and hereditaments are more particularly described and shown on the plans hereinafter mentioned, and notwithstanding any existing application or user thereof, the intended Act will empower the Commissioners to pull down and remove all or some of the said houses and buildings on the said lands, and sell the materials thereof, and appropriate the site, or any part thereof, for such purposes as shall be prescribed by the Lords

Commissioners of Her Majesty's Treasury or by the intended Act.

3. To appropriate rents of Crown and other lands, and to provide that certain Crown lands shall cease to be part of the hereditary land revenues of the Crown, and as to the assessment of those and other lands to land tax and poor and other rates, and to exempt such lands and houses from the payment of rates and taxes, and from the operation of the Act of the 18th and 19th Vict., cap. 122 (The Metropolitan Building Act, 1855).

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

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

Dated this 11th day of November, 1881.

By Order,

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

In Parliament—Session 1882.

Liverpool United Gaslight Company.
(Erection and Extension of Works; Compulsory Purchase of Additional Sites for Manufacture, &c., of Gas and Residual Products; Further Money Powers; Additional Reserve, Contingency, Insurance, Sinking, and other Funds; Amendment of Acts.)

NOTICE is hereby given, that the Liverpool United Gaslight Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing session for leave to introduce a Bill for the following, or some of the following, among other purposes, that is to say:—

To enable the Company to purchase or otherwise acquire compulsorily or by agreement, and to hold and use for the purposes of their undertaking the following lands, all in the county of Lancaster, that is to say:—

Firstly. A piece of land containing 21,000 square yards or thereabouts, situate in the township of Garston, in the parish of Childwall, bounded on the north-west by other lands of the Company, on the north-east and south-east by lands of the devisees in trust of the late John Lightbody, Esq., and on the south-west in part by Banks-road, and in other part by the land and premises secondly herein described.

Secondly. A piece of land in the said township and parish on the north-east side of Banks-road adjoining to and surrounded on all sides (except the south-west side) thereof by the piece of land firstly described, and containing in the whole 82½ square yards or thereabouts, together with the chapel and other buildings standing thereon.

Thirdly. A piece of land containing 11,100 square yards or thereabouts, situate in the township and extra-parochial place of Toxteth-park, bounded on the south-west by Grafton-street, on the south-east by lands of the Mersey Steel and Iron Company Limited or the Official Liquidator of that Company, on the north-east in part by Beaufort-street, in other part by the end of Yates-street, and in further part by lands of the Liverpool School Board, and on the north-west in part by Yates-street, in other part by lands of the Liverpool School Board, and in further part by a straight line drawn in continuation of the north-western boundary of the said lands of the Liverpool School Board to Grafton-street.

And to retain and hold, and to let, sell; and dispose of any lands which they may not for the time being require for the purposes of their undertaking.

To enable the Company to erect works and to manufacture and store gas and any residual products arising in the manufacture of gas upon such lands or any part thereof.

To enable the Company to apply to the purposes of the Bill their existing funds, and any moneys they are still authorised to raise, and for those purposes and the general purposes of their undertaking, to raise additional capital by shares or stock.

To empower the Company to increase their reserve or contingency fund, or any other fund which the Company are empowered to form or the amount to be carried from time to time to such fund, to vary or extend the objects to which any such fund, or the interest or dividend thereof is applicable, and to enable the Company in addition to any such funds to form out of the profits of their undertaking insurance, sinking, or other funds.

To amend, vary, or repeal all or some of the provisions of the Liverpool United Gaslight Company's Acts, 1848, 1865, and 1880, and any other Act or Acts relating to the Company, and to confer upon the Company all other powers, rights, and privileges necessary for carrying into effect the objects of the Bill, and to vary and extinguish all rights and privileges which would interfere with its objects.

Notice is hereby also given, that on or before the 30th day of November instant plans describing the lands and property to be purchased compulsorily under the powers of the Bill, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster at his office at Preston, and with the parish clerk of the parish of Childwall 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, 1881.

Garnett and Tarbet, Liverpool, Solicitors.
J. C. Rees, 13, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1882.

Falmouth Borough Extension.

(Extension of Borough, Inclusion of Parish of Falmouth, and parts of Parish of Budock; Division into Wards; Arrangements as to Aldermen and Councillors; Levying of Rates; Extending Powers of the Corporation; Transfer of Property, Rights, and Powers of Falmouth Parish Local Board, Falmouth United District Sewerage Board, and Falmouth Burial Board; Dissolution of those Boards; Severance of added District from District of the Falmouth Union and Budock Parish; Arrangements in added Districts for purposes of Elementary Education Acts; General Extension of Powers of Corporation; Representation of Council on Falmouth Harbour Board; Appointment of Police for Harbour purposes; Agreements with County Authority as to Police Stations; Further Powers of Local Government and Police; Regulation of Slaughter-houses, Hoardings, Advertisements, Streets, Traffic, Hackney Carriages, Marine Store Dealers, Costermongers, Hawkers, Pedlars, &c.; Infectious Diseases; Bye-laws; Fines and Penalties; Signature of Notices, &c., by Town Clerk; Recovery of Rates; Borrowing of Money; Amendment of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Falmouth, in the county of Cornwall, being also the urban sanitary authority of the borough (herein referred to as "the Corporation") intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

To alter and extend the boundary of the municipal borough of Falmouth, and to include within the boundary so extended the following places, or some of them, or some part or parts thereof respectively (that is to say):—

A. The whole of the parish of Falmouth, in the county of Cornwall, so far as not already included within the existing borough;

B. The portions of the parish of Budock, in the same county, hereinafter specified, viz. :—

(1.) So much of the said parish of Budock as lies to the eastward of the parish of Falmouth, including Pendennis Castle.

(2.) So much of the said parish of Budock as lies to the eastward of the Cornwall Railway, and south of an imaginary line drawn straight from the northern end of Boyers Cellars to the mile post on the said Cornwall Railway, indicating a distance of 310 miles from London.

(3.) A portion of the said parish of Budock situate between and adjoining the Cornwall Railway and the Lower Stream, flowing into Swan Pool, and bounded on the north-east by the said railway, on the south-east by the boundary of the said parish of Falmouth, on the south-west by the centre of the said Lower Stream, and on the north by the public highway (numbered 539 on the Ordnance map of the said parish of Budock) leading from Falmouth to Budock.

And the district to be added to the borough is called for the purpose of this notice "the Added District."

To divide or provide for the division of the borough into wards, and to determine and set out in the Bill or provide thereby for determining and setting out the boundaries of the wards. To alter and increase the number of aldermen and councillors, and to apportion them to their respective wards as defined by the Bill, and to provide for the election, retirement, and rotation

of the present or future aldermen and councillors, or to make provision in the Bill for settling and determining those questions, and to make any other provisions which may be necessary with reference thereto.

To vest the property of the Corporation, except as may be defined in the Bill, in the Corporation of the extended borough; to authorise the levying of borough rates and of other rates general and special within the extended borough; to authorise the Mayor, Aldermen, and Burgesses of the borough (subject to the provisions of the Bill) to put in force within the extended borough all such powers, and to exercise and enjoy all such authorities, privileges, rights, and jurisdictions as are now vested in or attached to them by Charter, or under any public or local Acts, whether as a Municipal Corporation, Urban Sanitary Authority, or otherwise, and as may be contained in the intended Act: and to confer on the Corporation all such other powers as may be necessary or expedient in connection with the proposed extension of the borough limits and arrangement of wards.

To extend the jurisdiction, powers, authorities, rights, privileges, and duties of the officers and servants of the existing borough to the borough as extended, and to confer on the burgesses of the borough as extended all exemptions and privileges now enjoyed by the burgesses of the existing borough.

To extend the jurisdiction and authority of the magistrates of the borough over the added district.

To abolish the Falmouth Parish Local Board, the Falmouth United District Sewerage Board constituted under the Act 30 and 31 Vic., cap. 113, and the Burial Board for the parishes of the town and parish of Falmouth, and to extinguish all or any of the rights, powers, and authorities of these Boards respectively, and to transfer to the Corporation of the extended borough all or some of those rights, powers, and authorities, and any land or property belonging to the said Boards respectively.

To detach for all sanitary, rating, and other purposes from the district of the Rural Sanitary Authority of the Falmouth Union, the parish of Falmouth or part thereof, and so much of the parish of Budock as is to be added to the borough, and to sever for all purposes from the parish of Budock the part thereof to be added to the borough.

To make provisions as to the authority to be exercised for purposes of education and the Elementary Education Acts within the added district, and either to transfer to the Corporation or a Committee appointed by them all the powers and authorities of the School Attendance Committee of the Falmouth Union relating to so much of the parish of Budock as will be added to the borough, or to extend the authority of the Falmouth United District School Board over so much of the parish of Budock as will be included within the borough, and generally to make all such arrangements as may be necessary or expedient in consequence of the extension of the borough for the purposes of the Elementary Education Acts.

To make any such provisions as the Corporation may deem expedient with respect to the local and sanitary government of, and the highways within any part or parts of the district of the Falmouth Parish Local Board, and the parish of Budock respectively (whether or not included within the borough), and with respect to the remaining portions of the said parish of Budock, so far as may be incidentally necessary; to ex-

tinguish all rights and powers of the Falmouth District Highway Board, and any other authority over all roads and highways included within the added district, and to transfer the control and management thereof to the Corporation, and to repeal and annul so far as they relate to any part of the added district, any resolution or Orders or Acts confirming any Orders relating to local or sanitary matters.

To transfer to the Corporation all or some of the lands, buildings, and property and of the estates, rights, powers, duties, privileges, and liabilities vested in or imposed on the Falmouth Parish Local Board and the Rural Sanitary Authority for the district of the Falmouth Union, or other local or sanitary authority having jurisdiction or authority within any part of the added district, including the inspectors appointed for the purposes of the lighting and watching of certain parts of the parish of Budock under the Watching and Lighting Act (3 & 4 Will. IV, cap. 90), to provide for the satisfaction or apportionment of their respective debts, liabilities, and obligations, and the apportionment and collection of current rates.

To exempt the added district from the payment of highway, sanitary, local, and other rates or contributions which now are or by law may be levied therein, and to make provision for the repairs by or the transfer to the Corporation of the roads and bridges within the added district.

To provide for the representation of the Council of the extended borough upon the Falmouth Harbour Board.

To repeal so much of the Falmouth Harbour Order, 1870, and of any Act incorporated therewith, or of the Act confirming that Order, 33 and 34 Vict., cap. 158, as relates to the appointment of police by the Falmouth Harbour Board, and to provide for the appointment of police by the Corporation for harbour purposes, or to confer upon the borough police powers and authority in Falmouth Harbour and all parts thereof, and to provide for the contribution by the Falmouth Harbour Board towards the police expenses of the borough.

To enable the Corporation of the extended borough to make compensation, if they should think fit, to any officers or servants of the boards and authorities herein mentioned, or any of them, for loss of office or emoluments sustained by them in consequence of any of the provisions of the intended Act.

To empower the Corporation of the extended borough on the one hand, and the magistrates for the county of Cornwall or the owner or owners and persons interested in the police stations hereafter mentioned on the other hand, to enter into and carry into effect agreements for selling or transferring to the Corporation any police stations within the borough, or to vest in the Corporation any land or buildings or interest in land or buildings within the borough used for county police purposes upon such terms and conditions as may be defined in the intended Act.

To authorise the Corporation to prohibit, restrict, license, and regulate the use of existing slaughter-houses and knackers' yards within the borough, and to prevent the slaughter of animals elsewhere than in public slaughter-houses or knackers' yards provided or licensed by the Corporation, and to enable the Corporation to take tolls and charges in respect of such public slaughter-houses and yards.

To confer upon the Corporation further powers for the improvement and good government of the borough, the prevention and removal of nuisances, obstructions, and offences

therein, and especially with respect to the following matters or some of them. The loading and unloading of goods on or over public highways, and the placing therein of boxes, packages, and other articles and things; the regulation and prohibition of boardings and advertisements thereon; the regulation of street traffic and the closing of streets and highways; the prevention and removal of the deposit of building or other materials, or any rubbish, litter, or refuse in streets; the licensing and regulating of hackney carriages and their drivers; costermongers, hawkers, pedlars, and marine store dealers; the prevention or control and regulation of hawking or selling in public streets, thoroughfares or places; the making and enforcing of regulations as to the removal to hospitals of persons suffering from infectious diseases, disinfecting houses, &c., and requiring notice of such diseases to be given to the Corporation, and to make bye-laws and regulations in respect thereto.

To enable the Council or any Committee of the Council to impose and recover fines and penalties for breach of bye-laws and regulations, and for offences committed within the borough.

To make further provisions with respect to brothels and disorderly houses, and to persons keeping or conducting the same.

To provide for the authentication of orders, notices, advertisements, and other instruments, by the signature of the Town Clerk and other officers of the Corporation, and for the publication and service of orders and notices on owners and occupiers.

To extend the time for the summary recovery of rates, and street and improvement expenses payable to the Corporation, and to make provision for the compounding of rates by owners.

To provide for the discharge of debts and liabilities of the Corporation, and the said Local Board, and the said Falmouth United District Sewerage Board, and as to the period in which they shall be discharged, and for that purpose and other purposes of the Bill to enable the Corporation to borrow money to an amount to be defined in the Bill, and to charge the same upon the borough rate or other rate or rates leviable in the borough.

The Bill may enable the Corporation to carry the provisions of the intended Act into effect as the urban sanitary authority of the borough, and to exercise all or any of the powers of The Public Health Act, 1875," with or without modification, and (so far as it relates to the Corporation as a municipal body) under and subject to the Municipal Corporations Acts, with such modifications as may be contained in the Bill, and to make and enforce bye-laws and regulations for all or any of the purposes and objects of the Bill.

The Bill may incorporate with or without alteration the provisions or some of the provisions of "The Public Health Act, 1875," "The Local Loans Act, 1875," "The Towns Improvement Clauses Act, 1847," "The Towns Police Clauses Act, 1847," "The Markets and Fairs Clauses Act, 1847," and "The Commissioners Clauses Act, 1847," and will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and may alter and amend the Acts 16 Car. II, No. 18; 22 and 23 Car. II, No. 20; and any other Act relating to the borough of Falmouth, or any part of the district intended to be added thereto.

On or before the 30th day of November instant a map and duplicate thereof, showing as

well the present boundaries of the borough as the boundaries of the added district, will be deposited with the Town Clerk of the borough, at the Town Clerk's office, 23, Church-street, Falmouth.

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, 1831.

Gemm and Nalder, Solicitors, Falmouth.

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

In Parliament—Session 1832.

Rugby Gas.

(Dissolution and Re-incorporation of the Rugby Gas Light and Coke Company, Limited; Power to continue Gasworks; To supply Gas in the Town and Parish of Rugby and adjoining Places; To provide Electric Light; To raise further Capital; To levy Rents, Rates, 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 Rugby Gas Light and Coke Company, Limited (hereinafter called "the Limited Company"), and to annul and cancel 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 re-incorporate 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 parishes and places following, or some or one of them, or some part or parts of them, or some or one of them, viz.:—Rugby, Bilton, Newbold-on-Avon, Clifton-on-Dunsmore, and Hillmorton, all in the county of Warwick.

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, or debenture, 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 houses, 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, wagons, 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 and use such lands, houses, and other property.

5. To empower the Company to manufacture and generate 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 and generate

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, buildings, works, plant, machinery, conveniences, 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 licences 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 or utilising electric light or heat, to erect, provide, maintain, alter, enlarge, or discontinue gasworks, retorts, machinery, conveniences, and apparatus for providing or utilising gas and electric light, and to lay down and maintain mains, pipes, and other necessary apparatus across, along, or under railways, streets, roads, lanes, 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, provide and fit up 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 rights or easements in or over lands, and to sell, let, or otherwise dispose thereof.

8. The lands intended to be held and used for the manufacture and storage of gas, and the manufacture and sale of residual products, are, firstly, the lands in Rugby aforesaid, now belonging to the Limited Company, which are bounded as follows:—On the eastern side by the street called Railway-terrace, on the western side by the street called Pinder's-lane, on the northern side by a messuage and premises belonging to and in the occupation of Margaret Hunt, and on the southern side in part by a messuage and premises belonging to and in the occupation of Joseph Wells, and on the remaining part by a timber yard and garden belonging to the trustees of the Baptist Chapel, in the occupation of Richard Linnell. Secondly, the lands in Rugby aforesaid, now belonging to the Limited Company, in the parish of Rugby aforesaid, which are bounded as follows:—On the northern and eastern sides by the London and North Western Railway, and land belonging to the London and North Western Railway Company, on the southern side by a strip of land, used as a footpath, belonging to the London and North Western Railway Company, and on the western side by the public road called the Newbold-road.

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 11th day of November, 1881.

T. M. Wratistlaw, Rugby, Solicitor.

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

In Parliament.—Session 1882.

Caledonian Railway (Further Powers).

Construction of Railways and other Works, Acquisition of Lands and Works, and Stopping up of Portions of Streets and Roads in the counties of Lanark, Dumfries, Stirling, Perth, Forfar, and Renfrew; Abandonment of Portion of existing Monkland Canal, and of certain authorized Railways in the county of Lanark; Use of Rails and Works at Harbour of Aberdeen; Agreements with Proprietors of Linwood Branch Railway, Magistrates and Council of Glasgow and Rutherglen, Aberdeen Harbour Commissioners, and Great North of Scotland Railway Company; Appointment of Directors of Portpatrick Railway Company; Tolls, Rates, and Charges; 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, viz.:—

1. A railway, in the parishes of Calton, Barony of Glasgow, Shettleston, Maryhill, and Springburn, and in the City of Glasgow, in the county of Lanark (hereinafter called, and to be called in the Bill, "Railway No. 1"), commencing by a junction with the authorized 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 Company's line of railway leading from Buchanan-street, Glasgow, to Coatbridge, at a point about 270 yards north-eastward from Germiston House.

2. A railway, in the parishes of Springburn, Barony of Glasgow, and Maryhill, in the county of Lanark (to be called in the Bill "Railway No. 2"), commencing by a junction with Railway No. 1, at a point about 240 yards south-westward from the south-western corner of Provanmill Distillery, and terminating by a junction with the Company's line of railway from Milton Junction to Saint Rollox, at a point about 145 yards north-westward from the houses called High Broomfield.

3. A railway, in the parish of Springburn, and City of Glasgow, in the county of Lanark (to be called in the Bill "Railway No. 3,") commencing by a junction with Railway No. 1, at a point about 120 yards westward from the second (reckoning eastward) of the Blackhill Locks on

the Monkland Canal, and terminating at the south-eastern corner of the Blochairn Iron and Steel Works, on the north bank of the said canal.

4. A railway, in the parish of Rutherglen, and Royal Burgh of Rutherglen, in the county of Lanark (to be called in the Bill "Railway No. 4,") 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 150 yards southward from the centre of the River Clyde, where that river is crossed by the said branch.

5. 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.

6. A diversion, in the parish of Lochmaben, and Royal Burgh of Lochmaben, in the county of Dumfries, of the public road which is crossed on the level by the Company's Dumfries, Lochmaben, and Lockerbie Line at their Lochmaben Station, such diversion commencing about 115 yards southward from the said level crossing, and terminating about 115 yards northward from that level crossing; with power to the Company to stop up and appropriate the site of that portion of the said public road which is crossed on the level by the said line.

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 other works hereinbefore described, and of the works and conveniences connected therewith; as also the whole or part of the several pieces of land hereinafter described, and all houses and other property thereon, viz.:—

1. A piece of land, in the parish of Bothkennar, in the county of Stirling, which lies between the stream called Grange Burn on the east, the public road (formerly a turnpike road) leading from Grangemouth to Borrowstounness on the south, and the lands acquired by the Company from the Earl of Zetland on the north-west.

2. A strip of land, in the parish of Dunblane, in the county of Perth, extending along the western side of the Company's Scottish Central Line, from a point about 200 yards southward from the booking office of the Company's station at Dunblane, to a point about 260 yards northward from the said booking office.

3. A piece of land, in the parish of Dundee, and Royal Burgh of Dundee, in the county of Forfar, belonging to the North British Railway Company, and bounded on the south by their railway adjoining their Tay Bridge Line Station at Dundee, on the east by South Union Street in Dundee, and on the north by the station ground of the Company's west station at Dundee.

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 in the parish of Rutherglen, Royal Burgh of Rutherglen, and county of Lanark, leading from King Street to

the River Clyde, near the Clydesdale Dycworks, 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; as also to empower the Company on the one hand, and the Magistrates and Council of the City and Royal Burgh of Glasgow, and the Magistrates and Council of the Royal Burgh of Rutherglen respectively, on the other hand, to enter into agreements with each other with respect to the stopping up of the said portions of streets and footpath or road, and the formation and maintenance of the said new street, and other matters connected therewith; and to confirm any such agreements which may have been entered into.

To confirm an agreement entered into between Robert Thomas Napier Speir, of Culdees Castle, and of Blackstone, James Dunlop, of Tollcross, carrying on business as a Coal and Iron Master at Clyde Iron Works, and elsewhere, under the firm of James Dunlop and Company, and the Company, dated the 5th day of April, and 19th and 24th days of May, 1881, and any subsequent agreements between those parties, for the sale to the Company of the branch railway leading from the said James Dunlop and Company's Ironstone Pit, called Linwood Pit No. 2, on the south-western side of the village of Linwood, to the Company's Glasgow and Greenock Line on the farm of Blackstoun Mains, near the post indicating a distance on that line of $9\frac{1}{2}$ miles from Glasgow, including the depôt adjoining to the said branch railway, near the pit called Linwood Pit No. 1, and the lands upon which the said branch railway and depôt are formed and adjoining thereto, all in the parish of Kilbarchan, in the county of Renfrew; and to provide that the said branch railway, depôt, and lands shall form part of the Company's undertaking; as also to enable the said parties to enter into further agreements with each other with respect to the said branch railway, depôt, and lands.

To empower the Company, and all other Companies and persons lawfully using the Company's Railways, to run over and use with waggons and other carriages, drawn or propelled by locomotive engines, as well as by horse haulage, the rails, sidings, turntables, and other works of the Aberdeen Harbour Commissioners, upon and adjoining to the quays at Aberdeen; to alter the terms and conditions upon which the Company are now entitled to use the said rails and other works; and to empower the Company and the Aberdeen Harbour Commissioners, and the Great North of Scotland Railway Company, or the Company and either of these bodies, to enter into agreements with each other with respect to such use, and to the supply of waggons and other carriages, locomotive engines, horse haulage, and other services in connection therewith, and the tolls, rates, and charges to be levied in respect of such use, supply and services; and to confirm any such agreements which may have been entered into.

To enable the Company or their Directors from time to time to nominate and appoint two of the Directors of the Portpatrick Railway Company, in addition to the other Directors, or in lieu of two of the other Directors, of that Company; and to appoint persons with power to attend and vote on behalf of the Company at general meetings of the shareholders of the Portpatrick Railway Company.

To empower the Company to levy tolls, rates, and charges for the use of the several railways, rails, sidings, turntables, and other works herein-

before mentioned, and the conveyance and accommodation of traffic thereon and thereat; to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges; and to alter and modify the tolls, rates, and charges leviable by the Company for the conveyance, on the railways belonging to or leased or worked by them, of city manure, as defined in the Glasgow Police Act, 1856.

To empower the Company to deviate, in the construction of the several intended railways and other works 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 respect 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 authorize the Company to abandon, discontinue for public use, and stop up, and to appropriate and dispose of the site of that portion of the original line of their canal, known as the Monkland Canal, which lies between the eastern end of the deviation of that canal, authorized by the City of Glasgow Union Railway Act, 1867, and a point about 60 yards westward therefrom, and the works connected therewith, which portion of Canal and works are situate in the parish of Springburn, and county of Lanark; as also to abandon the construction of the authorized railways, called in the Caledonian Railway (Additional Powers) Act, 1876, Railway No. 2, Railway No. 3, and Railway No. 4, 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 Maryhill, Barony of Glasgow, Springburn, Slet-

tionston, Old Monkland, and Cambuslang, in the county of Lanark.

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 authorized and the several lands and works proposed to be acquired under the powers of the Bill, and for other purposes of the Company; as also to apply towards the purposes of the Bill any capital or funds, belonging to or authorized to be raised by the Company, which may not be required for the purposes for which the same were authorized 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, water-courses, 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 in 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 and Dumfries, Lochmaben, and Lockerby Junction Railways Amalgamation Act, 1865; the Caledonian and Scottish North-Eastern Railways Amalgamation Act, 1866; the Caledonian Railway and Forth and Clyde Navigation Companies Act, 1867; the Caledonian Railway (Additional Powers) Act, 1876; the Caledonian Railway Act, 1879; and the several other Acts relating to the Company, and to the undertakings belonging to, or held in lease, or worked by them; the Portpatrick Railway Act, 1857, and the several other Acts relating to the Portpatrick Railway Company; the Glasgow Police Acts, 1866, 1872, 1873, 1875, and 1877, the General Police and Improvement (Scotland) Act, 1862, Order Confirmation (Glasgow) Act, 1877, the Glasgow Municipal Act, 1879, and any 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; the Aberdeen Harbour Act, 1868, and the several other Acts relating to the Aberdeen Harbour Commissioners and their works; the Great North of Scotland Railway Consolidation Act, 1859, the sections reserved in force by that Act of the Great North of Scotland Railway Amendment Act, 1854, the Great North of Scotland Railway Act, 1881, and the several other Acts relating to the Great North of Scotland Railway Company; the North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862; the North British Railway (Tay Bridge and Railways) Act, 1870, and the several other Acts relating to the North British Railway Company; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Company, or any other company, body, or undertaking hereinbefore mentioned or referred to.

Plans describing the lines and situation of the several railways, new street, and diversion of road

proposed to be made 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, new street, and diversion of road, 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, in the office at Dumfries, of the principal Sheriff-Clerk of the county of Dumfries, in the offices at Stirling and Falkirk respectively, of the principal Sheriff-Clerk of the county of Stirling, in the offices at Perth and Dunblane respectively, of the principal Sheriff-Clerk of the county of Perth, and in the offices at Forfar and Dundee respectively, of the principal Sheriff-Clerk of the county of Forfar; 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 the Royal Burghs of Rutherglen, Lochmaben, and Dundee 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 Burghs 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 11th day of November, 1881.

Geo. Jackson, Glasgow.

Grahames and Currey, 30, Great George-street, Westminster.

In Parliament—Session 1882.

Rotherham Corporation.

Consolidation of Mortgages and other Debts and Stocks of the Corporation of Rotherham into Consolidated Debenture Stock, Provisions in reference thereto, and otherwise relating to the Debts, Stocks, Sinking Funds, &c., of the Corporation, Private Improvement Expenses, &c., Power to Raise Money for Gas and Water Purposes, Extension of Time for Completion of Dalton Reservoir and Works, and of Time for Making and Laying Complaints and Information under "The Public Health Act, 1875," 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 Mayor, Aldermen, and Burgesses of the borough of Rotherham (hereinafter referred to as "the Corporation"), to consolidate all or any parts of their existing debts, and for that purpose to create one or more class or classes of stock to be called "Rotherham Corporation Consolidated Debenture Stock," or by such other name or names as the Corporation think fit, and to charge all or any of the said classes of stock on all the estates, undertakings, rates, funds, income, and

property of the Corporation, or upon any one or more of such estates, undertakings, rates, or funds, or any part or parts of such income or property as they may think proper, and to provide that all or any one or more of such classes of stock shall be capable of increase from time to time as the Corporation think fit, and as they may be authorised by Parliament, without conferring upon the holders of any such existing stock any priority of charge or security against the holders of stock thereafter to be created, or otherwise with reference to such stock, or any class or classes thereof, to attach thereto such priorities and privileges with respect to all or any of the estates, undertakings, rates, funds, income, and property, whereon the same may be charged, and the payment of the interest and dividends thereon, as the Corporation think fit.

Also to make provision for all or any of such stock, or of any class or classes thereof, being made payable to bearer, or otherwise, as the respective holders of such stock for the time being, or the Corporation think fit, or as may be agreed upon between the Corporation and such respective holders.

Also to confer powers upon all present and future holders of any existing stocks, mortgages, debentures, bonds, or other securities of the Corporation, notwithstanding any trust or legal disability to surrender or exchange the same for any such consolidated stock, and to provide for the cancelling of all such existing stock, mortgages, debentures, bonds, or other securities, as may be so surrendered or given in exchange.

Also to authorise the Corporation, by means of a loans fund, or such other ways or means as they may think proper, to provide for the payment of the interest and dividends, on and redeeming the mortgages, debentures, and Corporation stock, now or hereafter to be created or granted by them, and to apportion the payments for interest and dividends upon any consolidated stock to be created under the powers of the intended Act amongst, and charge the same against any one or more of their estates, undertakings, rates, or funds, as they may think proper.

Also to make such alterations in the existing or prescribed sinking funds of the Corporation, with respect to the annual amounts or instalments payable on account thereof respectively, or the periods for the commencement or duration of such sinking funds, and otherwise in relation thereto, as the Corporation may think fit; and to abolish or suspend the operation of (if thought expedient) the existing sinking funds, or some of them, and provide for other sinking funds, or make other provisions in lieu thereof.

Also to enact such other provisions with respect to the estates, undertakings, rates, funds, income, property, mortgages, debentures, stocks, securities, and debts of the Corporation, as they may think proper, or as may be deemed expedient and authorised by Parliament.

Also to authorise the Corporation to raise more money for the purposes of their water undertaking, and their gas undertaking; and to make better provision with respect to private improvement expenses, and for securing and enforcing payment thereof, and for levying all or certain of the rates of the Corporation upon the owners instead of the occupiers of small tenements, and to extend the time limited by "The Public Health Act, 1875," within which the Corporation can make or lay complaints or information in pursuance of that Act.

Also to extend the time limited by "The

Rotherham Corporation Act, 1877," for the completion of the Dalton reservoir and the works connected therewith.

Also to levy rates, duties, and charges, to alter existing rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rates, duties, and charges, and to vary or extinguish all existing rights and privileges which might in any way hinder or prevent the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

Also to amend, for the purposes aforesaid, and in other respects, all or certain of the provisions of the several Acts of Parliament following, or some of them (that is to say): "The Public Health Act, 1875," in its application to the Borough of Rotherham; "The Rotherham and Kimberworth Local Board of Health Acts, 1863 and 1870," "The Rotherham Corporation Acts, 1875 and 1877," "The Rotherham Borough Extension and Sewerage Act, 1879," "The Local Government Board's Provisional Orders; Confirmation (Bethesda, &c.) Act, 1880," and all other Acts (if any), and all Provisional Orders in any manner relating to the said borough of Rotherham.

Printed copies of the Bill for the said intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the twenty-first day of December, 1881.

Dated the eleventh day of November, 1881.

Saml. Brown, Rotherham, Solicitor for the Bill.

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

In Parliament.—Session 1882.

King's College, London.

(Repeal or Alteration of Charter; Reconstitution of College; Council and Governors of the College; Admission of Fellows and Associates; Alteration of Rights of Proprietors; Confirmation of acts done under Bye-laws.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes relating to "King's College, London":—

1. To annul the Royal Charter, bearing date the 14th day of August, 1829, constituting King's College, London, under the name of "the Governors and Proprietors of King's College, London," and to reconstitute and re-incorporate by the same or some other name, or to continue incorporate the said College (hereinafter referred to as "the College"), and to grant to the same Corporation all the usual powers of perpetual succession, of holding lands, and of alienating and disposing of the same, together with the power of taking lands by conveyance and devise, and to continue to the body so reconstituted, and to the Council thereof, all the powers, rights, trusts, and privileges now possessed by them by virtue of the said charter, subject to such modifications as the Bill shall define.

2. To constitute and provide for the succession of a Council (hereinafter referred to as "the Council"), and to define its duties, rights, powers, and privileges, and to enable it from time to time to make bye-laws for the government of the College, and the members thereof, and the persons connected therewith, and the appointment, removal, number, rank, powers, duties, and stipends of the several persons employed therein.

3. To alter the rights of proprietors of shares in the existing College so as to convert the proprietors into governors, participating as members

of the Corporation to such extent as the Bill may define in the government of the College, but having no pecuniary rights (such rights being only nominal at present), and to enable the Council from time to time to elect as Fellows of the College, with such rights, powers, and privileges as the Bill shall define, all or any of the persons who shall fill or have filled any office in the College, or who (in the opinion of the Council) shall have conferred any service thereon, or who, having been students of the College, have become eminent at any University or in public life.

4. To constitute as Official Governors the same persons as are so under the Charter, and to provide for the appointment, election, and succession of the same number of Life Governors of the College as at present.

5. To empower the Council from time to time to elect past students of the College to be Associates thereof, with or without being members of the Corporate Body, and with such rights and privileges as the Council may from time to time determine.

6. To extend the objects of the College to the instruction of both sexes in the various branches of literature, science, and the fine arts, and in the doctrines and duties of Christianity as inculcated by the Church of England, and generally to the advancement of literature, science, and the fine arts, at such places as may be from time to time appointed or recognized by the Council.

7. To provide that the lands, buildings, and other property now occupied and used by the existing College, and that other the real and personal property and the revenues of that College, shall belong to the College, without being subject to any proprietary or individual right or interest (whether actual or contingent) on the part of the members of the existing Corporation.

8. The Bill will vary or extinguish all existing rights and privileges which may interfere with its purposes, and it will confer other rights and privileges.

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

Dated this 14th November, 1881.

Frere, Forster, and Frere, Solicitors, 28, Lincoln's-inn-fields, W.C.

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

In Parliament.—Session 1882.

Birkenhead Borough.

(Separate Court of Quarter Sessions; Continuance of Liability of Borough Area, and the Contagious Diseases (Animals) Acts, 1869 and 1878, or Discontinuance thereof, with Provision for Composition; Powers as to Land, Raising Money, Rates, &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 establish or provide for the establishment of a separate Court of Quarter Sessions to be holden in and for the borough of Birkenhead, in the county of Chester, and to provide for the appointment and remuneration of a Recorder and all necessary officers and servants, and generally for all things necessary or proper for the holding of such Court, and otherwise in relation thereto.

And it is proposed by the intended Act to continue the liability of the area of the said borough under section 101 of the Contagious Diseases (Animals) Act, 1869, to contribute to the expenses of the Local Authority of the county

of Chester therein mentioned, and to provide for the mode of meeting such liability or otherwise, to repeal or provide for the discontinuance of such liability, and to provide for the payment by the council of the said borough of a composition to the said Local Authority in lieu thereof.

And it is proposed to empower Her Majesty, if at any time hereafter she may be pleased to grant a separate Court of Quarter Sessions for the said borough, to attach to such grant a condition for continuing the said liability or for discontinuing the same, and providing for such composition as aforesaid, and to make provisions for giving effect to any such condition as may be deemed expedient.

And it is proposed to empower the Corporation to erect such buildings as may be requisite for a court-house, and proper offices in connection therewith, and to purchase by agreement any lands or buildings that may be conveniently situated for the purposes thereof, and to appropriate and use for such purposes any lands or buildings belonging to them, and to raise money by mortgage or bond, debenture stock, annuities, or otherwise, and to levy rates and duties, to alter existing rates and duties, and to confer, vary, or extinguish exemptions from payment of rates and duties.

And it is proposed to amend certain of the provisions of the Birkenhead Corporation Act, 1881, of the Contagious Diseases (Animals) Acts, 1869 and 1878, and of the Acts now in force for amending the same, and to vary or extinguish all existing rights and privileges which might in any way hinder or prevent the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

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, 1881.

Dated the 11th day of November, 1881.

Alfred Gill, Town Clerk, Birkenhead, Solicitor for the Bill.

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

In Parliament.—Session 1882.

Bristol Port and Channel Dock Company.

(Extension of Time for Completion of Works authorised by the Company's Act of 1877; Extension of Time and Revival of Powers for Compulsory Purchase of Lands; 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 Bristol Port and Channel Dock Company for leave to bring in a Bill to extend the period limited by the Bristol Port and Channel Dock Act, 1877, for the completion of the Graving Dock, Piers, and Works authorised by that Act; to extend the period limited and revive the powers granted by that Act for the compulsory purchase of lands, tenements and hereditaments; to vary or extinguish all or any rights and privileges which would interfere with those objects, to confer other rights and privileges, and to amend, so far as may be necessary, the said Act, the Bristol Port and Channel Dock Act, 1864, and all or any other Acts relating to the said 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 15th day of November, 1881.

Henry Brittan and Co., Bristol, Solicitors for the Bill.

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

In Parliament.—Session 1882.

London and South Western Railway Company. (New Railways and Works in connection with the Authorised Surbiton and Guildford Railways; Works and Stations at South Kensington; Junctions with Authorised Kingston and London Railway; Widening and Deviations of Existing Lines and New Railways in Surrey and Hants; Deviations of Andover and Redbridge and Southampton and Dorchester Railways; New Railways, Tramway, Closing of Blechynden-street Level Crossing, New Streets or Roads, Deviation of Esplanade, Reclamation of Mud-lands, &c., at and near Southampton; New-road at Ringwood; Diversion, Stopping up, &c., of Roads and Footpaths in Hants and Middlesex; Additional Lands in Hants, Dorset, Surrey and Middlesex; Joint Powers to Company and Midland Railway Company for Widening part of Somerset and Dorset Railway, and Purchase of Additional Lands in Templecombe and Horsington Parishes; Running Powers over Tramways and Lines of Railway at Southampton and in Southampton Docks; Guarantee of Capital and Loans of Southampton Dock Company, and Debentures and Mortgages of Southampton Harbour Board; Provision as to Qualification of Company's Directors; Joint Powers to Company, and London Brighton and South Coast Railway Company to purchase Additional Lands in Ashted Parish; Sale or Lease of Plymouth and Dartmoor Railway; Traffic, and other Agreements with Corporation of Southampton, Southampton Harbour Board, Southampton Dock Company, and Swindon, Marlborough, and Andover and Didcot, Newbury, and Southampton Junction Railway Companies; Money Powers to Company and other Companies above-named; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament 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:—

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, junctions, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

I. Railways and Works in connection with the authorised Surbiton and Guildford Railways.

(a.) A railway (No. 1) commencing in the parish of East Horsley, in the county of Surrey, by a junction with a certain railway authorised by the South Western Railway Act, 1881 (in this notice called "the Act of 1881"), being the Railway No. 4 shown on certain plans deposited in November, 1880, and referred to in the Act of 1881, and hereinafter in this notice referred to as "the Guildford deposited plans," on the road numbered on the said plans 37, in the parish of East Horsley, and terminating in the parish of Leatherhead by a junction with the Company's branch railway at Leatherhead, at a point about 2 chains southward from the centre of the booking office at their Leatherhead Station, which intended Rail-

way No. 1 will be made, or pass from, in, through, or into the following parishes, or some of them (that is to say) East Horsley, West Horsley, Little Bookham, Cobham, Effingham, Great Bookham, Fetcham, and Leatherhead, all in the county of Surrey.

It is intended by the Bill to take for the purposes of the intended Railway No. 1 certain lands being, or reputed to be, part of a common or commonable lands, of which the following are particulars, and the estimated quantities proposed to be taken, viz. :—

Name by which the lands are known.	Parish in which the lands are situate.	Total quantity within the limits of deviation.	Estimated quantity to be taken.
Great Bookham Common.	Great Bookham.	12 acres.	3½ acres.

(b.) A railway or junction curve (No. 2) wholly in the parishes of East Horsley and Effingham, and county of Surrey, commencing by a junction with the Railway No. 4, above mentioned, authorised by the Act of 1881, in the wood or enclosure numbered on the Guildford deposited plans 45, in the said parish of East Horsley, and terminating by a junction with the intended Railway No. 1, at a point about 22½ chains northward, or nearly so, of Norwood Farm-house, and about 19 chains south-eastward, or nearly so, from the point of commencement as above described of the railway or junction curve (No. 2) now describing.

(c.) A deviation railway wholly in the parishes of St. Nicholas, Guildford, and Stoke otherwise Stoke-next-Guildford, in the county of Surrey, commencing by a junction with the Company's Woking and Guildford Branch Railway, at a point about 30 chains northward (measured along the said branch railway) from the centre of the booking-office at the Company's Guildford Station, and terminating in the parish of Stoke otherwise Stoke-next-Guildford, by a junction with the Railway No. 4 above-mentioned, authorised by the Act of 1881, at or about the point shown on the Guildford deposited plans, and indicating the distance of 5 furlongs from the commencement of the said Railway No. 4.

And the Bill will or may authorise the Company to abandon and relinquish the construction of the railways authorised by the Act of 1881, and being the Railways No. 2 and No. 3 shown on the Guildford deposited plans, and so much of the said Railway No. 4 as will be rendered unnecessary by the construction of the intended deviation railway.

II. Works and Station at South Kensington.

(a.) A railway (No. 3) commencing in the parish of St. Mary Abbott, Kensington, in the county of Middlesex, by a junction with the lines of the Metropolitan District Railway Company, at or near the eastern end of the platforms at the South Kensington Station, and terminating in the parish of St. Luke, Chelsea, in the same county, at or near the south-east side of Fulham-road, at or near the junction therewith of College-street.

(b.) A new street wholly in the parish of St. Mary Abbott, Kensington aforesaid in extension of Pelham-place, in a direct line south-eastward to the north-west side of,

and there forming a junction with, Fulham-road.

In connection with the above works the Bill will or may authorise the Company to stop up and discontinue for public use so much of Pelham-crescent as lies to the northward of Pelham-place, and so much of Pelham-street as lies between Fulham-road and the junction of Pelham-street with Pelham-place, and will or may vest in the Company the sites and soil of the parts to be stopped up of Pelham-crescent and Pelham-street, freed and discharged from all public and other rights over or affecting the same, and will or may authorise the Company to purchase compulsorily or otherwise for station and other purposes the houses, premises, and lands in the said parish of St. Mary Abbott, Kensington; abutting upon Pelham-crescent and Pelham-place, and upon either side of so much of Pelham-street as is intended to be stopped up as aforesaid, and the houses, premises, and land (including the inclosure of Pelham-crescent) in the same parish, and in the parish of St. Luke, Chelsea aforesaid, abutting on either side of Fulham-road between Onslow-square and Pond-place on the one hand, and the point at which Fulham-road passes over the Metropolitan District Railway on the other hand.

III. Junctions with authorised Kingston and London Railway.

(a.) A railway ("the Putney Junction") wholly in the parish of Wandsworth and county of Surrey, commencing by a junction with the railway (in this notice referred to as "the Kingston and London Railway"), authorised by the Kingston and London Railway Act, 1881 (in this notice referred to as "the Kingston and London Act") at a point about 15½ chains from the centre of the Upper Richmond-road, measured in a southerly direction along the line of that railway, as shown upon the plans deposited in November, 1880, for and referred to in the Kingston and London Act (hereinafter in this notice referred to as "the Kingston and London plans"), and terminating by a junction with the Richmond Railway of the Company, at a point about 50 yards west of the western end of the viaduct carrying the last-mentioned railway over the River Wandle.

(b.) A railway ("The Norbiton Junction, No. 1") commencing by a junction with the Kingston Further Extension Railway of the Company, authorised by the South Western Railway (Kingston Further Extension) Act, 1865, at a point about 14 chains, measured in a south-easterly direction along that railway from the signal box at the Norbiton Station, and terminating by a junction with the Kingston and London Railway, at or near a point about 31 chains, measured in a north-easterly direction along the line of that railway, as shown upon the Kingston and London plans, from the point at which that railway is shown upon those plans, as intended to cross the said Kingston Further Extension Railway.

(c.) A railway ("The Norbiton Junction, No. 2") commencing by a junction with the said Kingston Further Extension Railway, at a point opposite or nearly opposite the signal box at the Norbiton Station, and terminating by a junction with the Kingston and London Railway, at a point about 25 chains, measured in a south-westerly direction along the line of that railway, as shown upon the Kingston and London

plans, from the point at which the said railway is shown upon those plans as intended to cross the said Kingston Further Extension Railway.

(d.) A railway ("The Surbiton Northern Junction") commencing by a junction with the Company's main line, at a point about 33 yards measured in a north-easterly direction along that line from the north-east end of the up platform of the Surbiton Station, in the parish of Kingston-on-Thames, and terminating by a junction with the Kingston and London Railway, at a point about 16 chains, measured in a north-east direction along the line of that railway, as shown upon the Kingston and London plans, from the point where that railway is shown upon those plans, as intended to cross the Company's main line.

(e.) A Railway ("The Surbiton Southern Junction") commencing by a junction with the Company's main line at a point about 10 chains measured in a south-westerly direction along the Company's main line from the bridge carrying that line over the road known as the Brighton-road, which passes under the Company's main line immediately to the south-west of the Surbiton station, and terminating by a junction with the Kingston and London Railway at or near the authorised commencement thereof as shown upon the Kingston and London plans.

The Norbiton Junction, No. 1 the Norbiton Junction, No. 2 the Surbiton Northern Junction, and the Surbiton Southern Junction, hereinbefore respectively described, under the paragraphs distinguished as (b), (c), (d), and (e), will be respectively wholly made in the parish of Kingston-on-Thames, in the county of Surrey.

IV. Widening and Deviations of the Company's Existing Lines.

(a.) The widening of the Company's London and Southampton Railway (hereinafter referred to as their main line), and the laying down of an additional line or additional lines of rails thereon between a point marked 7 furlongs 6 chains on the western line of widening in the parish of St. Mary Battersea, authorised by the Act of 1881, and indicating 7 furlongs 6 chains from the authorised commencement of the said western line of widening and the Company's sidings opposite and on the north-west side of the booking office on their up-main line platform at Clapham Junction Station, which intended works to be authorised by the Bill will be wholly situate in the parish of St. Mary Battersea, and county of Surrey.

(b.) The widening of the Company's Richmond line, and the laying down of an additional line or additional lines of rails thereon between a point on that line about 27 yards west of the booking offices at Barnes station thereon, and a point on that line opposite the Clapham Junction west signal box; which works will be made or be situate in the parishes of St. Mary Battersea, Wandsworth, Putney, and Barnes, in the county of Surrey, or some of them.

(c.) A deviation of the up-line of the Company's Wimbledon and Epsom Railway at or near Rayne's Park Station between the West Barnes Level Crossing and a point on the Company's up-main line about 73 yards

measured in an easterly direction along that line from the east side of the bridge carrying that line over the Merton-road, which deviation will be made or be situate in the parishes of Wimbledon and of Merton, in the county of Surrey, or one of them.

V. New Railways, Deviations, &c., in Hants, and at Southampton.

(A.) New railway from the Andover and Redbridge Railway to the Basingstoke and Salisbury Railway.

(a.) A railway ("the Northern and Southern Junction Railway") commencing in the parish of Wherwell, in the county of Southampton by a junction with the Company's Andover and Redbridge line at a point 14 chains measured in a south-easterly direction along that line from the booking office at Fullerton station, and terminating in the parish of St. Mary Bourne, in the same county, by a junction with the Basingstoke and Salisbury Railway of the Company at a point $8\frac{1}{2}$ chains measured in a south-westerly direction along that railway from the south-west end of Hurstbourne Viaduct. The intended railway will be made or pass from, in, through, or into the parishes of Wherwell, Long Parish, Hurstbourne Priors, and St. Mary Bourne, in the county of Southampton.

(B.) Deviations of the Andover and Redbridge Railway.

(a.) A deviation (No. 1) in the parish of Goodworth Clatford, in the county of Southampton, of the Company's Andover and Redbridge Railway, such deviation to commence at the level crossing immediately on the southern side of Clatford Station, and to terminate at or near the first bridge over the Andover and Redbridge Railway south of Clatford Station.

(b.) A deviation (No. 2) in the said parish of Goodworth Clatford, of the Company's Andover and Redbridge Railway, such deviation to commence at a point about 11 yards measured along that railway in a northerly direction from the post indicating $3\frac{1}{4}$ miles from Andover Junction Station, and to terminate at a point about $7\frac{1}{2}$ chains, measured along that railway in a southerly direction from the post indicating $3\frac{1}{2}$ miles from Andover Junction Station.

(c.) A deviation (No. 3) in the parish of Wherwell and county of Southampton, of the Company's Andover and Redbridge Railway, such deviation to commence at a point about 6 chains measured along that railway in a north-westerly direction from the post indicating $4\frac{1}{2}$ miles from Andover Junction Station, and to terminate at a point about $7\frac{1}{2}$ chains measured along that railway in a northerly direction from the post indicating 5 miles from Andover Junction Station.

(d.) A deviation (No. 4) in the said parish of Wherwell of the Company's Andover and Redbridge Railway, such deviation to commence at a point about $6\frac{1}{2}$ chains measured along that railway in a northerly direction from the post indicating 5 miles from Andover Junction Station, and to terminate at a point about 6 chains measured along that railway in a north-westerly direction from the booking-office at Fullerton Station.

(e.) A deviation (No. 5) of the Company's Andover and Redbridge Railway, such deviation to commence at a point about 14 chains measured along that railway in a

south-easterly direction from the booking-office at Fullerton Station, and to terminate at a point about $12\frac{1}{2}$ chains measured along that railway in a north-easterly direction from the post indicating 6 miles from Andover Junction Station, which deviation will be made in the parishes of Wherwell, Chilbolton, and Leckford, in the county of Southampton, or some of them.

And the Bill will or may authorise the Company to abandon so much and such parts of their Andover and Redbridge Railway as will be rendered unnecessary by the deviations thereof, hereinbefore described in the paragraphs distinguished by the letters (a), (b), (c), (d), and (e).

(C.) Deviation of Southampton and Dorchester Railway.

(f.) A deviation of the Company's Southampton and Dorchester Railway between a point opposite, or nearly opposite, the post indicating 122 miles from London, and a point about $24\frac{1}{2}$ chains measured in a north-easterly direction along the said railway from the north-east end of Rockley Viaduct, which deviation will be made or pass from, in, through, or into the parishes of St. Martin Wareham, and Hamworthy, and the bed and shores of Rock Lea River and Lytchett Bay, in the county of Dorset, 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.) New Railways and Works at Southampton.

(a.) A railway (No. 1) commencing in the parish of Millbrook by a junction with the Company's Southampton and Dorchester Railway at a point about 10 chains measured along that railway in a westerly direction from the booking office at Southampton, West End Station, and terminating on the bed and shore of the sea or of the estuary or waters known and in this notice referred to as "Southampton Water" at a point about 80 yards measured in a westerly direction from the south-western extremity of the Royal Pier, together with a pier for carrying the said intended railway for a length of about 420 yards measured in a northerly direction 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, into, or upon the bed and shore of Southampton Water, and the parish of Millbrook, in the county of Southampton, and the parishes of All Saints, and St. Michael, and the bed and shore of Southampton Water, in the town and county of the town of Southampton.

(b.) A railway or junction curve (No. 2) wholly in the parish of All Saints, in the town and county of the town of Southampton, commencing by a junction with the intended railway (No. 1) lastly above described at a point in the bed or shore of Southampton Water about 7 chains nearly due west from the intersection of Liverpool-street and Western Shore-road, and terminating by a junction with the Company's Southampton and Dorchester Railway at or near the western entrance to the Blechnyden Tunnel.

(c.) A tramway partly in the parishes of St. Michael and St. John, and partly on the be-

or shore of Southampton Water, in the town and county of the town of Southampton, commencing by a junction with the said intended railway (No. 1) at a point about 500 yards measured in a northerly direction from the termination of that railway, and terminating by a junction with the existing tramway on the Town Quay at a point opposite or nearly opposite the southern end of French-street.

(d.) The stopping up, closing, and abolishing of the level crossing of Blechynden-street by the Company's Southampton and Dorchester Railway, situate at the western end of the Southampton West End Station, and in connection with the closing of the said level crossing, the making and maintaining of a new street or public carriage road commencing at or near the eastern end of Blechynden-terrace, and terminating at or near the junction of Liverpool-street and the Western Shore-road, and the making and maintaining of a short street, or public carriage road, commencing by a junction with the first-mentioned new street or public carriage road at a point about 150 yards measured in an easterly direction from the point of intersection of Blechynden-street and Blechynden-terrace, and terminating by a junction with the West Park-road at a point about 117 yards measured in a south-westerly direction from the north-east end of that road. The intended new streets or roads will be made in the parish of All Saints, and on the bed or shore of Southampton Water, in the town and county of the town of Southampton. And the Bill will or may authorise the Company to stop up and appropriate, and to extinguish all public, private, or other rights of way, or other rights over, and will or may provide for the vesting in the Company of the site and soil of so much of the existing Western Shore-road and Blechynden-street as will be rendered unnecessary by the construction of the intended new roads and streets.

(e.) A deviation on the foreshore or mudlands of Southampton Water of the existing Esplanade, such deviation to commence at a point about 175 yards measured in a westerly direction from the level crossing at Blechynden-street, and to terminate at a point about 7 chains south-west of the junction of Liverpool-street with the Western Shore-road, which deviation will be made or be situate in the parish of Millbrook, in the county of Southampton, and the parish of All Saints, in the town and county of the town of Southampton, and the Bill will or may authorise the Company to stop up, and will or may vest in them the site and soil of so much of the existing Esplanade as may be rendered unnecessary by the intended deviation.

(f.) All proper and convenient slipways, roadways, and approaches, necessary to provide means of access and communication to and from the waterside of Southampton Water, and the before-mentioned Esplanade, and which may be rendered requisite or desirable by reason of the construction of the railways and tramways hereinbefore described.

(g.) The reclamation of so much and such parts of the foreshore and mudlands of Southampton Water as will lie between the Western Shore-road and any of the railways

or other works proposed to be authorised by the intended Bill. And provision will or may be made by the Bill for vesting in the Company or for the apportionment between the Company and the owners of any part of the foreshore and mudlands above referred to, and with respect to the user and enjoyment of any land so to be reclaimed by the Company, or make other provision with reference to the apportionment or ownership or user of the land so to be reclaimed, and will or may authorize the Company and the Corporation of Southampton or any such owners as aforesaid to enter into and carry into effect agreements and arrangements, and will or may sanction, confirm, and give effect to any agreements or arrangements which have been or may be made with respect to any of the matters aforesaid.

VI. New Road at Ringwood.

To empower the Company to make and maintain, in the parish of Ringwood and county of Southampton, a public carriage road commencing by a junction with the public road known as Christchurch-street, at a point about 17 yards, measured in a southerly direction from the south side of the level crossing, by which that road is carried over the Southampton and Dorchester Railway, and terminating by a junction with the public road leading from the southern side of Ringwood Station to the town of Ringwood.

VII. Diversion, Stopping Up, &c., of Roads and Footpaths.

To authorise the Company to stop up and discontinue for public traffic—

(a.) In the parish of Ringwood and county of Southampton, so much of the site of the public carriage road leading from the southern side of Ringwood Station to the town of Ringwood, as now crosses the railway of the Company on the level.

(b.) In the parish of Brockenhurst and county of Southampton, so much of the public carriage road as crosses over the Company's Southampton and Dorchester Railway, at the second level crossing to the eastward of their Brockenhurst Station.

(c.) To authorise the Company to divert in the parish of Staines and county of Middlesex, the public footpath now passing under the Company's Windsor line between Staines Station and High-street, between the point at which the said footpath crosses the south-west boundary of the said line and the point where the said footpath joins the public road leading from Staines to Laleham, known as Thames-street.

(d.) To authorise the Company to divert in the parish of Twickenham and county of Middlesex, so much of the footpath now crossing the Company's railway on the level between Lion-road and Marsh Farm-road, about 13 chains west of the Twickenham Junction signal box, and to make within the same parish a new footpath about 50 yards further south, measured along the Twickenham and Kingston Railway.

(e.) To authorise the Company to stop up and discontinue for public traffic so much of an old footpath in the parish of Andover and county of Southampton, as lies on the south side of the Andover and Redbridge Railway, between a point about 3½ chains, measured in an easterly direction along the said line from the post indicating 1 mile from Andover Junction, and a point about 25 chains measured in a westerly

direction along the said line from the same post, and to make a new footpath between the two points above-mentioned, and running parallel to and at a distance of 20 yards or thereabouts from the centre of the Andover and Redbridge Railway.

And the Bill will or may vest in the Company the site and soil of such parts of the said roads and footpaths as are intended to be stopped up as aforesaid, and extinguish all public and other rights of way and other rights over or affecting such roads, footpaths, site and soil.

VIII. Lands for Station Enlargements and General Purposes.

To empower the Company for widening, enlarging and extending their railways and stations 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 compulsion 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.) Lands in the parish of Andover and county of Southampton, situated on the south side of, and adjoining the Company's Andover and Redbridge line between a point about $3\frac{1}{2}$ chains measured in an easterly direction from the post indicating 1 mile from Andover Junction Station and a point about 26 chains measured in a westerly direction from the same post.

(b.) Lands in the parish of Upper Clatford and county of Southampton, abutting and on the east side of the Company's Andover and Redbridge line between a point measured 10 chains in a north-westerly direction, and a point measured 15 chains in a south-easterly direction from the post indicating 2 miles from Andover Junction Station.

(c.) Land in the parishes of Upper Clatford and Goodworth Clatford and county of Southampton, abutting and on the east side of the Company's Andover and Redbridge line, and extending alongside the same from a point about $4\frac{1}{2}$ chains measured along that line in a south-easterly direction from the post indicating $2\frac{1}{2}$ miles from Andover Junction Station to a point opposite or nearly opposite to the level crossing at Clatford Station.

(d.) Land in the parish of Wherwell and county of Southampton, abutting and on the south-west side of the Company's Fulerton Station.

(e.) Land in the parish of Stockbridge and county of Southampton, abutting and on the west side of the Company's Andover and Redbridge line, and extending alongside same for about 17 chains in a southern direction from the south side of the public road bridge over the said line at Stockbridge Station.

(f.) Lands in the parish of King's Somborn, and county of Southampton, abutting and on the east side of the Company's Andover and Redbridge line, commencing at or near a point opposite the post indicating $10\frac{1}{2}$ miles from Andover Junction, and thence extending alongside the said line for a distance of about 35 chains in a southerly direction.

(g.) Land in the parishes of Houghton and Bossington, and county of Southampton,

abutting and on the north-western side of the Company's Andover and Redbridge line, at Horsebridge Station, commencing at or near a point 3 chains, measured in a north-easterly direction from the post indicating $11\frac{1}{2}$ miles from Andover Junction Station, and extending thence for about 22 chains south-westward.

(h.) Land in the parish of Michelmersh and county of Southampton, abutting and on the south-east side of the Company's Andover and Redbridge line at Mottisfont Station, between a point about $15\frac{1}{2}$ chains, measured in a north-easterly direction, from the level crossing at Mottisfont Station, and the north side of the road leading to the said level crossing and Mottisfont Station, also land abutting and on the north-west side of the same line at the same station, between a point about $17\frac{1}{2}$ chains, measured in a north-easterly direction from the aforesaid level crossing, and terminating on the north side of the road leading to the said level crossing and Mottisfont Station.

(i.) Land in the parish of Nursling and county of Southampton, abutting and on the west side of the Company's Andover and Redbridge line, and lying between the said line and the public road, and extending from a point about $1\frac{1}{2}$ chains, measured in a southerly direction from the post indicating 21 miles from Andover Junction Station to the north side of the public road bridge immediately south of the said post.

(j.) Land in the parish of Nursling and county of Southampton abutting and on the east side of the Company's Andover and Redbridge line, between a point opposite or nearly opposite the post indicating 21 miles from Andover Junction Station, and the north side of the public road bridge immediately south of the said post.

(k.) Land in the parish of Whitchurch and county of Southampton, adjoining and on the south side of the Company's Basingstoke and Salisbury Railway, and extending for about $25\frac{1}{2}$ chains, measured in a westerly direction, from the west side of the goods shed at Whitchurch Station.

(l.) Land in the parish of Whitchurch and county of Southampton, adjoining, and on the north side of the Basingstoke and Salisbury Railway, and extending from a point about 52 chains, measured in a westerly direction to a point about $24\frac{1}{2}$ chains, measured in an easterly direction from the bridge carrying the public road from Whitchurch to Newbury, over that railway.

(m.) Land in the parish of Mitcheldever and county of Southampton, adjoining on the east side of the Company's main line of railway to Southampton, and lying between that railway and the public road leading from Weston to Litchfield, between a point measured about 9 chains in a northerly direction, and a point measured about 26 chains in a southerly direction from the mile-post indicating 58 miles from London.

(n.) Lands, buildings, sidings, and works known as Hurstbourne siding and goods station, in the parish of Hurstbourne Priors and county of Southampton, lying on the north-west side of the Company's Basingstoke and Salisbury Railway between the north-east end of Hurstbourne Viaduct and the post indicating $60\frac{1}{4}$ miles from London.

- (o.) Land in the parish of Millbrook and county of Southampton, abutting on the north side of the Company's Southampton and Dorchester line at Redbridge Station, and lying between the approach road to that station and the old canal.
- (p.) Land in the parish of Ringwood and county of Southampton, adjoining the north and west boundaries of the Company's property and the northern side of the level crossing, adjoining and on the western side of the Ringwood Station.
- (q.) Land in the New Forest (extra parochial) and the parish or township of Burley, or one or them, and county of Southampton adjoining, and on the south-west side of the Company's Southampton and Dorchester line, and extending for a distance of about 21 chains, measured in a north-westerly direction from the booking-office at Holmsley Station.
- (r.) Lands in the parishes of South Stoneham and North Stoneham and county of Southampton, and adjoining the south-east boundary of the Company's main line and the road or footpath leading from Portswood to Swathling, and extending for about 8 chains in a south-westerly direction from the footbridge over the Company's main line at Swathling.
- (s.) Land and houses in the parish of North Stoneham and county of Southampton, and lying between and adjoining the eastern and northern boundaries of the Company's property and the public roads leading from South Stoneham Church and from Burgess-street to Swathling.
- (t.) Lands in the parish of Fareham and county of Southampton adjoining, and on the south-west side of the Company's Bishopstoke and Gosport Railway, and lying between the public road known as Red Barn-lane and the northern entrance to Fareham tunnels.
- (u.) Land in the parish of Fareham and county of Southampton adjoining, and on the north-east side of the Company's Bishopstoke and Gosport Railway, and extending for a distance of about 11 chains measured in a south-easterly direction along the said railway from the southern entrance of Fareham tunnel.
- (v.) Land in the parish of East Morden and county of Dorset, lying on the south side of the public road which passes along the south-east side of the Wareham Station and Goods Yard, and extending from a point distant about 2 chains to a point distant about 6 chains, measured in a north-easterly direction from where that road joins the public road from Lytchett to Wareham.
- (x.) Land and houses in the parish of Wimbledon and county of Surrey, adjoining the northern and western boundaries of the Company's property, and lying between the same and the south-east side of the public road known as Alexandra-road.
- (y.) Land in the parish of Wimbledon and county of Surrey, adjoining and on the east side of the Company's main line and land authorised to be acquired by them and the northern boundary of the Tooting, Merton, and Wimbledon Railway, and the public road known as Gap-lane.
- (z.) Land in the parish of Kingston-on-Thames and county of Surrey, near and on the east side of the timber bridge over the Company's main line of railway at the north-east end of the Surbiton cutting, and on the south-east side of that railway. And the Bill will or may empower the Company, when and so soon as the said land is vested in them, to remove the occupation bridge now crossing the Company's railway and connecting the said land with land on the opposite side of the Company's railway, and to sell and dispose of the materials thereof.
- (aa.) Land in the parishes of Kingston-on-Thames and Long Ditton and county of Surrey, and extending between the Brighton-road and Fleece-road, and on the south-east side of the Company's main line of railway.
- (bb.) Land in the parish of St. Nicholas, Guildford, and county of Surrey, adjoining and on the west side of the Company's railway, and of land authorised to be acquired by the Company under the powers of the Act of 1881, and extending for a distance of about 27 chains northward from the road leading from the Farnham-road to Guildford Park Farm.
- (cc.) Land in the parish of St. Nicholas, Guildford, and county of Surrey, adjoining and on the east side of the Company's Guildford Station yard and railway, and lying between the occupation road leading to Guildford Park Farm, carried by a bridge over the said railway at or near the Alton Junction and a point near the northern termination of Walnut Tree Close.
- (dd.) Land in the parish of Cuddington and county of Surrey adjoining, and on the east side of the Company's Wimbledon and Epsom line, and extending from a point about 14 chains, to a point about 50 chains to the north-eastward of the post indicating 12 miles from London.
- (ee.) Land in the parish of Farnham and county of Surrey adjoining, and on the north-west side of the Company's Farnham and Alton line, and extending for a distance of about 17 chains, measured in a south-westerly direction along that line from the bridge carrying the road from Wrecklesham to Farnham over the said line.
- (ff.) Lands in the parish of Walton-upon-Thames and county of Surrey adjoining, and on the north-western side of their main line of railway, and abutting on the public highways respectively leading from the Walton Station and from Cobham to Oatland's-park, and the town of Walton-on-Thames.
- (gg.) Lands in the parish of Chertsey and county of Surrey adjoining, and on the south-west side of the Company's Weybridge and Chertsey line, and on the north-west side of the public road crossing that railway on the level at Addlestone Station, and extending in a north-westerly direction about 13 chains from that level crossing.
- (hh.) Land in the parish of Twickenham and county of Middlesex lying between the Company's Twickenham and Kingston line and Lion-road.
- (ii.) Land in the parish of Twickenham and county of Middlesex adjoining and on the south-east side of the Company's Twickenham and Kingston line, and extending for a distance of about 100 yards in a north-easterly direction from the footpath cross-

ing the said line at the north end of Lion-road.

- (jj.) Land in the parish of Twickenham and county of Middlesex adjoining the Company's property, and lying between the Windsor line and the loop line of the Company's railway at Feltham Junction.
- (kk.) Lands and houses in the parish of Staines and county of Middlesex, adjoining and on the south-east side of the Company's railway from Staines to Wokingham, the said lands extending for a distance of about 16 chains measured along the said railway in a south-westerly direction from Staines Junction.
- (ll.) Lands in the parish of Staines and county of Middlesex, lying between the Company's Staines and Wokingham Railway and their Windsor line and the road leading from Staines to Laleham, known as Thames-street.
- (mm.) Lands in the parish of Feltham and county of Middlesex, adjoining and on the north-west side of the Company's Windsor line, and extending for a distance of about 24 chains from and south-west of the post indicating 15 miles from London.
- (nn.) Land in the parish of St. Mary Battersea, and county of Surrey, on the south side of the Company's Windsor or Richmond line on the north side of the Wandsworth-road and on the east side of Plough-lane.
- (oo.) Lands and houses in the parish of All Saints, in the town and county of the town of Southampton, on both sides of the street or road known as Bargate-street, formerly Orchard-street, from its commencement at the Western Shore-road to its termination at the High-street with the lands and houses at each end of such street, abutting on the Western Shore-road and High-street respectively.

IX. Somerset and Dorset Joint Railway Widening.

To authorise and empower the Company and the Midland Railway Company, or one of them, to widen and lay down an additional line or lines of rails upon the Somerset and Dorset Joint Railway, commencing at a point on that railway about 19 chains 9 yards, measured in a southerly direction along that railway, from the centre of the public road which crosses over the Somerset and Dorset Joint Line, near Horsington, in the parish of Horsington, in the county of Somerset, and which road leads from Horsington to Wincanton, and terminating by a junction with the Somerset and Dorset Joint Railway at Wyke Champflower, in the parish of Bruton, in the county of Somerset, at a point about 5 chains 17 yards, measured in a northerly direction along that railway from the centre of a public road which crosses that railway on the level at Wyke Champflower, in the parish of Bruton, in the county of Somerset, and which road leads from Castle Cary to Bruton, which works will be made or be situate in the parishes of Horsington, North Cheriton, Maperton, Wincanton, Charlton Musgrave, Shepton Montague, or Charlton Musgrave, Shepton Montague, Bruton, and Pitcombe, in the county of Somerset.

To authorise the Company and the Midland Railway Company, or one of them, to purchase and take by compulsion or otherwise certain lands in the parishes of Templecombe and Horsington, in the county of Somerset, abutting and on the east side of the Somerset and Dorset Joint Railway, and extending

alongside the same from a point at or near where the public road passes over that railway by a bridge at the Templecombe Low Level Station on that railway to a level crossing carrying the public road over the same railway at about three-quarters of a mile measured in a northerly direction along the said railway from the aforesaid bridge at the Low Level Station at Templecombe.

X. Miscellaneous.

To vary and extinguish all existing rights and privileges connected with the lands, houses, and buildings proposed to be purchased or taken under the powers of the intended Act, or with the public or other roads, footpaths and highways proposed to be stopped up and discontinued or which would in any manner impede or interfere with the purposes of the intended Act, or any of them, and to confer other rights and privileges.

To provide for the dedication to, and the repair by the public of all or any of the proposed new roads and footpaths to be authorised by the intended Bill, and to empower the Company and any corporation, local board, surveyors of highways, or other road authority, to enter into and carry into effect agreements and arrangements, and to sanction, confirm, and give effect to any agreements or arrangements which have been or may be made with reference to those matters, or any of them.

To authorise the Company and any Company or persons for the time being using the railways of the Company or any part thereof, either by agreement or otherwise, to run over, work, and use with their engines, carriages, and waggons, of every description, officers and servants, whether in charge of engines and trains, or for any other purposes 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 following tramways and portions of railway and tramway, or some of them, or some part or parts thereof respectively, that is to say:—

- (a.) The tramways laid along the Canute-road, the platform, the town quays, and the Royal Pier, in the parishes of St. Mary, St. Michael, All Saints, Holyrood, and St. John, in the town and county of the town of Southampton, and leading from the Company's terminal station to the public quays and the Royal Pier.
- (b.) All existing lines of railway laid across or upon the Canute-road, in the parish of St. Mary, in the town and county of the town of Southampton, and communicating between the said terminal station and the Southampton Docks, and the before-mentioned tramways.
- (c.) The several lines of rails belonging to the Southampton Dock Company.
- (d.) The tramway proposed to be constructed in the parishes of St. Michael and St. John, and on the bed or shores of Southampton Water, in the town and county of the town of Southampton.

To empower the Company on the one hand, and the Mayor, Aldermen and Burgesses of the borough of Southampton (in this notice referred to as "the Corporation"), the Southampton Harbour Board, the Southampton Dock Company, the Swindon, Marlborough, and Andover Railway Company, and the Didcot, Newbury, and Southampton Junction Railway Company, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for, and in rela-

tion to the user of, and working over, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for their respective railways, tramways, docks, quays, piers, works, lands, and undertakings, the collection, division, and apportionment between the contracting parties of the tolls, dues, rates, charges, income, and profits of their respective undertakings; the employment of officers and servants, the appointment of joint committees and all incidental matters; and the Bill will or may sanction and confirm any agreements which have been or may be made touching any of the matters aforesaid.

To empower the Company to guarantee interest or dividend on the whole or some part or parts of the share and loan capital of the Southampton Dock Company, and on the debentures or mortgages of the Southampton Harbour Board.

To amend Section 38 of the South Western Railway (Various Powers) Act, 1876, so as to make it unnecessary that the qualification of future directors of the Company shall be held for any defined period.

To authorise the Company and the London Brighton and South Coast Railway Company, or one of them, for the purpose of improving their Epsom and Leatherhead Railway, to purchase and take by compulsion or otherwise—

(a.) Lands in the parish of Ashtead and county of Surrey, adjoining the south-eastern boundary of the Epsom and Leatherhead Railway and Ashtead Station Yard, and the public road leading from Ashtead to Ashtead Station.

(b.) Land in the parish of Ashtead and county of Surrey, adjoining the north-western boundary of the Epsom and Leatherhead Railway, and extending for a distance of about 14 chains, measured in a south-westerly direction from the level crossing at the north-east end of Ashtead Station. The said lands (a.) and (b.) are or are reputed to be part of Ashtead Common, and are about $2\frac{1}{2}$ acres in quantity.

To authorise and empower the Plymouth and Dartmoor Railway Company (in this notice called "the Plymouth Company") to sell and transfer or lease their undertaking, or some part or parts thereof, to the Company, and to enable the Company to accept a sale, transfer, or lease thereof, or of separate parts thereof accordingly, upon and subject to such terms and conditions, pecuniary or otherwise, as have been or may be agreed between the Companies, or as may be prescribed by or under the Bill.

To enable the Company, on the one hand, and the Plymouth Company on the other hand, to agree in the case of such lease as aforesaid for the eventual sale to and purchase by the Company, either absolutely or conditionally, of the undertaking, or part of the undertaking of the leasing Company, and to empower the Company to require a transfer accordingly of the premises agreed to be sold upon and subject to such terms and conditions, pecuniary or otherwise, as have been or may be agreed between the two Companies, or as may be prescribed by or under the Bill.

To make provision for and as to the payment of the rent, purchase-money, consideration, or other moneys upon or in respect of any sale or transfer to the Company of the whole or any part of the undertaking of the Plymouth Company, or upon or in respect of any amalgamation to be authorised by the Bill of the undertaking of the Company with the undertaking or any

part of the undertaking of the Plymouth Company, and for exempting or discharging the Company from being bound to see to the application, or being responsible for the non-application or misapplication of any such rent, purchase-money, consideration, or other moneys, and for enabling the Plymouth Company to make due distribution and application of any such rents, purchase-money, consideration, or other moneys.

To sanction and give effect to any agreements which have been or may be made with reference to any of the matters aforesaid between the Company and the Plymouth Company.

To empower the Company on the one hand, and the Metropolitan Railway Company and the Metropolitan District Railway Company, or either of them, on the other hand, to enter into and carry into effect, vary and rescind agreements and arrangements, as to the construction, ownership, use, occupation, and enjoyment of the railways, stations and works, authorised or constructed, or to be authorised or constructed by the contracting Companies, or any or either of them, and the payments in gross or otherwise to be made by either Company to the others or other of them with reference to any such matters, and to enable the Companies respectively to apply their corporate funds and revenues for the purposes of any such agreements or arrangements.

To authorise the Company, for all or any of the purposes aforesaid, or for the general purposes of the Company or of the Bill, and to authorise the Midland Railway Company and the London Brighton and South Coast Railway Company respectively, for any of the purposes of the Bill relating to them respectively, to apply their respective funds and revenues, and to raise further moneys by the creation and issue of new shares or stock, with or without a preference or guaranteed dividend or other rights or privileges attached thereto, and by borrowing, and by the creation of debenture stock or by any of such means.

To authorise the Company and the Midland Railway Company, or one of them, 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.

To empower the Company, and the Midland Railway Company, or one of them, 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, piers, 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.

To authorise the Company and the Midland Railway Company, or one of them, to demand, take, and recover tolls, rates, and duties upon, or in respect of the intended railways, tramways, piers, and works, and in respect of the additional and substituted lines of rails and tramways to be constructed, worked, and used under the

powers of the Bill, or any part or parts thereof respectively.

To authorise the Company, or as the case may be, the Company and the Midland Railway Company, or either of them, to purchase and take by compulsion or otherwise, for the purposes of the intended railways, tramways, piers, roads, approaches, and works, and of the Bill, lands, foreshore, mudlands, 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.

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.

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. IV, cap. 88; 2 and 3 Vic., cap. 28; 8 and 9 Vic., caps. 93 and 165; 9 and 10 Vic., cap., 131; 10 and 11 Vic., cap. 115; 11 and 12 Vic., cap. 89; 21 and 22 Vic., cap. 82; 23 and 24 Vic., cap. 50; 25 and 26 Vic., cap. 177; 26 and 27 Vic., cap. 109; 27 and 28 Vic., caps. 174 and 227; 39 and 40 Vic., cap. 213; and all other Acts relating to the Company; 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; 15 and 16 Vic., cap. 63; 18 and 19 Vic., cap. 182; 19 and 20 Vic., caps. 102 and 135; 20 and 21 Vic., cap. 139; 22 and 23 Vic., cap. 56; 23 and 24 Vic., cap. 130; 24 and 25 Vic., cap. 209; 25 and 26 Vic., cap. 225; 27 and 28 Vic., cap. 223; 29 and 30 Vic., cap. 268; 34 and 35 Vic., cap. 205; 36 and 37 Vic., cap. 251; 37 and 38 Vic., cap. 81; and all other Acts relating to the Somerset and Dorset Railway Company; 9 and 10 Vic., cap. 283, and all other Acts relating to the London Brighton and South Coast Railway Company; 7 and 8 Vic., cap. 68; 9 and 10 Vic., cap. 302; 17 and 18 Vic., cap. 122; 28 and 29 Vic., cap. 131; 38 and 39 Vic., cap. 154, and all other Acts relating to the Plymouth Company; 50 Geo. III, cap. 169; 6 and 7 Vic., cap. 67; 7 and 8 Vic., caps. 54 and 75; 28 and 29 Vic., cap. 162, and all other Acts relating to the Corporation; 26 and 27 Vic., cap. 119; 34 and 35 Vic., cap. 130; 37 and 38 Vic., cap. 4; 38 and 39 Vic., cap. 15; 39 and 40 Vic., cap. 113; and all other Acts relating to the Southampton Dock Company; 26 and 27 Vic., cap. 119; 40 and 41 Vic., cap. 81; and all other Acts relating to the Southampton Harbour Board; 36 and 37 Vic., cap. 194; 41 and 42 Vic., cap. 13; 42 and 43 Vic., cap. 91; 43 and 44 Vic., cap. 18, and all other Acts relating to the Swindon, Marlborough, and Andover Railway Company; 36 and 37 Vic., cap. 229; 39 and 40 Vic., cap. 184; 43 and 44 Vic., cap. 47, and all other Acts relating to the Didcot, Newbury, and Southampton Junction Railway Company.

And notice is hereby also given, that on or before the 30th day of November, 1881, 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; with the Clerk of the Peace for the county of Dorset, at his office at Sherborne in that county; with the Clerk of the Peace for the county of Somerset, at his office at Wells in that county; 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 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, that is to say:—In the case of the parish of St. Mary Abbott, Kensington, with the vestry clerk of that parish, at his office at the Vestry Hall, High-street, Kensington; in the case of the parish of St. Luke, Chelsea, with the vestry clerk of that parish, at his office at the Vestry Hall, King's-road, Chelsea; in the case of the parishes of Wandsworth, Putney, 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 15th day of November, 1881.

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

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

In Parliament.—Session 1882.

City of London Parochial Charities Bill.

(Appointment of Commissioners to inquire into the Parochial Charities within the City of London, and to Prepare Schemes for the Vesting thereof in Trustees, and for the Administration thereof by new Governing Bodies; Special Provisions as to Ecclesiastical Properties and Funds; Confirmation of Schemes by Queen in Council or Parliament).

IT is intended to move the House of Commons in the next Session thereof for leave to bring in a Bill relating to the Parochial Charities of the City of London, referred to in the 13th Report of the Charity Commissioners for England and Wales, and every other charity the property or income of which is applicable within the City of London for charitable or for similar purposes, which charities are hereinafter referred to as "the City Parochial Charities," and are those which were inquired into by Commissioners appointed by her Majesty's Letters Patent dated the 10th of August, 1878; and the said Bill is intended to contain the following powers, or some of them:

1. To enable her Majesty to appoint commissioners under the name of the "City of London Parochial Charities Commissioners," or under

some other name, and to incorporate them and to provide for their permanent or temporary duration and for their remuneration.

2. To enable the said Commissioners to inquire into the City Parochial Charities and the property and revenues thereof, and the application and administration thereof, and for the purposes of the said inquiry to vest in the said Commissioners the powers granted for a like purpose to the said Charity Commissioners, and also all the powers which might be exercised by the High Court of Justice if the matters referred by the intended Act to the said Commissioners were referred to the said court.

3. To enable the Commissioners to classify the said property, distinguishing that devoted to ecclesiastical from that devoted to other charitable purposes, and to prepare from time to time schemes—

(a) For vesting in the official trustees appointed under the Charitable Trust Acts, 1853 to 1869, all the property, real and personal, belonging to or held in trust for the City Parochial Charities.

(b) For the administration of the said property, and for the application of the revenues thereof to the ecclesiastical or other purposes for which they were designed, or for such other analogous purposes within the City of London or within the Metropolitan Police district as the scheme shall define.

(c) For the management of the said property by such persons or bodies, whether new governing bodies or existing bodies, as the schemes may designate, and for the payment to the Ecclesiastical Commissioners for England and Wales of any funds which the scheme shall define as surplus ecclesiastical funds.

4. To authorise the sale, transfer and exchange of any of the property, whether real or personal, belonging to the City Parochial Charities and the application of the proceeds or of the substituted property, to the purposes designated in any such scheme.

5. To provide for the revision and ultimate confirmation or rejection of the schemes, or for the modification thereof by her Majesty in Council or by Parliament.

6. To suspend, except as provided in the Bill, during a period to be defined in the Bill the powers of the said Charity Commissioners, and of any court or judge, with respect to the City Parochial Charities which are the subject-matter of the Bill, and to amend, vary or repeal any Acts, whether public or private, which may interfere with the objects of the Bill.

7. To provide that the expenses of the Bill and of carrying the proposed Act into execution shall be defrayed out of the income or revenues of the Charities, or out of such funds as Parliament may attribute to that purpose.

Dated: 16th November, 1881.

Horne, Hunter and Birkett, 6, Lincoln's Inn-fields, W.C., Solicitors.

Board of Trade.—Session 1882.

Birkdale and Southport Tramways.

(Powers for the use of Steam or other than Animal Power on the said Tramways; Bye-Laws and Regulations; Repeal and Amendment of Acts and Order).

NOTICE is hereby given, that the Birkdale and Southport Tramways Company Limited (hereinafter called the Company) intend to apply to the Board of Trade for a Provisional Order, to be confirmed by Parliament in the ensuing session, for the following or some of the following amongst other purposes, that is to say:

1. To empower the Company and all persons, bodies, and companies lawfully using the Tramways of the Company authorised by "The Birkdale and Southport Tramways Order, 1880," to work and use the said Tramways, or any or either of them, by means of carriages and engines propelled by steam or any mechanical or other power, and either in addition to or in substitution for animal power, and subject to such conditions as the Board of Trade may prescribe.

2. To empower the Board of Trade from time to time to make, and the Company to enforce, bye-laws and regulations for regulating the use of steam, mechanical or other power, and for ensuring the protection and accommodation of passengers on the tramcars, and traffic in and along the streets in which the tramways are laid.

3. To repeal, alter and extend, so far as may be necessary for the purposes of the intended Order, the provisions of "The Birkdale and Southport Tramways Order, 1880," "The Tramways Act, 1870," "The Locomotive Act, 1861," "The Locomotive Act, 1865," "The Highways and Locomotives Amendment Act, 1878," and any other Acts which would in any way interfere with the objects of the intended Order.

4. To confer on the Company all such rights, powers and privileges as may be necessary or expedient for carrying into effect the purposes of the intended Order, and to vary and extinguish all rights and privileges which may interfere with any such purposes.

5. And notice is hereby further given, that on or before the 30th day of November instant, a copy of this notice will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office, at Preston, and with the Town Clerk of the Borough of Southport, at the Town Hall at Southport, and with the Clerk to the Local Board for the district of Birkdale, at his office in the said district, and with the parish clerk of each parish to which the Order will relate, at his residence, and in the case of any extra-parochial place with the parish clerk of an adjoining parish, at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, in Whitehall, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the offices of Mr. John James Cockshott, 3, Tulketh-street, Southport, and at the offices of Messieurs Dyson and Co., 24, Parliament-street, Westminster.

Every Company, Corporation or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting 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, 1882, 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 10th day of November, 1881.

J. J. Cockshott, 3, Tulketh-street, Southport, Solicitor.

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

In Parliament.—Session 1882.

Great Northern Railway.

(New Railways and Works in Lincolnshire, Derbyshire, Nottinghamshire, Leicestershire, the West Riding of Yorkshire, and Staffordshire; Widening at Leeds, Birstal, and in Middlesex and Hertford; Stopping-up Roads and Level Crossings; Additional Lands; Retention of Superfluous Lands; Vesting of Louth and Lincoln Railway in Great Northern Railway Company; Powers to same Company for Restoration of Sutton Docks; Vesting of Sutton Docks in them; Powers to Great Northern and Great Eastern Joint Committee; Additional Capital; Amendment of Acts).

A PPLICATION is intended to be made to Parliament in the next Session thereof by the Great Northern Railway Company (hereinafter referred to as "the Company") for leave to bring in a Bill for the following or some of the following among other purposes (that is to say):

To enable the Company to exercise the following powers and to make and maintain the railways and other works hereinafter described, or such of them or such parts thereof as the Bill shall define, with all needful stations, sidings, approaches, works, and conveniences connected therewith respectively, that is to say:—

Railway at Barkstone.—A Railway (No. 1) wholly in the parish of Barkstone, in the Parts of Kesteven, in Lincolnshire, commencing by a junction with the Sedgebrook and Barkstone Line of the Company, about 4 chains measured along that line in a westerly direction from the west face of Barkstone East Junction Signal Box, and terminating by a junction with the main line of the Company, about 3 chains measured along that line in a northerly direction from the post denoting 110 miles from London.

Stanton Branch.—A Railway (No. 2) commencing in the Parish of Ilkeston, in Derbyshire, by a junction with the Derbyshire and Staffordshire Line of the Company, about 9 chains measured in a south-westerly direction thereon from the south-west face of the bridge carrying the footpath leading from Ilkeston to West-Hallam, over the said railway and terminating in the parish of Trowell, in Nottinghamshire, by a junction with the Trowell Iron Company's siding leading to the Erewash Canal at a point on that siding about 9½ chains north of the north side of the bridge carrying the said siding over the River Erewash.

A Railway (No. 3) wholly in the said Parish of Ilkeston, commencing by a junction with the said intended Railway No. 2, in a field belonging to Lord Belper and occupied by the Ilkeston Colliery Company, the said field being bounded on the north by the turnpike road leading from Derby to Ilkeston, and on the west by a brickfield, occupied by the Ilkeston Colliery Company, and terminating by a junction with the railway belonging to the Ilkeston Colliery Company, leading from their colliery to the Nutbrook Branch of the Midland Railway Company, at about 10½ chains measured along that branch in a north-westerly direction from the south end thereof.

A Railway (No. 4) wholly in the said Parish of Ilkeston, commencing by a junction with the said intended Railway No. 2, in garden land belonging to and occupied by the Stanton Iron Company, the said garden land being bounded on the west by Cromp-

ton-street, and on the east by the sidings of the Hallam Field Iron Works of the Stanton Iron Company, and terminating by a junction with the said sidings of the Hallam Field Iron Works on the bridge over the occupation road leading from Crompton-street to the said Iron Works.

Woolsthorpe Branch.—A Railway (No. 5) commencing in the Parish of Muston, in the County of Leicester, by a junction with the Nottingham and Grantham Line of the Company, at about 6 chains west of the Belvoir Signal Box on that Railway, passing through the Parish of Sedgebrook, and terminating in the Parish of Woolsthorpe, in the Parts of Kesteven, in Lincolnshire, in a field known as the Bridge Close, belonging to the Reverend Edward Alfred Gillet, Rector of Woolsthorpe, and in the occupation of George Wallborn.

Cleckheaton Railway.—Railway (No. 6) commencing in the Township of Soothill, in the Parish of Dewsbury, in the West Riding of the County of York, by a junction with the Batley and Dewsbury Branch of the Company at the north side of the bridge carrying that Railway over Jack Lane, and extending thence into and through the several townships, parishes, and places of Soothill, Soothill Upper, Dewsbury, Batley, Carlinghow, White Lee, Heckmondwike, Birstal, Little Town, Liversedge, Rawfolds and Cleckheaton, in the said West Riding, and terminating at Sikefold, in the Township of Liversedge, in the said Parish of Birstal, at a point in a field belonging to Henry Dewhurst, in the occupation of Samuel Thorne, about 10 yards east of the easterly fence of the Lancashire and Yorkshire Railway, and about 225 yards south of the bridge carrying that Railway over the Cleckheaton and Brighouse-road.

Railway (No. 7).—A junction railway, in the West Riding of Yorkshire, commencing in the Township and Parish of Batley, by a junction with the said intended Railway No. 6, at a point on the east side of Warwick-road, about 150 yards south of its junction with Grafton-street, and terminating in the Township of Soothill and Parish of Dewsbury, by a junction with the said Batley and Dewsbury Branch, at a point about 67 yards south of the centre of the bridge carrying the London and North Western Railway over the said branch.

New Junction with Sleaford Line at Boston.—A Railway (No. 8) wholly in the Parishes of Skirbeck and Boston, in the Parts of Holland, in Lincolnshire, commencing in the first-named parish by a junction with the loop line of the Company, about 50 yards north of the north side of South Forty-foot Drain and terminating in the last-named parish by a junction with the Boston and Sleaford Line of the Company, about 250 yards measured along that line in a south-westerly direction from the south corner of the house at the south end of Locomotive-street.

New Junction with East Lincolnshire Railway at Boston.—A Railway (No. 9) wholly in the parish of Boston, in the Parts of Holland, in Lincolnshire, commencing by a junction with the East Lincolnshire Railway, about 30 yards measured in a southerly direction from the place where Robin Hood's Walk is crossed on the level by the East Lincolnshire Railway and terminating by a junction with the loop line

of the Company at or near the post denoting 108 miles from London.

New Junction with the Louth and Lincoln Railway at Bardney.—A Railway (No. 10) wholly in the parish of Bardney, in the Parts of Lindsey, in Lincolnshire, commencing by a junction with the loop line of the Company, about 36 chains measured in a north-westerly direction along that line from the north-west end of the down platform of Bardney Station, and terminating by a junction with the Louth and Lincoln Railway, about 4½ chains measured in a south-easterly direction along that railway, from the point where the occupation road leading to Crockett's Farm crosses the said railway on the level.

New Junction with Louth and Lincoln Railway at Louth.—A Railway (No. 11) wholly in the parish of Louth, in the Parts of Lindsey, in Lincolnshire, commencing by a junction with the East Lincolnshire Railway, at or near the south face of the bridge carrying Stewton-lane over the same railway, and terminating by a junction with the Louth and Lincoln Railway, about 12 chains measured in a north-easterly direction along that railway from the north-east face of the bridge carrying the Newmarket-road over that railway.

Railways at Stafford.—A Railway (No. 12) wholly in the County of Stafford, commencing in the township or lordship of Tillington, in the parish of St. Mary, Stafford, by a junction with the Stafford and Uttoxeter Line of the Company, at a point thereon, about 100 yards measured in a south-westerly direction from the south-west face of the bridge, carrying the public road from Stafford to Eccleshall over the said line, and terminating in the said parish of St. Mary, Stafford, at or about the centre of a field belonging to the Mayor, Aldermen and Burgesses of the borough of Stafford, and adjoining the gas works. The said railway will be constructed wholly in the said parish, and in the parish of Castlechurch.

A Branch Railway (No. 13) wholly in the said parish of St. Mary, Stafford, commencing by a junction with Railway (No. 12) in a field belonging to John Challinor and in the occupation of John Batkin, at a point about 30 yards measured in a north-easterly direction from the boathouse in the said field, and terminating at the northern boundary of the gas works at a point about 20 yards east of the said river.

Railway at Chartley.—A Branch Railway (No. 14) wholly in the parish of Stowe, in the County of Stafford, commencing by a junction with the said Stafford and Uttoxeter line at a point thereon about 520 yards east of the centre of the bridge carrying the public road over the said line at Chartley Station, and terminating at a point about 100 yards north of the public road leading from Stowe to Drinton, measured from a point in the said road about 290 yards east of the junction of the said road with a road leading from Stowe and Drinton to Hixon.

To enable the Company to widen and improve the following portions of their railway.

Widening in Islington.—A portion of the Company's main line of railway wholly in the Parish of St. Mary, Islington, in the County of Middlesex, commencing by a junction with the said main line at or near the south face of the bridge carrying the North London

Railway over that line, and terminating by a junction with the said main line about 3 chains north of the north-east side of the bridge carrying the Caledonian Road over the said main line.

Widening from Finsbury Park to Potter's Bar.

—A portion of the Company's main line of railway commencing in the Parish of St. Mary, Hornsey, in the County of Middlesex, by a junction with the said main line at or near the north face of the bridge carrying the up line of the Edgware branch of the Company over the said main line, and terminating in the Parish of South Mimms, also in the said County of Middlesex by a junction with the said main line at or near the south face of the bridge carrying the said main line over the public road at the south end of Potter's Bar Station.

For the purpose of the said widening, the Bill will take power to acquire about 6 acres of Hadley Common, situated in the said Parish of Monken Hadley, and will extinguish all rights of way or other rights in and over the portions of the said common so proposed to be taken by the Company.

The said widenings will pass into or through the following parishes or places, or some of them, that is to say, St. Mary, Islington, St. Mary, Hornsey, Tottenham, Edmonton, Fryern-Barnet, Enfield, Hadley or Monken Hadley and South Mimms, all in the County of Middlesex, and the Parish of East Barnet, in Hertfordshire.

Widening at Leeds.—A portion of the railway of the Company wholly in the Township of Wortley, in the Parish of Leeds, in the said West Riding, commencing by a junction with the railway of the Company, at a point about 40 yards east of the centre of the bridge carrying the said railway over Oldfield-lane, and terminating by a junction with the Lancashire and Yorkshire Railway, at a point thereon about 104 yards south-west of the centre of the bridge carrying that railway over the Leeds and Liverpool Canal.

Widening at Drighlington.—A portion of the railway of the Company commencing in the Township of Gomersal, in the said Parish of Birstal, by a junction with the Batley Branch of the Company, about 6 chains measured in a south-easterly direction along the said branch, from its junction with the Gildersome Branch near Drighlington Station, and terminating in the Township of Drighlington, in the said parish, by a junction with the said Gildersome Branch, about 7 chains measured in a north-westerly direction along that branch from the north-west end of the down platform of the same station.

To empower the Company to continue and maintain their existing sidings in the Township and Parish of Bradford, in the said West Riding, leading from and out of their timber-yard to and terminating at the St. James' Market.

To enable the Company to construct the following works and exercise the following powers, that is to say:—

A new road in the Parish of Bygrave, in the County of Hertford, commencing in the road leading from Baldock to Biggleswade, about 3 chains north of the north face of the bridge carrying their Royston and Hitchin Line over that road, and terminating in the public road leading from Baldock to Bygrave, about 8 chains measured in a north-easterly direc-

tion along the said road from the level crossing thereof by the said Royston and Hitchin Line, and the Bill will authorise the Company to abolish the said level crossing of their Railway, and to stop up and discontinue as a public highway so much of the said road leading from Baldock to Bygrave as lies between a point about 1 chain south of the said level crossing and the termination of the new road hereinbefore described.

A new road in the Township of Tong, in the said Parish of Birstal, commencing in the public road at the east-end of the Birkenshaw Station, leading from "The Duke of Wellington" Inn in Westgate Hill Street to Birkenshaw at a point about 6 chains measured in a southerly direction along that road from the point where it is crossed on the level by the Railway of the Company, and terminating in the same public road about 7 chains measured along that road in a northerly direction from the same point, and to stop up and abolish in the said Township of Tong the level crossing at the east end of the Birkenshaw Station, and to extinguish all rights of way in and over the said level crossing and over so much of the said public road as lies between the commencement and termination of the proposed new road.

A new footpath, wholly in the said township of Wortley, commencing at the north-west end of the bridge over the London and North Western Railway, carrying the footpath leading from Lower Wortley to Whitehall-road, and terminating at a point about 20 yards measured in a north-westerly direction from the centre of the north-west face of the London and North Western Railway Company's engine-shed, near Copley Hill, and to stop up and extinguish all rights of way over so much of the existing footpath leading from Lower Wortley to Copley Hill, as lies between the east end of the bridge, carrying the said footpath over the Great Northern Railway and the termination of the proposed new footpath.

A new footpath in the parish of Luton, in the County of Bedford, along the north side of the Company's railway, between Bury Farm footpath level crossing and the Dunstable-road, and to stop up and extinguish all rights of way over the said crossing, and to stop up and discontinue as a public highway so much of the said footpath as lies between the said crossing and Dallow-lane opposite Luton Workhouse.

To stop up so much of Dryden-street, in the said township of Bradford, as lies between Hamerton-street and Birksland-street, and also to extinguish all rights of way, if any, over any land belonging to the Company between Hamerton-street and Essex-street.

To stop up so much of Collier Row in the said Township of Bradford, as lies between a point therein, about 60 yards south of its junction with Mount Street and Dryden Street aforesaid.

To abolish, in the Parish of St. Mary, Hornsey, in Middlesex, the occupation level crossing over their main line at the south-west end of Lothair Road and to extinguish all rights of way in and over the same.

To stop up, in the Parish of Calverley, in the said West Riding, so much of the footroad leading from and out of the Leeds and Bradford disturnpiked road to the west end

of the platform of the Stanningley Station of the Company as passes through the property of the Company and to extinguish all rights of way in and over the same.

The Bill will or may vest in the Company the site and soil of and extinguish all rights of way over all streets, roads, and footways which may be permanently stopped up under the powers of the Bill, and over so much of any street, road, or footway permanently diverted under the powers of the Bill as may be rendered unnecessary by reason of such diversion, to such an extent as those streets, roads, and footways respectively are included between the fences or bounded by the existing property of the Company, or property to be acquired by them under the powers of the Bill.

The Bill will provide that every new and substituted road or footpath shall be maintained and repaired by the same body or persons as are now liable to the repair and maintenance of the road or footpath for which it is substituted, and the Bill will or may confirm any agreement which may have already been or which may at any time hereafter be entered into between the Company, the Road Authority, or any person or persons and any landowner or landowners for or in relation to the matters aforesaid.

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 the railways and other 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, and to enable the Company to purchase lands, houses, and other property compulsorily or by agreement for the purpose of the said railways and other works, and 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 acquire, by compulsion or agreement, lands (in which term houses, buildings, and hereditaments are in this Notice included) for all or any the purposes of the Bill, and in addition thereto so to acquire and to hold the lands hereinafter described, or some of them, that is to say:—

Certain lands in the parish of St. Mary, Islington, in the County of Middlesex, bounded on the north-west, north east and south-west by the property of the Company, and on the north-east partly by the property of the Company and partly by Eden Grove.

Certain lands in the township of Wortley, in the said parish of Leeds, bounded on the south-east by the property of the London and North Western Railway Company, on the west and north-west by the property of the Company, and on the north-east by the public road known as Copley Hill.

Also certain other lands in the said Township of Wortley lying between the railway of the Company, Copley Hill and Pickard-terrace.

Certain lands in the Township of Armley, in the said Parish of Leeds, situate between the railway of the Company, Antwerp Mill and Wortley-road.

Certain lands in the Township of Bramley, in the said Parish of Leeds, bounded on the north by the public road leading from

- Stanningley to Leeds, on the east by the public road leading from Pudsey to Bramley, and on the south and west by land belonging to the Company.
- Certain other lands also in the said Township of Bramley, adjoining the railway of the Company on both sides, and bounded on the north by Back-lane, on the west by land belonging to John Lister, on the east by land belonging to William Pawson, and extending south of the railway about 5 chains.
- Certain lands in the said Parish of Calverley, at or near the Stanningley Station and on the north side of the railway of the Company.
- Certain lands in the said Township of Tong, bounded on the east by the Gildersome branch of the Company, and lying between Knowles-lane and the occupation bridge under the said branch, about 325 yards north-east of the point where the tramway leading to Bowling Iron Works passes under the said branch.
- Certain lands in the Township of Ossett, in the said Parish of Dewsbury, bounded on the north by the Ossett Branch of the Company and lying between the foot-bridge passing over that branch at Ossett Station and Queen-street, and certain other lands in same township situated on both sides the said branch between Queen-street and a point on the said branch about 8 chains measured in a westerly direction along that branch from the bridge carrying the same branch over Queen-street.
- Certain lands in the said Township of Bradford, on the north side of the Company's railway, and situate between that railway, Hamerton-street, Jackson-street, and Birksland-street. Also certain other lands situate on the south side of that railway, lying between the railways of the Company and bounded on the west by Birksland-street and on the north-east by Mount-street.
- Certain other lands in the said Township of Bradford, bounded by the Company's railway, Essex-street and Hamerton-street.
- Certain other lands also in the said Township of Bradford, bounded on the south-west by Bowling Back-lane, on the north and west by the land of the Company, and on the east by land belonging to the Corporation of Bradford.
- Certain lands in the said Township of Tong, situated on both sides of the railway of the Company and the Birkenshaw Station thereof, and on both sides of the public road leading from the "Duke of Wellington" Inn in Westgate-hill-street to Birkenshaw.
- Certain lands in the township of Morley, in the said parish of Batley, adjoining the south-west and north-east sides of the Morley Station of the Company.
- Certain lands in the said parish of St. Mary, Stafford, bounded on the north-east by Foregate-street and on the south-west by the road called Bull Hill, and measuring from east to west about 6 chains.
- And to vest in the Company all such of the said lands as may have been acquired by them previously to the passing of the Bill, and to extinguish all rights of way and other rights in, over, or in relation to the said lands or any of them.
- 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."

To enable the Company to retain and hold (notwithstanding anything contained in the 127th and subsequent sections of "The Lands Consolidation Act, 1845") for a term or terms to be prescribed by the Bill, lands acquired by them under the powers of the several Acts relating to the Company or their undertaking but not yet used or applied by them to the purposes of the said undertaking and to enable the Company to demise any of the said lands for building or other purposes.

To transfer to and vest in or provide for the transfer to and vesting in the Company of the undertaking lands and property of the Louth and Lincoln Railway Company, freed from all debts and liabilities affecting the Company or charged on their undertaking, for such consideration and upon such terms and conditions as may have been or may be agreed on between those two Companies or as may be defined in the Bill or prescribed by Parliament and to authorise those two Companies to enter into and carry into effect agreements with reference to such transfer and to confirm any agreement already made or to be made with reference thereto and to enable the Company in the event of such transfer being effected to exercise the powers of the Louth and Lincoln Railway Company, as well with respect to their own undertaking as to the undertaking of any other Company, and to provide for the payment or application of the purchase-money or other consideration, and the distribution thereof among the several mortgagees and other creditors and the shareholders of the Louth and Lincoln Railway Company, and for the winding up of the affairs of that Company, and, if thought fit, their ultimate dissolution.

To authorise the Company to restore, repair and maintain the undertaking of the Sutton Bridge Dock Company, and to apply to those purposes out of their corporate funds or out of funds to be raised by them under the powers of the Bill such further sums of money, and upon such terms as the Bill shall define, and to transfer to and vest in the Company the entire control of the said undertaking, in which term "undertaking," are included all real and personal property of the Dock Company, and all rights, powers and privileges with respect to the said undertaking and the levying of tolls, rates and dues for the use thereof, which may be exercised and enjoyed by the Dock Company free from interference on the part of the said Dock Company or the Directors or other officers thereof. And to provide for the conversion of the various mortgages, preference stocks (which word in this paragraph includes shares,) ordinary stocks of the Dock Company into other stocks of the Dock Company, bearing respectively such interest or dividend as the Bill shall define, and to prescribe the source from which, and the order in which the stocks so to be created shall participate in the profits derived from the Dock undertaking, subject to such priority of interest or dividend as the Bill shall define in favour of the Great Northern Company with respect to any sums expended by them under the powers of the Bill for the restoration and repair of the said undertaking. The Bill may provide for the absolute transfer of the said undertaking to the Great Northern Company either immediately or after events to be defined in the Bill, and either in consideration of a gross sum to be paid by the Company and to be distributed by the Directors.

of the Dock Company in such proportions as the Bill may indicate among the mortgagees, creditors and proprietors of preference and ordinary stock in the Dock Company, or in consideration of the commutation of the various interests aforesaid in the Dock Company into stocks or mortgages of the Great Northern Company specially charged on the undertaking of the Sutton Dock Company alone, or charged upon that undertaking jointly with that of the Great Northern Railway Company, or charged upon the last-named undertaking alone. And in case of such absolute transfer, the Bill will provide for the dissolution of the Sutton Bridge Dock Company and the winding up of its affairs. And for these and other purposes the Bill will vary, enlarge, or repeal the Sutton Bridge Dock Act, 1875, and also the Sutton Bridge Dock Acts, 1876 and 1880, and will transfer to the Great Northern Railway Company the powers of those Acts with respect to the maintenance, repair, working and management of the Docks, and the fixing, levying, and application of the rates, tolls and dues arising therefrom, and will or may vary and increase certain of those rates, tolls, and dues.

To confer upon the Company, in the event of their purchasing or working the said undertaking, of the Sutton Bridge Dock Company, the exclusive right to provide and employ and to levy tolls, rates, and charges for the use of all such machinery, gear appliances and labour as may be requisite or expedient for the loading, unloading, removing, warehousing, and handling of goods imported into or exported from the said undertaking, and to prohibit any person from working in or upon the same or any vessel therein, except he be authorised in that behalf by the Company.

To enable the Company in the event of their purchasing or working the said undertaking, to levy special dues on vessels remaining in the said dock beyond a time to be fixed in the Bill or prescribed by Parliament to appropriate parts of the said undertaking, as wharves for the import or export of particular goods and merchandize, and to levy tolls, rates, and charges for the use thereof.

To alter and amend section 48 of "The Sutton Bridge Dock Act, 1875," by omitting therefrom the reference to the Board of Trade.

To enable the Great Northern and Great Eastern Joint Committee to construct the following works and to do the following Acts, that is to say:—

A new road, in the parish of Washingborough and township of Heighington, in the Parts of Kesteven, in Lincolnshire, commencing at a point in the public road leading from Branston to Washingborough, about 9 chains measured in a southerly direction along that road from the entrance to the quarry adjoining the road leading to Heighington Church, and terminating in the said road leading to Heighington Church, about 4 chains east of the point where that road is crossed by the Spalding to Lincoln Railway of the said Joint Committee; and the Bill will enable the said Joint Committee to stop up and discontinue as a public highway so much of the said road leading to Heighington church as lies between its junction with the public road leading from Branston to Washingborough and the termination of the proposed new road and will vest in the said Joint Committee the site and soil of so much of the said road leading to Heighington church as lies between the fences of the said Joint

Committee, and will provide that the said new road shall be maintained and repaired by the same authority or persons who maintain and repair the said portion so to be stopped up.

A bridge over their railway to carry the footpaths in field No: 60; in the Parish of Helpringham, shown on the plans deposited with respect to the Great Northern and Great Eastern Companies Act, 1879, and to stop up and discontinue as public highways so much of the said footpaths as lies between the fences of the said Joint Committee, and to extinguish all rights of way in and over the same.

To enable the said Joint Committee to acquire by compulsion or agreement lands for the works to be executed by them under the powers of the Bill, and to apply to the purposes of the Bill any monies under their control, or which they have power to raise.

To enable the Company, the said Joint Committee, and all necessary Corporations, Local and Road Authorities, Companies and persons to enter into and fulfil contracts and agreements touching the several objects and purposes of the Bill, and to confirm all such contracts and agreements as may have been or may be entered into.

The Bill will 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 the creation of debenture stock or by any of such means; and also to apply to all or any of such purposes any capital or funds now belonging to the Company or hereafter to belong to them, or under the control of their Directors.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and confer other rights and privileges, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863 and 1869;" "The Lands Clauses Acts, 1845, 1860 and 1869;" "The Railways Clauses Acts, 1845, and 1863;" "The Harbours, Docks, and Piers Clauses Act, 1847;" and it will or may enlarge or amend the powers and provisions of all or any of the private or special Acts hereinbefore referred to, and also of "The Great Northern Railway Act, 1846," and of any other Acts relating to the Company and their undertaking;" "The Great Northern and Great Eastern Railway Companies Act, 1879," and any other Acts relating to the said Joint Committee "The Sutton Bridge Dock Act, 1875," and any other Acts relating to the Sutton Bridge Dock Company and their undertaking;" "The Louth and Lincoln Railway Act, 1866," and any other Acts relating to the Louth and Lincoln Railway Company and their undertaking.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways and other 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 leasees, or reputed owners and leasees, and of the occupiers of such lands, houses, and other property; also an Ordnance Map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this

notice will, on or before the 30th day of November instant, be deposited for public inspection, as regards works to be executed and the lands to be taken in the several counties or divisions hereinafter mentioned, with the respective Clerks of the Peace thereof, at their respective offices also hereinafter mentioned, that is to say: for the Parts of Kesteven, in Lincolnshire, at Stamford; the County of Derby, at Derby; the County of Nottingham, at Newark; the County of Leicester, at Leicester; the West Riding of Yorkshire, at Wakefield; the Parts of Holland, in Lincolnshire, at Boston; the Parts of Lindsey, in Lincolnshire, at Lincoln; the County of Stafford, at Stafford; the County of Middlesex, at Clerkenwell; the County of Hertford, at St. Albans; the County of Bedford, at Bedford; 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 the notice will be deposited with the clerk of each such parish; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at the respective places of abode of such parish clerks, excepting that with respect to the lands to be taken in the parish of St. Mary, Islington, the deposit will be made with the Vestry Clerk of that parish at the Vestry Hall.

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, 1881.

Nelson, Barr, and Nelson, 29, Abingdon Street, Westminster, S.W., and 4, South Parade, Leeds, Solicitors to the Company.

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

In Parliament.—Session 1882.

The Wrexham, Mold and Connah's Quay Railway (Extensions and Dock).

(Construction of Railways from the Wrexham, Mold and Connah's Quay Railway to the Town of Wrexham, and to Brymbo and Coedpoeth, with Branches therefrom, and to Moss, and to the Chester and Mold Branch of the London and North Western Railway, and from the Buckley Railway to the River Dee, with Branches therefrom; Dock on the River Dee; Tolls; New Roads, Streets, Widening of Streets, Alteration of Levels of Roads, and raising of Bridges on Buckley Railway; Acquisition of Lands in the Counties of Denbigh and Flint; Stopping up and Appropriation of Streets, Roads and Footpaths in the County of Denbigh; Consequential Powers as to Compulsory Purchase of Land; Erection and Lease of Warehouses, Wharves, Docks, &c.; Dredging, &c., of River Dee, Regulation of Shipping, and Appointment of Dockmaster; Bye-laws; Working and other Arrangements with the London and North Western and the Great Western Railway Companies; Powers to raise Additional and Separate Share and Loan Capital; Constitution of Separate Undertaking or Separate Undertakings; Change of Name of the Company; 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 Wrexham, Mold and Connah's Quay Railway Company (hereinafter

referred to as "the Company"), for an Act to effect the following, or some of the following purposes, that is to say:—

To enable the Company to make and maintain the railways, dock, roads, streets and other works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all necessary works, approaches, stations and conveniences connected therewith respectively, that is to say:—

No. 1. A Railway (No. 1) commencing in the township of Esclusham Below, in the parish of Wrexham, in the county of Denbigh, at the west side of a messuage or dwelling-house called or known by the name of The Old Vicarage, and terminating by a junction with the Company's Railway at or near the south end of the carriage shed of the Company in the township of Stansty, in the said parish of Wrexham.

No. 2. A Railway (No. 2) commencing in the township of Stansty, in the parish of Wrexham, in the county of Denbigh, by a junction with the Company's railway, at or near a point 63 yards, or thereabouts, measured along that railway in a south-easterly direction from the point where that railway crosses the occupation road, leading to the Stansty Ironworks and the Wrexham Collieries on the level, and terminating in the township of Broughton, in the parish of Wrexham, in the county of Denbigh, in a field numbered 497 on the Ordnance Map and Book of Reference thereto, as to the township of Broughton, belonging to the Broughton Colliery Company Limited, and in the occupation of the Broughton and Plaspower Colliery Company Limited, at a point in that field 280 yards or thereabouts, measured in a northerly direction from the bridge carrying the Wrexham and Minera Branch of the Great Western Railway over the public road leading from Wrexham to Southsea.

No. 3. A Railway (No. 3) commencing in the township of Broughton, in the parish of Wrexham, in the county of Denbigh, by a junction with the intended Railway No. 2 at the termination of that railway, and terminating in the township of Brymbo, in the parish of Wrexham, by a junction with the Wrexham and Minera Joint Lines belonging to the London and North Western and Great Western Railway Companies, at or near a point where the public road numbered 883 on the Ordnance Map and Book of Reference thereto, as to the township of Brymbo, is carried by means of a bridge over the Wrexham and Minera Joint Lines.

No. 4. A Railway (No. 4) commencing in the township of Brymbo, in the parish of Wrexham, in the county of Denbigh, by a junction with the intended Railway No. 3 in a field numbered 936 on the Ordnance Map and Book of Reference thereto as to the township of Brymbo in the occupation of the Brymbo Company at or near a point 37 yards or thereabouts measured in a westerly direction from the north-west corner of the Baptist Chapel situate at the Lodge, Brymbo, and terminating in the township of Bersham, in the parish of Wrexham, in the county of Denbigh, in a field adjoining a cottage occupied by Samuel Williams and numbered 34 on the Ordnance Map and Book of Reference relating thereto as to the township of Bersham, and belonging to Ann Williams and in the occupation of the said Samuel Williams, at or near to an old coal-pit or shaft in that field.

No. 5. A Railway (No. 5) commencing in the township of Broughton, in the parish of Wrexham, in the county of Denbigh, by a junction with the intended Railway No. 2 at the termination of that railway, and terminating in the same township and parish by a junction with the Wrexham and Minera Branch of the Great Western Railway at a point 20 yards or thereabouts south of the point where the occupation road from the Broughton Coal Company's offices leading to Brymbo is crossed by the said Branch Railway on the level.

No. 6. A Railway (No. 6) commencing in the township of Broughton, in the parish of Wrexham, in the county of Denbigh, by a junction with the Brynmally Branch of the Company's Railway, at a point 100 yards or thereabouts, measured in a north-westerly direction along that Branch Railway from the Wooden Bridge over that Branch Railway which connects the Brynmally Colliery with the Spoil Bank on the east side of that Branch Railway, and terminating in the township of Gwersyllt, in the parish of Gresford, in the county of Denbigh, on the bank of No. 5 pit, belonging to the Westminster Brymbo Coal and Coke Company Limited, at or near a point 9 yards or thereabouts measured in an easterly direction from the east door of the house containing the air-compressing engines belonging to that Company.

No. 7. A Railway (No. 7) commencing in the township of Gwersyllt, in the parish of Gresford, in the county of Denbigh, by a junction with the Ffrwd Branch of the Company's railway, at a point about 484 yards measured in a north-easterly direction, along that branch railway from the bridge which carries that branch railway over the Ffrwd Branch of the Great Western Railway, and terminating in the township of Brymbo in the parish of Wrexham, in a field adjoining the Cae Penty Colliery belonging to and in the occupation of the Cae Penty Colliery Company and called the Bronydd, at a point in that field near the south-west corner thereof.

The railways hereinbefore described and numbered respectively 1 to 7 inclusive, will be made or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say: Esclusham Below, Wrexham Regis, Wrexham Abbott, Wrexham, Bersham, Brymbo, Broughton, Stansty, Gwersyllt, Gresford, Minera, all in the county of Denbigh.

No. 8. A Railway (No. 8) commencing in the township of Hope Owen, in the parish of Hope, in the county of Flint, by a junction with the Company's railway at or near the signal box at the Penyffordd Station, and thence passing from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some or one of them (that is to say), Hope, Hope Owen, Higher Kinnerton, Hawarden, Diddleston, Shordley, Mold, Aston Bannel, or Bannel, and terminating in the said township of Hope Owen, and parish of Hope, by a junction with the Chester and Mold Branch of the London and North Western Railway at or near a point 120 yards or thereabouts, measured in a westerly direction from the point where the said Chester and Mold Branch Railway crosses the road leading from Hope to Hawarden on the level.

No. 9. A Railway (No. 9) commencing in the township of Wepre, in the parish of

Northop, in the county of Flint, by a junction with the Buckley Railway at or near a point 140 yards or thereabouts measured in a south-westerly direction along that railway from the bridge which carries that railway over the turnpike road leading from Connah's Quay to Northop, and terminating in the township of Saltney, in the parish of Hawarden, in the county of Flint, in a field called the Nine Acre Field, situate between the River Dee and the Chester and Holyhead Branch of the London and North Western Railway, belonging, or reputed to belong, to James Freme, Esq., and in the occupation of John Latham, at a point 90 yards or thereabouts measured in a north-westerly direction from the south-eastern fence of that field, and 5 yards or thereabouts measured in a north-easterly direction from the south-western fence of that field.

No. 10. A Railway (No. 10) commencing in the township of Saltney, in the parish of Hawarden, in the county of Flint, by a junction with the intended Railway No. 9 at the termination of that railway, and terminating on the northern side of the River Dee on the Salt or Sea Marsh belonging to the River Dee Company at a point 50 yards or thereabouts measured in a south-easterly direction from a point 500 yards or thereabouts measured in a northerly direction along the River Dee Company's new embankment from the southern end thereof.

No. 11. A Railway (No. 11) commencing in the township of Saltney, in the parish of Hawarden, in the county of Flint, by a junction with the intended Railway No. 9 at the termination of that railway, and terminating in the township of Wepre in the parish of Northop, on the Company's wharf at Connah's Quay, at a point 44 yards or thereabouts measured in a south-easterly direction from the south-east corner of the Company's easternmost dock.

No. 12. A Railway (No. 12) situate wholly in the township of Saltney, in the parish of Hawarden, in the county of Flint, commencing in the said field called the Nine Acre Field, by a junction with the intended Railway No. 10 at a point 210 yards or thereabouts measured in a north-easterly direction from the south-western fence of that field, and 84 yards or thereabouts measured in a south-easterly direction from the north-western fence of that field, and terminating by a junction with the Chester and Holyhead Branch of the London and North Western Railway at a point 14 yards or thereabouts measured in a north-westerly direction along that railway from the point where that railway crosses the occupation road leading from the Flint and Chester turnpike road to Dee Bank Cottage.

No. 13. A Railway (No. 13) commencing in the township of Shotton, in the parish of Hawarden, in the county of Flint, in an enclosure or garden adjoining the turnpike road leading from Flint to Chester, and in the occupation of Isaac Davis, William Jones, Sarah Lloyd, Isaac Jones, and Peter Williams, some or one of them, by a junction with the intended Railway No. 9, at a point 30 yards or thereabouts measured in an easterly direction from the junction of the road leading to Shotton Farm with the Flint and Chester turnpike road, and terminating in the township of Saltney, in the parish of Hawarden, by a junction with the Chester and Holyhead

Branch of the London and North Western Railway, at a point 485 yards or thereabouts, measured in a south-easterly direction along that railway from the point where that railway crosses the Wepre Gutter by means of a bridge.

The railways hereinbefore described and numbered 9 to 13 inclusive, will be made or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Wepre, Northop, Sealand, Golftyn, Shotton, Aston, Hawarden, St. Marks, Caerfellach, Connah's Quay, Open or Salt Marsh, Saltney, all in the county of Flint.

No. 14. A Dock (with an entrance from the River Dee) situate wholly in the parish of Northop, in the county of Flint, on the north side of the River Dee and near to or adjoining the river embankment on that side of the river, and opposite, or nearly opposite to Wepre Gutter on land known as the Salt or Sea Marsh, reclaimed or partly reclaimed from the sands or foreshore of the River Dee and enclosed or partly enclosed on the south, east, and west sides thereof by embankments belonging to the River Dee Company, and which dock will be 500 yards or thereabouts in length, commencing 282 yards or thereabouts, measured in a north-westerly direction from the Powder Magazine on the said Salt or Sea Marsh, and terminating 782 yards or thereabouts from the said Powder Magazine, measured in the same direction, and which said dock will be of the uniform, or nearly uniform, width of 350 feet, and the entrance to the intended dock from the River Dee will commence at or near a groin 227 yards or thereabouts, measured in a westerly direction from the landing stage on the River Dee, opposite or nearly opposite to Wepre Gutter aforesaid and terminate at or about the centre of the south-western side of the intended dock.

No. 15. A New Road situate wholly in the township of Sealand, in the parish of Hawarden, in the county of Flint, commencing on the Salt or Sea Marsh at a point on the northern side of the River Dee at or near the Powder Magazine on the said Salt or Sea Marsh, and terminating by a junction with the turnpike road leading from the northern side of the Ferry at Queen's Ferry to Chester, at a point 200 yards or thereabouts from the Ferry Inn, measured along that road in a north-easterly direction.

No. 16. A new street situate wholly in the town and borough of Wrexham, commencing by a junction with Abbot-street at or near the entrance to The Old Vicarage from Abbot-street, and terminating by a junction with Priory-street at or near the junction of Priory-street with Brynyffynnon-hill.

No. 17. To widen a street in the said town and borough of Wrexham called Vicarage-hill, on the westerly side thereof from the junction of Vicarage-hill with Brook-street to the junction of Vicarage-hill with Abbot-street.

No. 18. To widen a street in the said town and borough of Wrexham called Priory-street on the easterly side thereof from the junction of Priory-street with Brynyffynnon-hill to the junction of Priory-street with Hope-street.

No. 19. To widen a street in the town and borough of Wrexham called Abbot-street, at the north-easterly corner thereof, where that street joins a street called Town-hill.

The said streets and works before described and numbered 16, 17, 18 and 19, will be situate in or pass from, through or into the parishes, townships, extra-parochial and other places following or some of them, that is to say: Wrexham, Wrexham Abbot, Wrexham Regis and Esclusham Below, all in the county of Denbigh.

No. 20. A new road situate wholly in the township of Stansty, in the parish of Wrexham, in the county of Denbigh, commencing at the junction of the road leading from Wrexham to Stansty with the road leading from the last-mentioned road to the Chester-road, and at or near the Walnut Tree Hotel and terminating by a junction with the public road, leading from Stansty to Gresford and Rhos Robin, at a point 15 yards or thereabouts, on the north-east side of the point where that road is crossed by the Great Western Railway on the level.

No. 21. To alter the line and levels of so much of the road leading from Northop to Hawarden, which is carried over the Buckley Railway by means of a bridge, as lies between a point 100 yards or thereabouts, measured along that road in an easterly direction from the centre of that bridge, and a point 100 yards or thereabouts, measured in a westerly direction from the centre of that bridge, situate in the parish of Northop, in the county of Flint, and to raise, widen and improve that bridge.

No. 22. To alter the line and levels of so much of the road leading from Flint to Chester as lies between a point measured 60 yards or thereabouts in a south-easterly direction from the centre of the bridge which carries that road over the branch of the Buckley Railway which joins the Chester and Holyhead Branch of the London and North-Western Railway, and a point 60 yards or thereabouts, measured in a north-westerly direction from the centre of that bridge, situate in the parish of Northop aforesaid, and to raise, widen and improve the bridges which carry that road over the Buckley Railway.

To empower the Company to stop up and discontinue as a public street or highway a certain newly formed or partly formed street in the said town and borough of Wrexham called or intended to be called St. Mark's-street, from its junction with Bradley-road to its junction with a proposed new street forming an extension or continuation of Hill-street.

To empower the Company to stop up and discontinue as a public street or highway a certain newly formed or partly formed street in the town and borough of Wrexham, forming an extension or continuation of Hill-street from a point in Hill-street, at or near the school belonging to the Hill-street Presbyterian Chapel to a point 60 yards or thereabouts, measured in a north-easterly direction from the Mitre Brewery.

To empower the Company to stop up and discontinue as a public highway a certain passage or thoroughfare in the town and borough of Wrexham known as Brynyffynnon-hill.

To empower the Company to stop up and discontinue a certain public footpath called "The Walks," situate in the town and borough of Wrexham from a point near to a house called "Well House" to a point where that footpath joins Bradley-road.

To stop up so much of the public highway in the township of Stansty, in the parish of Wrexham, leading from Stansty to Gresford and Rhos Robin as lies between a point on that road 15 yards or thereabouts, measured in a north-easterly

direction along that road from the point where that road is crossed by the Great Western Railway on the level, and a point on that road 40 yards or thereabouts, measured in a south-westerly direction along that road from a point where that road is crossed by the Company's railway on the level.

To authorise the Company for the purposes of their undertaking to purchase by compulsion or agreement, or to confirm the purchase and acquisition by or on behalf of the Company, or any contract, or agreement entered into by the Company for the purchase or acquisition of the following property, viz. :—

Certain lands in the township of Stansty, in the parish of Wrexham, in the county of Denbigh, lying on the south westerly side of the Company's railway, at or near the point where the public highway leading from Stansty to Gresford and Rhos Robin is crossed by the Company's railway and the Great Western Railway on the level.

Certain land in the township of Gwersyllt, in the parish of Gresford, in the county of Denbigh, lying on the west side of the Company's railway between the junction of the Ffrwdd Branch of the Company's railway with the main line and the junction of the Company's railway with the branch railway leading to the Gwersyllt Colliery.

Certain lands in the parish of Northop, in the county of Flint, lying on the west side of the Buckley Railway, and on the south side of the Flint and Chester turnpike road near the point where that road crosses the branch of the Buckley Railway leading to the Chester and Holyhead Branch of the London and North Western Railway by means of a bridge.

Certain lands in the said parish of Northop, lying between the north side of the turnpike road leading from Flint to Chester, and the branch of the Buckley Railway which joins the Chester and Holyhead Branch of the London and North Western Railway.

Certain lands in the said parish of Northop on the west side of and adjoining the Buckley Railway and on the north side of and near the point where the road leading from Northop to Hawarden is carried over that railway by means of a bridge.

To vest in and appropriate for the purposes of the Company the sites of the portions of streets, roads, and footpaths proposed to be stopped up.

To authorize the levying of tolls, rates, dues, and other charges for and in respect of the use of the intended railways, dock, and works; to alter and vary authorized tolls, rates, and duties, and to confer exemptions from the payment of tolls, rates, and duties; and to confer, vary, alter, or extinguish other rights and privileges.

To make and maintain all embankments, locks, entrances, cuts, basins, gates, caissons, sluices, piers, quays, walls, jetties, wharves, roads, rails, railways, tramways, slips, landing places, warehouses, sheds, cranes, and other machinery, and other works and conveniences connected with the intended dock and other works which may be necessary or expedient.

To divert and impound water from the River Dee into the intended dock.

To dredge, scour and deepen from time to time the foreshore and bed of the River Dee for the purpose of forming and maintaining a means of access to the intended dock and the works connected therewith, and also from time to time to dredge, deepen and scour the bed or channel of the said river, and to remove and carry away and dispose of deposits of sand, silt and any

chalk, gravel or other obstructions to navigation therein.

To deviate laterally and vertically in the construction of the said intended works to such extent as may be defined on the plans and sections to be deposited as after mentioned, or as may be specified in the intended Act.

To cross, alter, stop up or divert temporarily or permanently, or otherwise interfere with any foreshores, roads, highways, ways, streets, railways, tramways, sewers, drains, navigations, rivers, canals, streams, watercourses, channels, conduits, cuts, pipes, embankments, telegraphs and telegraphic apparatus, gas works, water and other pipes, and other works of every description which it may be necessary or proper to cross, alter, stop up, divert or interfere with in the construction of any of the said railways, dock and works, and to vary or extinguish all rights or privileges connected with lands and houses, bed and foreshore, roads, streets, railways, sewers, or drains which would interfere with or prevent the construction or use of the said intended railways, dock, and works.

To enter upon, purchase, take and use temporarily or permanently, and either compulsorily or by agreement, all such lands, houses and other property and easements in or over the same, and over the bed and foreshore of the River Dee and other property, as may be necessary or convenient for the purposes of the proposed railways, dock, and works, and of the intended Act.

To authorise the Company to provide, erect, and maintain transit sheds, bonding or other warehouses, wharves and quays, and such other accommodations as they may consider expedient on or in connection with all or any of the railways, docks, harbours, landing places, or premises for the time being belonging to them, and also to purchase or take on lease warehouses for the reception, storing and warehousing of goods, wares, and merchandise, and to levy rates, dues, rents and charges for the use and occupation thereof, and of the docks, wharves, quays, sheds, and warehouses now and for the time being belonging to the Company, and to provide for the recovery of such rates, dues, rents and charges, and to authorise the Company to make rules and regulations by bye-laws or otherwise, as the Bill may provide, for regulating the said transit sheds and warehouses, and the receiving, storing, warehousing and delivery out of goods stored or received thereat.

To lease or grant the use or occupation of any warehouses, buildings, wharves, docks, harbours, yards, cranes, machines, or other property or conveniences now or at any time belonging to the Company, at such rates and upon such terms and conditions, and for such period as the Company may think fit.

To make provision for the management, use, regulation and protection of the existing and intended docks, railways, works, and conveniences of the Company and of the Buckley Railway Company, the regulation and control of shipping, persons, animals and goods, frequenting or using or approaching to or departing from the said docks, railways, works and conveniences, wharves and shipping places, the pilotage of shipping the appointment, regulation and dismissal of dock-masters, pilots and other officers, the passage and navigation, anchoring and lying of vessels, ships or craft along, or in the River Dee, and upon the bed and banks thereof, and so far as may be requisite to exclude, restrict, alter or modify existing jurisdictions, rights, powers and privileges over and affecting the River Dee or the navigation thereof in the neighbourhood of the said intended dock and works, and the existing

wharves and docks of the Company and of the Buckley Railway Company at Connah's Quay.

To authorise the appointment of officers, and making of bye-laws, and the imposition of regulations, penalties and restrictions for the purposes or with reference to any of the matters aforesaid.

To prescribe, regulate, and define the limits within which the dock masters and other officers to be appointed under the intended Act may exercise jurisdiction and make, give, and enforce regulations and directions.

To empower the Company and the London and North Western and Great Western Railway Companies, and any other Company or Companies, to enter and carry into effect contracts, agreements, and arrangements for or with reference to the construction, maintenance, working, and using, by either of the contracting parties of the railways, docks and works of the Company, or any part or parts thereof, and with reference to the regulation, management, collection, transmission and delivery of the traffic thereon or connected therewith, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profit arising therefrom, and the employment of officers and servants, and to confirm and give effect to any agreements which have been or may be made touching any of the matters aforesaid.

To constitute all or some of the intended railways, dock, and works, and any works, lands and property acquired under the powers of the intended Act, or some part or parts thereof, and either wholly or partially a separate undertaking, or separate undertakings, distinct from the rest of the undertaking of the Company, and to authorise the Company for the purposes of the intended Act to raise further money by the creation of new shares and stock, with or without preference, priority or guarantee in payment of interest, or dividend, or other rights or privileges attached thereto, and if thought fit in one or more classes, and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond, and by creation of debenture stock, and either as part of their general share and loan capital, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the intended railways, dock, and works, or any part thereof, and to provide that such separate undertaking or undertakings and its or their respective capital and revenues shall not be liable for, or chargeable with the mortgage debts or liabilities, or engagements of the Company incurred with respect to their other undertaking or undertakings, and to make provision with respect to the holding of separate meetings of the shareholders in the separate capital, and for the keeping of separate accounts, and to define, restrict, and regulate the rights and powers of shareholders, stockholders, mortgagees and others in reference to the intended railways, dock, and other works, with such other regulations and limitations as may be prescribed by the intended Act.

To change if thought expedient the name of the Company.

To vary or extinguish, exclude or modify, all rights, powers, privileges and jurisdictions inconsistent with the objects of the intended Act, and to confer other rights and privileges.

And the intended Act will incorporate with itself the provisions, or some of the provisions, of the following Acts, or some or one of them, viz.: "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Act, 1845,"

"The Lands Clauses Consolidation Amendment Act, 1860," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Harbours Docks and Piers Clauses Act, 1847;" and will alter, extend, amend, or repeal so far as may be necessary for the purposes of the intended Act all or some of the provisions of the Acts of Parliament (local and personal) following, viz.:—25 and 26 Vic., cap. 221; 27 and 28 Vic., cap. 234; 28 and 29 Vic., caps. 176 and 261; 29 and 30 Vic., caps. 38, 270, 358, and 359; 30 and 31 Vic., cap. 200; 32 and 33 Vic., cap. 153; 36 and 37 Vic., cap. 232, and all other Acts relating to the Company; 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North-Western Railway Company; 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company; 23 and 24 Vic., cap. 89, and all other Acts relating to the Buckley Railway Company; 24 and 25 Vic. cap. 32; 28 and 29 Vic., cap. 260; 29 and 30 Vic., cap. 87, and all other Acts relating to the Wrexham and Minera Railway Company; 6 Geo. 2, cap. 30; 14 Geo. 2, cap. 8; 14 and 15 Vic., cap. 87; 31 and 32 Vic., cap. 25, and all other Acts relating to the River Dee Company.

Duplicate plans and sections describing the lines, situations and levels of the intended railways, dock, roads, streets, and other works to be authorised by the intended Act and the lands, houses and other property, in or through which they will be made and maintained, and plans of the other lands and houses which will or may be taken under the powers of the Bill, 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, an Ordnance or published map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Denbigh at his office at Ruthin, with the Clerk of the Peace for the county of Flint at his office at Mold, and on or before the same day a copy of so much of the said plans, sections and books of reference as relates to each parish in or through which the railways, dock, roads, streets, and other works are to be made or maintained, or in which any lands, houses or other property which will or may be taken under the powers of the Bill are situate, and a copy of this Notice will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his residence.

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

Dated this 10th day of November, 1881.

Evan Morris, Wrexham, Solicitor for the Bill.

Wyatt, Hoskins and Hooker, 28, Parliament Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

Caledonian Railway.

(Additional Capital.)

Power 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 (here-

inafter called "the Bill") for the purposes following, that is to say:—

To empower the Caledonian Railway Company (hereinafter called "the Company") to raise, by the creation and issue of new Ordinary Shares and Stock, and new 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 defraying the expense of works executed and authorised to be executed, and of lands acquired and authorised to be acquired by the Company, and of improvements on the stations, sidings, working apparatus, and other parts of the undertaking of the Company, and of additional plant, and for other purposes of the Company, for which funds have not been provided, or for which the funds provided have proved insufficient.

To vary or extinguish any existing rights and privileges which might in any manner interfere with the object aforesaid, and to confer all powers, rights and privileges necessary or expedient for effecting that object, or in relation thereto.

To amend, and so far as necessary for the object aforesaid to repeal, the provisions of the Caledonian Railway Act, 1845, and of the several other Acts relating to or affecting the Company or their Shareholders, or the undertakings belonging to or held in lease or worked by them in whole or in part, and any other Acts recited in any of those Acts.

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, 1881.

Geo. Jackson, Glasgow.

Grahames and Currey, 30, Great George Street, Westminster.

In Parliament.—Session 1882.

Somerton Junction Railway.

(Incorporation of Company; Construction of Railways between Langport and Castle Cary and Evercreech; Working and Traffic Agreements and Facilities; Compulsory Purchase of Lands, 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 the following purposes, or some of them, viz.:—

To incorporate a Company in this notice called "The Company"; and to enable the Company to make and maintain the railways in the county of Somerset hereinafter described, or some part or parts thereof, with all needful stations, approaches, works, and conveniences connected therewith respectively, that is to say:—

1.—A Railway (No. 1) commencing in the parish of Huish Episcopi by a junction with the Durston and Yeovil Branch of the Great Western Railway, at a point distant 460 yards or thereabouts, measured in a south-easterly direction along the railway from the centre of the bridge carrying the public road from Langport to Curry Rivell over the said branch railway, thence passing from, in, through, or into the parishes, townships, and places of Huish Episcopi, Muchelney, Long Sutton, Somerton, Kingsdon, Charlton Mackrell, Charlton Adam, Keinton Mandeville, Bab Cary, East Lydford, Wheat-hill, Lovington, Alford, and Castle Cary, and terminating in the parish of Castle Cary at a point in the field numbered 598 on the tithe map of the last-mentioned parish, such point being distant 193 yards or thereabouts,

measured in a west-north-westerly direction from the gateway leading into the said field from Dimmer-lane, and 612 yards or thereabouts, measured in a south-westerly direction from the ruined toll-house known as Clanville Gate.

2.—A Railway (No. 2) commencing in the parish of Castle Cary at the termination of Railway No. 1 before described, thence passing from, in, through, or into the parishes, townships, and places of Castle Cary and Almsford, otherwise Ansford, and terminating in the last-mentioned parish by a junction with the Wilts, Somerset, and Weymouth line of the Great Western Railway Company at a point distant 270 yards or thereabouts, measured in a south-westerly direction along the said line, from the signal box near the south-west end of the down platform of the Castle Cary Station.

3.—A Railway (No. 3) commencing in the parish of Castle Cary at the termination of Railway No. 1 before described, thence passing from, in, through, or into the parishes, townships, and places of Castle Cary, Almsford otherwise Ansford, Lamyatt, Ditcheat, and Evercreech, and terminating in the said parish of Evercreech by a junction with the Somerset and Dorset Railway at a point distant 30 yards or thereabouts, measured in a south-easterly direction along the railway from the centre of the public road leading from Castle Cary to Shepton Mallet, where that road is crossed by the centre line of the said railway on the level near to the Evercreech Junction Station.

To enable the Company to cross, divert, alter, or stop up, temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines and levels of the intended railways shown on the plans and sections hereinafter mentioned to such an extent as may be prescribed by the Bill; to purchase lands, houses, and other property, compulsorily and by agreement, for the purposes of the intended railways and works, and any rights or easements in or over such lands, houses, and property; to levy tolls, rates, and charges in respect of the use of the intended railways and works, and the conveyance of traffic thereon; to alter existing tolls, rates, and charges; to grant exemptions from the payment of tolls, rates, and charges; and to exercise other rights and privileges.

To enable the Company, on the one hand, and the Great Western Railway Company, the London and South Western Railway Company, and the Midland Railway Company, or any one or more of those Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part of parts thereof, and the supply of rolling and working stock and plant, and of officers and servants, for the conduct and conveyance of the traffic on the intended railways, the payments and allowances to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, conveyance, and transmission of traffic coming from, or destined for, the undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and the Bill will confirm any agreement already made or which previously to the passing

thereof may be made touching any of the matters aforesaid.

The Bill will require the Great Western, London and South Western, and Midland Railway Companies respectively; to receive, book through, forward, accommodate, and deliver on, over, and from their respective railways all traffic of whatever description, coming from, or destined for, the undertaking of the Company, and to afford all usual and necessary facilities for such traffic.

The Bill will vary or extinguish all such rights and privileges as may interfere with the objects thereof, or any such agreements as aforesaid, and 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 Clauses 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 some of the provisions of the local and personal Acts following, viz.:—5 and 6 William IV, cap. 107; 6 and 7 William IV, cap. 38; 39 and 40 Victoria, cap. 74, and of any other Acts relating to the Great Western Railway Company or their undertaking; 4 and 5 William IV, cap. 88, and of any other Acts relating to the London and South Western Railway Company or their undertaking; 6 and 7 William IV, cap. 107; 7 William IV; and 1 Victoria, cap. 23, and of any other Acts relating to the Midland Railway Company or their undertaking.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways and works, 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 30th of the present month of November, be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office, at Wells, in that county, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish, in or through which any part of the intended railways will be made, or in which any lands, houses, or other property intended to be taken are situate, and 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 clerk of some adjoining parish at his residence.

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

Dated this 13th day of November, 1881.

Dunn and Payne, Frome, Solicitors.

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

In Parliament.—Session 1882.

Maidstone and Ashford Railway.

(Construction of Deviation and Branch Railways; Abandonment of parts of authorised Line rendered unnecessary by proposed Deviations; Additional Lands; Substitution of open Cutting for portion of Tunnel in the parish of Maidstone; New Road at Maidstone; Stopping up portion of Station Road at Maidstone and Vesting of Site thereof; Agreements with Corporation of Maidstone; Tolls; Amendments of Acts.)

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

ensuing session for an Act for all or some of the following purposes:—

To authorize the Maidstone and Ashford Railway Company (hereinafter called "the Company") to make and maintain the deviation and branch railways, street or road, and other works hereinafter described, or some of them, or some part thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications connected therewith respectively (that is to say):—

1. A deviation railway wholly situate in the parish of Maidstone, commencing by a junction with the London Chatham and Dover Railway at the commencement of Railway No. 1, authorized by the Maidstone and Ashford Railway Act, 1880 (hereinafter called the Act of 1880), and described in section 5 of that Act, and terminating at or near the west side of Camden-street by a junction with the said authorized Railway No. 1 at a point marked and measured 1 furlong and 6½ chains, or thereabouts, from the commencement of that railway, on the plans of that railway deposited with the Clerk of the Peace for the county of Kent with reference to the Act of 1880.
2. A deviation railway commencing in the parish of Maidstone by a junction with the said authorized Railway No. 1, at a point marked and measured 4 furlongs and 2 chains, or thereabouts, from the commencement of that railway, on the plans of that railway deposited with the Clerk of the Peace for the county of Kent, with reference to the Act of 1880, and terminating in the parish of Boxley by a junction with the said authorized Railway No. 1 at a point marked and measured 1 mile 1 furlong and 4 chains, or thereabouts, from the commencement of that railway, on the plans of that railway deposited with the Clerk of the Peace for the county of Kent, with reference to the Act of 1880.
3. A branch railway, about 4½ chains in length, wholly situate in the parish of Ashford, commencing by a junction with the said authorized Railway No. 1, at the termination of that railway at or near and on the west side of the road leading from the Ashford Gas Works to the town of Ashford, and 2 chains, or thereabouts, north of the bridge which carries the South Eastern Railway over that road, thence proceeding in an easterly direction, nearly parallel to the South Eastern Railway, to and terminating at or near the western side of the Cattle Market at Ashford.
4. A new street or road wholly situate in the parish of Maidstone, commencing on the west side of Week-street, opposite or nearly opposite the north-west corner of the Roman Catholic Chapel, at or near the property numbered 12 in that parish on the plans deposited with the Clerk of the Peace for the county of Kent with reference to the Act of 1880, and terminating on the east side of Station-road at or near the south-west corner of the property numbered 8 in the said parish on the said plans deposited as aforesaid.

The said intended deviation and branch railways, new street or road and works, will pass from, in, through, or into, or be situate within the parishes and extra-parochial and other places following, or some of them (that is to say): Maidstone, Boxley, and Ashford, all in the county of Kent.

To empower the Company on and after the

completion of the intended new street or road, and the opening thereof for public traffic, to stop up and discontinue as a public highway so much of the Station-road in the said parish of Maidstone as extends in a northerly and easterly direction from the western end of the intended new street to the junction of Station-road with Week-street, at the north-east corner of the Victoria Hotel, and to make provision for vesting in the Company, or in the London, Chatham, and Dover Railway Company, the site and soil of the portion of road so stopped up as aforesaid, or some part thereof.

To provide for vesting in the Corporation of Maidstone or in that Corporation acting as the Urban Sanitary Authority of Maidstone, the intended new street or road or some portion thereof, on and after the completion thereof, and to empower the Company on the one hand and the said Corporation or the said Urban Sanitary Authority on the other hand, to enter into and carry into effect contracts, agreements, or arrangements with respect to the said intended street or road.

To purchase by compulsion or agreement lands and buildings for the purposes of the intended Act, also to purchase by compulsion or agreement for the general purposes of the Company's undertaking and works connected therewith the lands, houses, and buildings following (that is to say):—

Certain lands, houses, and buildings in the parishes of Thornham and Bearsted, extending throughout for a distance of 3 chains, or thereabouts, to the south of the southern limit of deviation between the point marked and measured from the commencement of the Railway No. 1, authorized by the Act of 1880, 2 miles 4 furlongs and 3 chains, and the point marked and measured 2 miles and 7 furlongs on the plans of that railway deposited with the Clerk of the Peace for the county of Kent with reference to the Act of 1880.

Certain lands, houses, and buildings in the parish of Harrietsham, extending throughout for a distance of 3 chains, or thereabouts, to the south of the southern limit of deviation, between the point marked and measured from the commencement of the said authorized Railway No. 1, 7 miles 4 furlongs and 7 chains, and the point marked and measured 7 miles 5 furlongs and 3 chains on the plans of that railway deposited as aforesaid.

To substitute an open cutting for so much of the tunnel in the parish of Maidstone, shown on the plans deposited with the Clerk of the Peace for the county of Kent, with reference to the Act of 1880, as extends from a point marked and measured from the commencement of the Railway No. 1, authorized by the Act of 1880, 2 furlongs and 4 chains, to a point marked and measured 3 furlongs and 3 chains on the said plans deposited as aforesaid.

To cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footways, ways and rights-of-way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and watercourses which it may be necessary to cross, stop up, alter, or divert for the purposes of the intended Act.

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

To enable the Company to apply to the pur-

poses of the intended Act any capital or funds now or hereafter belonging to them or under their control.

To authorize the Company to abandon so much of the Railway No. 1 authorized by the Act of 1880 as will be rendered unnecessary by the construction of the deviation railways above described to be authorized by the intended Act.

To apply to the undertaking of the Company, as varied by the intended Act, all or some of the powers and provisions of the Maidstone and Ashford Railway Act, 1881.

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

To alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions, or some of them, of the Maidstone and Ashford Railway Act, 1880, and the Maidstone and Ashford Railway Act, 1881.

Maps, plans, and sections relating to the objects of the intended Act, with books of reference to such plans and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and a copy of so much of the said plans, sections, and books of reference as relates to any parish or extra-parochial place, together with a copy of this notice, will be deposited for public inspection with the parish clerk of such parish at his residence; and in the case of an extra-parochial place, with the parish clerk of some adjoining parish at his residence; and all such deposits will be made on or before the 30th day of November instant.

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 15th day of November, 1881.

John White, Victoria Station,

J. B. Stephens, Maidstone,

Solicitors for the Bill.

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

In Parliament.—Session 1882.

British Electric Light Company (Limited).

(Power to Company to break up Streets, and to erect, lay down, provide and maintain Wires and other apparatus, and to acquire Lands and other property and rights; Powers to Corporations and other Authorities and Companies and agreements with them; Power to demand and recover rents and charges, &c.; and to make Regulations as to Fittings, &c.; Power to acquire and use Patent and other Rights, and to sell or sublet same; Dissolution and re-incorporation of Company.)

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

To authorise and empower the British Electric Light Company, Limited (in this notice called "the Company"), for the purpose of supplying electric light for public and private purposes, and of supplying electricity, electric currents, or other similar agency as a motive or heating power, or for any other purpose whatever for which it is or may become applicable, to enter upon, break up, open, and interfere with streets, roads, public places, ways, footpaths, railways, canals, towing paths, navigations, rivers, streams, bridges, culverts, sewers, gas and water mains

and pipes, and telegraph and pneumatic tubes and pipes, and to lay down, set up, maintain, renew, or remove pipes, tubes, wires, posts, and apparatus for enabling the Company to light streets, thoroughfares, docks, public places, public and private buildings, mines, ships, and other places, houses, and things by means of electricity or electric currents, and to supply electricity or electric currents or other similar agency for lighting purposes, and also as a motive or heating power, or for any other purpose whatever for which it is or may become applicable; and to confer on the Company all necessary and proper powers to enable them to supply electric light or electricity or electric currents or other similar agency for lighting, or as a motive or heating power, or for any other purpose whatever for which it is or may become applicable.

To authorise and empower the Company for the purpose of supplying electric light or electricity, or other similar agency, as a motive or heating power, or for any other purpose for which it is or may become applicable, to place, carry, lay down, and convey over, under, or against any lands, houses, or buildings, posts, tubes, wires, or other machinery or apparatus, and to acquire, erect, use, and work steam, water, gas or other engines, machinery, or power for producing electric light or electricity, or other similar agency for the purposes of light, or as a motive or heating power, or for any other purposes for which the same is or may become applicable.

To enable the Company to purchase and hold, acquire or take on lease any lands, or interests, or easements in land, and to acquire, work, and use patents or licenses for patents for the working or producing of electric light or heat, or motive power, and generally to have all such powers and do all such things as shall be necessary to enable them to supply electric light or heat or motive power.

To enable the Company, on the one hand, and any Corporation, Vestry, Guardians, District Board, Local Board of Health, and the trustees of any turnpike or other road, or other local or sanitary, or road authority, and any Railway, Dock, Canal, or other Company, on the other hand, to enter into and carry into effect or rescind contracts or agreements for authorising and empowering the Company to enter upon and break up streets, roads, public places, ways, footpaths, railways, canals, towing paths, navigations, rivers, streams, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, and to lay down, set up, maintain, renew, and remove pipes, tubes, wires, posts, and apparatus for the lighting of any streets, thoroughfares, docks, public places, public and private buildings, mines, ships, and other places, houses, and things by electricity, and to confer upon such Corporation, Vestry, Guardians, District Board, Local Board of Health, trustees, or other local or road authority, and any Railway, Dock, Canal or other Company, all necessary powers in that behalf, and to enable them to apply for the purposes of any such contracts or agreements their respective funds, revenues, and rates, and any moneys which they are from time to time authorised to raise, borrow, or levy under any Act of Parliament or otherwise, and, if thought expedient, to authorise such Bodies, Authorities, and Companies to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed by the intended Act to be conferred upon the Company, and

To authorise the Company to demand, collect,

and recover rates, rents, and charges for the supply of the electric light or heat, and the supply of electricity or other similar agency as a motive power, or for any other purpose for which it is or may become applicable; and to sell and let the necessary dynamo-machines, electro-machines, batteries, fittings, plant, apparatus, engines, and machinery for the supply and use of the electric light or heat, and of electricity or other similar agency as a motive power, or for any other purpose for which it is or may become applicable.

To empower the Company from time to time to make, alter, and rescind, regulations and by-laws for, or relating to, the use, misuse, or waste of electricity, or electric currents, or electric light or heat, or motive power, and to impose and recover penalties for the breach of any such regulations or by-laws; and to authorise the Company, their officers, servants, and workmen, to enter upon lands, buildings, and other premises, and to examine any machines, batteries, fittings, plant, apparatus, engines, and machinery supplied by them, and any meters or other instruments used for determining the quantity or amount of electricity, or of electric light or heat, or motive power supplied or used, and to execute such works and to do such things as shall be necessary for the regulation or prevention of such use, misuse, or waste.

To impose and recover penalties for the tampering or fraudulently interfering with any such machines, batteries, fittings, plant, apparatus, engines, or machinery, or any such meters or other instruments.

To authorise the Company to sell or let any patents, or other rights and privileges now enjoyed by them, or which they may hereafter acquire, or which may be conferred upon them by the intended Act, or to grant licenses to use the same.

To incorporate with the intended Act all or some of the clauses and provisions of the Gas Works Clauses Act, 1847, and the Telegraphs Act, 1863, with such alterations or amendments thereof as may be found desirable.

To alter, vary, or extinguish all rights and privileges which would or might prevent or interfere with any of the objects aforesaid being carried into effect, and to confer all other rights and privileges necessary or expedient for carrying into effect the objects of the intended Act, or in relation thereto.

The powers and provisions of the intended Act will either be conferred upon or be made applicable to the Company, as at present constituted, or if found necessary or desirable that Company will be dissolved, and the shareholders therein re-incorporated either with or without other persons or bodies under the provisions of the intended Act, and in such event the powers and provisions of the intended Act, as well as the other or some of the other powers now exercisable by the Company, or necessary for carrying out the objects and purposes of their incorporation as defined by their Memorandum and Articles of Association, will be conferred upon the new Company, and the said Memorandum and Articles will be cancelled, annulled, or altered.

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

Dated this 12th day of November, 1881.

Wilson, Bristows, and Carpmael, 1, Copthall Buildings, London, E.C., Solicitors for the Bill.

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

In Parliament—Session 1882.

Forth Bridge Railway.

(Deviation Railway in substitution of Railway No. 1, authorised by Forth Bridge Railway Act, 1873; Alteration and Amendment of Railways Clauses Consolidation (Scotland) Act, 1845, with reference to Lateral and Vertical Deviations and Alteration and Substitution of roads, compulsory Purchase of Lands, &c.; Variation of Section 90 of Lands Clauses Consolidation (Scotland) Act, 1845; Tolls; Abandonment of Railways 1, 2, 3, and 4 of the Act of 1873; Release of and otherwise dealing with Deposit; Extension of Time for Compulsory Purchase of Lands and Completion of Railways authorised by Act of 1873; Transfer to North British Railway Company of Railways Nos. 2 and 3 of the Act of 1873; Power to North British Company to raise Capital; Defining Undertaking of Company and application of Company's Acts, thereto; Provisions as to maintenance and repair of Railway and Bridge; Additional Capital, Powers to Company and provisions relating to Capital, Repeal or alteration of Sections 8, 9, 10, 11, 12, and 13 of Forth Bridge Railway Act, 1878, as to Tolls and Traffic, further provisions as to Tolls and Traffic, Fund for upholding Bridge, Repeal or alteration of Sections 21, 23, 24, and 25 of Act of 1878, with reference to Application of Surplus Revenues of the Company, Borrowing Powers of Company under the Act of 1873, as to Payment of Interest on Calls paid previous to opening of Railway, and Interest on Calls and further Provisions as to these matters, Repeal and Alteration of Sections 19 and 20 of the Act of 1878, as to Guarantee of North British, Midland, North Eastern, and Great Northern Railway Companies, Arrangements as to traffic of these four Companies over Railway of Company, Repeal, &c., of Section 10 of the North British Railway (Fife Railways) Act 1876, and other provisions of that Act, Power to the above-mentioned four Companies to run over and use Railway, and Amendment of Sections 5, 6, and 7 of the Act of 1878, Powers to the Midland, North Eastern, and Great Northern Railway Companies and the Company to run over and use parts of North British Railways and the Inverkeithing Station, Powers to the four before mentioned Companies to contribute Money and guarantee Interest and Dividends on Capital of Company, and to raise Money, Working Agreements with those Companies, Alteration as to the Number, &c., of Directors of the Company, Power to those Companies to appoint Directors, Confirmation of Agreements, Incorporation of Acts, 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 all or some of the following objects, powers, and purposes (that is to say):—

1. To empower the Forth Bridge Railway Company (hereinafter called "the Company,") to make and maintain the railway, and to execute the works and acquire the lands (in which term in this notice houses and buildings are included), and to exercise the powers following, or some of them (that is to say):—

To make and maintain the deviation or substituted railway, and other works hereinafter described, or such part thereof as the Bill will define, with all needful stations, sidings, roads approaches, works, and conveniences connected therewith respectively (that is to say):—

No. 25040.

I

A deviation railway or railway in substitution of the railway authorised by the Forth Bridge Railway Act, 1873 (in this notice called "the Act of 1873"), and in that Act called "Railway No. 1" (which last-mentioned railway is in this notice called "Railway No. 1"), commencing in the parish of Dalmeny, in the county of Linlithgow, by a junction with the Queensferry branch of the North British Railway at a point on that branch 120 yards, or thereabouts, measured along that branch northward of the north end of the booking-office of the Dalmeny Station on that branch, crossing by a bridge the Firth of Forth, and terminating in the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, in the county of Fife, by a junction with the Dunfermline and Queensferry branch of the North British Railway at a point on that branch 250 yards, or thereabouts, measured along that branch northward of the north-end of the booking-office of the Inverkeithing station on that branch railway.

Which said deviation or substituted railway and works will be situate in, or be made or pass from, in, through, or into the parishes or places hereinafter mentioned, or some of them, or some part or parts thereof respectively (that is to say): the parishes of Dalmeny and South Queensferry, the royal burgh of South Queensferry, all in the county of Linlithgow, the bed and soil of the Firth of Forth, and the island of Inchgarvie (the said bed and soil of the Firth of Forth, and the island of Inchgarvie being in or adjacent to the said parish of Dalmeny, in the county of Linlithgow, or in or adjacent to the parish of Dunfermline, in the county of Fife, or in or adjacent to the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, in the county of Fife), and the parishes of Dunfermline, Inverkeithing, otherwise Inverkeithing and Rosyth, and royal burgh of Inverkeithing, all in the county of Fife.

2. To authorise the Company to deviate laterally from the lines of the intended railway and other works to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the Bill, or sanctioned by Parliament, and also to deviate from the levels shown on the sections to be deposited as hereinafter mentioned to such extent as may be provided by the Bill or sanctioned by Parliament, whether beyond the limits allowed by "The Railways Clauses Consolidation (Scotland) Act, 1845," or otherwise and 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 sixteenth section of "The Railways Clauses Consolidation (Scotland) Act, 1845."

3. To empower the Company to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all turnpike and other roads, lanes, streets, highways, alleys, courts, squares, passages, footpaths, railways, tramways, bridges, wharves, quays, landing-places, drains, sewers, navigations, rivers, canals, streams, watercourses, aqueducts, culverts, subways, pneumatic tubes, gas, water, telegraph, electric, and other pipes, telegraphs, telegraphic and electric posts, wires, and pipes, and other apparatus and works of every description within the parishes and places hereinbefore mentioned, and the bed and soil of the Firth of Forth, and the island of Inchgarvie, or any of them, as it may be necessary or convenient to cross, open, or break up, alter, stop up, or interfere with a con-

structing, maintaining, or using the intended railway and works, or for any of the purposes of the Bill.

4. To repeal, vary, or alter, some of the provisions of "The Railways Clauses Consolidation (Scotland) Act, 1845," relating to the limits of lateral and vertical deviation, and to alterations of roads and substitution of roads in lieu of altered roads.

5. To empower the Company to enter upon, purchase, take; and use, by compulsion, and also by agreement, and to hold lands, houses, and other property, and the bed and soil of the Firth of Forth, and the island of Inchgarvie, in the parishes and places aforesaid, or any of them, for the purposes of the intended railway and works, and of the Bill, and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, and other property to be so purchased or taken.

6. To authorise the Company to purchase by compulsion or agreement so much only as may be required of any house, building, manufactory, or other premises proposed to be taken under the powers of the Bill without being required or compelled to purchase the whole of such house, building, manufactory, or other premises, and to vary for the purposes of the Bill the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," with respect to purchasing the whole of any house, building, or manufactory, especially section 90 of that Act.

7. To empower the Company, and the North British Railway Company, the Midland Railway Company, the North Eastern Railway Company, and the Great Northern Railway Company (in this notice called the four Companies), or any one or more of them, to demand, levy, take, and recover tolls, rates and charges for or in respect of the use of the intended railway and works, or any part or parts thereof, and for or in respect of the portion of railway station and works of the North British Railway Company which it is proposed to authorise the Company, and the Midland Railway Company, the North Eastern Railway Company, and the Great Northern Railway Company (in this notice called the three Companies), or one or more of them, to run over, work, and use as hereinafter mentioned: to alter the tolls, rates, and charges now authorised to be taken on or in respect of the said portion of railway, station, and works, or any of them: and of the intended railway, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively.

8. To enable the Company to relinquish and to abandon the construction of the several railways and works authorised by the Act of 1873, or some or one of them (that is to say):

The railways in that Act referred to as Railway No. 1, which will be rendered unnecessary by the construction of the intended railway hereinafter described, and for which the intended railway is to be substituted, and the railways in that Act referred to as Railway No. 2, Railway No. 3, and Railway No. 4.

9. To provide for the release and repayment out of the Court of Exchequer in Scotland of the money deposited as mentioned in Section 28 of the Act of 1873, or some part thereof, or to make applicable and apply to the intended railway proposed to be authorised by the Bill, and to the purposes of the Bill, the whole or some part of that money, and to make such other provisions with respect to that money, or some part thereof, as the Bill will provide or Parliament may sanction.

10. To extend the respective times limited by "The Forth Bridge Railway Act, 1879" (in this notice called "The Act of 1879") for the compulsory purchase of lands for, and for the completion of the railways authorised by the Act of 1873, or one or more of those last-mentioned Railways, or any part or parts thereof respectively, and to confer on the Company and on the North British Railway Company, or either of them, all necessary powers with reference thereto.

11. To transfer to and vest in the North British Railway Company all or some of the powers conferred on the Company by the Act of 1873, and the other Acts hereinafter mentioned relating to the Company for the construction of the railways authorised by the Act of 1873, and therein and in this notice referred to as Railway No. 2 and Railway No. 3, or either or them, together with the powers, rights, privileges, and authorities, and the duties and liabilities conferred or imposed by the same Act and the other Acts hereinafter mentioned relating to the Company upon and vested in the Company with respect to the construction, use, working, and maintenance of the said Railway No. 2 and Railway No. 3, or either of them, and all lands and other property, duties, debts, and liabilities, and all other their undertaking so far as regards those railways, or either of them, and the benefit of all contracts and enactments relating to such construction, use, working and maintenance, and among them the power of purchase and taking land compulsorily, of executing works, and of levying tolls, rates, and charges, and so as to enable the North British Railway Company to act in all respects with reference to the construction of the said Railway No. 2 and Railway No. 3, or either of them, and the other matters hereinbefore mentioned, as fully and effectually to all intents and purposes as if the powers contained in the said Acts had been originally conferred on that Company; for such considerations and upon such terms and conditions as may be or may have been agreed upon, or as the Bill will define or Parliament may sanction, and to enable the Company and the North British Railway Company to enter into and carry into effect any agreement with reference to the matters aforesaid, and to confirm any agreement which has been made or may, prior to the passing of the Bill, be made with reference to the matters aforesaid.

12. To authorise the North British Railway Company for the purpose or any of the purposes last hereinbefore mentioned with respect to the said Railway No. 2 and Railway No. 3, or either of them, to apply any capital or funds now belonging to them, and to raise additional moneys by the creation and issue of new shares or stock in their undertaking, with or without preference or priority, in payment of dividends or interest, or other rights or privileges attached thereto, over their existing and authorised capital, and by borrowing on mortgage or bond, and by creating and issuing debenture stock, and by any of those means, and if need be to transfer to, and vest in the North British Railway Company the capital applicable to or created and issued by the Company on the guarantee of the North British Railway Company in respect of the said Railway No. 2 under the "North British (Fife Railways) Act, 1876," and to provide for the payment by the North British Railway Company of interest or dividend on that capital, and to alter or amend the last mentioned Act, particularly Section 10 of that Act.

13. To define the undertaking of the Company, and to provide that the intended railway and

works hereinbefore described, or so much thereof as may be sanctioned by Parliament, with or without the railways authorised by the Act of 1873, or any of them, or any part or parts thereof respectively, shall constitute the undertaking of the Company, and to make applicable to and to apply to that undertaking all or some of the powers and provisions with or without alteration or modification of the Act of 1873 and the several Acts hereinafter mentioned relating to the Company, and to provide that the intended railway and works hereinbefore described shall, for the purposes of tolls and charges and running powers, and for all purposes whatsoever, be the undertaking of the Company as if it had been authorised by the Act of 1873, or otherwise, as the Bill may provide or Parliament may sanction.

14. To make provision for the maintenance and repair of the intended railway, and of so much of the intended railway as consists or will consist of the bridge over the river or Firth of Forth, and to alter and amend and to make applicable to and to apply to the intended railway and the said bridge, with or without modification, the provisions of sections 5 and 16 of "The Forth Bridge Railway Act, 1878" (in this notice called the Act of 1878), or to make such other provisions with reference to the matters aforesaid as the Bill may provide or Parliament may sanction.

15. To alter and regulate the capital of the Company, and to empower the Company to raise further moneys for the purposes of the Bill and of their undertaking, or otherwise for the general purposes of the Company, by the creation and issue of new shares or stock with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing, and by the creation of debenture stock, or by any of those means, and also to apply to all or any of such purposes any capital or funds belonging to them or under their control, or which they have power to raise, and, if need be, to reduce the capital of the Company to the extent of the capital applicable to or created and issued by the Company in respect of the before-mentioned Railway No. 2, and Railway No. 3, and Railway No. 4, or either or any of them.

16. To repeal, or alter, or amend the following sections of the Act of 1878:—Sections 8 and 9, as to payment by the North British Railway Company for portions of certain traffic, and other provisions as to that traffic; section 10, with respect to payment by the North British Railway Company in respect of tolls for traffic; section 11, as to provisions as to diverted traffic; section 12, as to proportion of through rates to be credited to the North British Railway Company; and section 13, as to division of through charges on Company's line in connection with other Companies, and to make applicable to and to apply those sections, or any of them, with or without modification, to the intended railway and undertaking of the Company, or to authorise the Company and the four Companies, or any one or more of them, to enter into agreements for the carriage on the railway of the Company of the traffic of the four Companies, or any one or more of them, or any portion thereof, for a fixed or commuted annual sum or sums instead of the ordinary tolls, rates, and duties, and to confirm any agreements made or to be made with reference to such matters, and to make such other provisions with reference to the several matters referred to in those sections as the Bill may provide or Parliament may sanction.

17. To repeal, or alter, or amend sections 19 and 20 of the Act of 1878 as to the guarantee to be given by the four Companies to the Company

to make up deficiency in the income of the Company, and to make provision for the payment to be made by the four Companies, or any one or more of them, in respect of such deficiency, and the repayments to be made by the Company, and to make such other provisions with respect to the matters aforesaid, and the several matters referred to in that section, as the Bill may provide or Parliament may sanction.

18. To amend, alter, or repeal, or to re-enact, with such alterations as may be deemed expedient, section 21 of the Act of 1878, relating to the application of the surplus revenues of the Company, and to provide for the establishment of a fund towards or otherwise provide for the upholding and repairing that portion of the intended railway which consists of the bridge over the river, or Firth of Forth, out of the surplus revenue referred to in that section, or out of such other funds, and in such manner as the Bill may provide or Parliament may sanction, and to make other provisions in lieu of those contained in that section with reference to the surplus revenue therein referred to, and to make provision with respect to the surplus revenue of the Company, and to make such other provisions with reference to the matters aforesaid, as the Bill may provide or Parliament may sanction.

19. To repeal, or alter, or amend section 23 of the Act of 1878, as to the consent of the shareholders of the Company to the exercise of the borrowing powers of the Company, and, if need be, to make such other provisions with reference thereto as the Bill may provide or Parliament may sanction.

20. To alter, amend, or repeal, or to re-enact with such alterations as may be deemed expedient, section 35 of the Act of 1873, and section 25 of the Act of 1878, and section 24 of the Act of 1878, as to payment of interest out of capital or revenue on calls paid previous to the opening of the bridge, to authorise the payment of interest or dividends out of capital on calls paid previous to the opening of the railway, and to apply for that purpose all or any part of the premiums received and to be received by the Company, on the issue of their shares or stock, debentures or debenture stock, and to alter and amend the trust or trusts on which such premiums are now invested and any deed or deeds relating thereto, and to vary and alter the amount of interest or dividend fixed by such deed or deeds, and to make such other and further provisions with respect to the matters therein referred to, and the application of the moneys thereby authorised to be applied to payment of interest on capital during the construction of the works authorised by the Act of 1873, and the other Acts relating to the Company, as the Bill may provide or Parliament may sanction.

21. To repeal, or alter, and amend section 10 of "The North British Railway (Fife Railways) Act, 1876," and the other provisions of that Act which relate to the Company, and the powers conferred on the Company and the North British Railway Company with respect to or in connection with the undertaking of the Company.

22. To make provision for regulating the passage of ships and vessels under the said bridge over the River or Firth of Forth, and the passage of traffic over the said bridge, and to confer all requisite powers on the Company with reference to those matters, and such other powers with reference thereto as the Bill may prescribe or Parliament may sanction.

23. To empower the four Companies, or one or more of them, and any Company or persons f

the time being lawfully working or using the railways of the four Companies, or any of them, or any part thereof, by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates or other payments 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 or not in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the intended railway, together with all 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 therewith, and so far as may be requisite for the purposes aforesaid and other the purposes of the Bill, to alter, amend, extend, and enlarge Sections 5, 6, and 7 of the Act of 1878, relating to the working of the railway by the North British Railway Company, and the running powers conferred on the three companies, the Midland, North Eastern, and Great Northern Railway Companies.

24. To empower the Company, and the three Companies, or one or more of them, and any Company or persons for the time being lawfully working or using the railways of the three Companies, or any of them, or any part thereof, by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates or other payments 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 own or other engines, carriages, and waggons, officers, and servants, whether or not in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, so much of the present and future railways of the North British Railway Company as are or may be situate between the termination of the intended railway and Dundee and Perth respectively, and between that termination and Inverkeithing station, or some part or parts of said railways, together with the said Inverkeithing station, and all 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 therewith, and so far as may be requisite for the purposes aforesaid and other the purposes of the Bill, to alter, amend, extend, and enlarge Sections 5, 6, and 7 of the Act of 1878, relating to the working of the railway by the North British Railway Company, and the running powers conferred on the three Companies, the Midland, North Eastern, and Great Northern Railway Companies.

25. To provide for the regulation, maintenance, working, and use of the before-mentioned portions of the North British Railway and the Inverkeithing Station by the Company and the three Companies, and the demanding, levying, taking, and recovery of rates, tolls, and charges for or in respect of the said portions of railway and station by the Company and the three Companies, or any one or more of them, and to enable the North British Railway Company, on the one hand, and the Company and the three Companies, or any one or more of them, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the several matters aforesaid, and the regulation and otherwise dealing with the traffic on the said portions of railway and station, and the tolls, rates, and charges in

respect thereof, and to confirm and give effect to any agreement or agreements already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

26. To authorise and require the four Companies, or any one or more of them, previous to the opening of the intended railway, or after the opening, or both, to contribute and pay, or otherwise guarantee to the Company, such annual or other payments, and in such proportions as have been agreed upon between them and the Company, or may, previous to the passing of the Bill, be agreed upon, and to provide in certain circumstances for the repayment of such contributions and payments, and guarantee moneys, and to make such other provisions with respect to the several matters aforesaid as the Bill may provide or Parliament sanction.

27. To provide for the regulation, maintenance, working, and use of the railway of the Company by the four Companies, or any one or more of them, and to empower the Company on the one hand, and the four Companies, or any one or more of them, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of the railway and undertaking and works of the Company 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 undertakings of the contracting Companies, or any or either of them; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective undertakings and works of the contracting Companies, or any 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 others or other of them; the employment of officers and servants, and the appointment of joint Committees for carrying into effect any objects or provisions of any such contracts, agreements, or arrangements, or of the Bill, and to sanction and confirm any agreements which have been or may be made touching any of the matters aforesaid, and to empower the four Companies, or any one or more of them, to subscribe or contribute towards the construction and maintenance, in whole or in part, of the railway and works of the Company; and to pay or guarantee interest on calls paid previous to the opening of the railway, and after the opening or otherwise, such interest, dividends, annual or other payments in respect of the moneys expended or to be expended in the construction of the said railway and works, or any part thereof, or other the expenses of the Company, as may be agreed upon between the four Companies, or any one or more of them, and the Company, and to subscribe to and take and hold shares in the capital of the Company, and either to contribute and pay to the Company such annual or other sums, or to guarantee the dividends on the shares or stock of the Company to such an amount as may be agreed upon, or to make provision for setting aside a fund or funds to guarantee or provide for interest on the mortgages, debentures, debenture stock, and dividends on the shares and stock of the Company, or any part thereof, in such manner and to such extent as the Bill may provide or Parliament may sanction, and to provide for the payment of interest on the calls on

the capital of the Company prior to the opening of the railway, and to apply to the purposes aforesaid, or any of them, any capital or funds now belonging, or which may hereafter respectively belong, to the Company or to the four Companies, or any or either of them, or be under the control of their respective directors, and to authorise the four Companies, or any of them, to raise, if they respectively shall think fit, additional moneys for these purposes, or any of them, or for any of the purposes of the Bill, by the creation and issue of new shares or stock in their respective undertakings, with or without preference or priority in payment of dividends, or interest, or other rights or privileges attached thereto over their existing and authorised capital, or by borrowing on mortgage or bond, or by creating debenture stock, or by any of those means, or by such other means as Parliament shall authorise or direct, or as the Bill may provide, and to empower the four Companies, or any one or more of them, to appoint additional directors of the Company, and to confirm and give effect to any agreement or agreements already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

28. To alter and amend the provisions of "The Forth Bridge Railway Act, 1873," with respect to the number, qualification, election, and rotation of directors of the Company, and the number of the quorum of such directors, and to make further and other provisions with reference to the number, qualification, election, appointment, and rotation of said directors and their quorum, and increase the number of the directors and to provide for the appointment of directors of the Company by all or any of the four Companies, and for the qualification and rotation of such directors.

29. The Bill will vary and extinguish all existing rights and privileges inconsistent with, or which would or might in any way impede or interfere with any of the objects aforesaid, and of the Bill being carried into effect; and will confer all other rights and privileges necessary or expedient for effecting the said objects, or in relation thereto, and will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act 1869," "The Railways Clauses Consolidation (Scotland) Act, 1845," "The Railways Clauses Act, 1863," "The Railway Companies Powers Act, 1864," "The Railway Companies Act, 1867," "The Railway Companies (Scotland) Act, 1867," "The Regulation of Railways Act, 1868," "The Regulation of Railways Act, 1873," and "The Harbours, Docks, and Piers Clauses Act, 1847."

30. The Bill will also repeal, alter, vary, enlarge, or amend all or some of the powers and provisions of "The Forth Bridge Railway Act, 1873," "The Forth Bridge Railway Act, 1876," "The Forth Bridge Railway Act, 1878," and "The Forth Bridge Railway Act, 1879," "The North British Railway (Fife Railways) Act, 1876," "The North British, Edinburgh, Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862," and any other Acts relating to the Company, and of the several Acts of Parliament following, or some of them, relating to the North British Railway Company, and the undertakings belonging to, amalgamated with, or held on lease by, or vested in or worked or used by that Company (that is to say):

"The North British, Edinburgh, Perth, and Dundee and West of Fife Railways Amalgamation Act, 1862, and the several other Acts following, relating to the North British Rail-

way Company, and to the undertakings belonging to, amalgamated with, or held on lease by, or vested in, or worked or authorised to be worked by that Company (that is to say):—Acts passed in the Sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George the 3rd; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the 4th; the 1st, 3rd, 4th, 4th and 5th, 5th and 6th, 6th and 7th, and the 7th years of the reign of King William the 4th; the 2nd and 3rd, the 4th and 5th; the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th, the 15th and 16th, the 16th and 17th, the 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, the 34th and 35th, the 35th and 36th, the 36th and 37th, the 37th and 38th, the 38th and 39th, the 39th and 40th, the 40th and 41st, the 41st and 42nd, the 42nd and 43rd, the 43rd and 44th, and the 44th and 45th years of the reign of Her present Majesty, and all or any of the provisions of the several Acts following, or some of them, (that is to say): "The Scottish North Eastern Railway Act, 1863," "the Caledonian and Scottish North Eastern Railway Companies Amalgamation Act, 1866," and "The North British Railway (Dundee and Arbroath Joint Line) Act, 1879," and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the North British Railway Company, or any other Company or body who, or whose property may be affected by any of the powers or provisions of the Bill.

The Acts relating to the Forth and Clyde Junction Railway Company (that is to say):—17th Vic. cap. 125; 20th and 21st Vic. cap. 34; 24th and 25th Vic. cap. 230; and 43rd and 44th Vic. cap. 156; and all other Acts relating to the Forth and Clyde Junction Railway Company, and the Acts relating to the Trustees of the Queensferry Passage, viz., 49th George III., cap. 83; 54th George III., cap. 138; 11th George IV. and 1st William IV., cap. 115; 11th and 12th Vic., cap. 44; "Edinburgh and Glasgow Railway Queensferry Act, 1863;" "North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863;" and all other Acts relating to such passage, and the Acts relating to the Burntisland Harbour and Dock, viz., "The Burntisland Harbour and Dock Act, 1866," and "The Pier and Harbour Orders Confirmation Act, 1870 (No. 3) relating to the harbour of Burntisland;" "The Burntisland Harbour Act, 1875;" "The Burntisland Harbour Act, 1881;" "The Kelvin Valley Railway Act, 1873;" "The Borrowstounness Town and Harbour Act, 1875;" and "The Borrowstounness Town and Harbour (Amendment) Act, 1878."

Also of the Local and Personal Act 7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company and its undertaking.

Also of the Act local and personal 17 and 18 Vic., cap. 211, and all or any other Acts relating to or affecting the North-Eastern Railway Company and its undertaking.

Also of the Great Northern Railway Act, 1846, the Act, local and personal, 9 and 10 Vic., cap. 71; and any other Acts relating to the Great

Northern Railway Company and its undertaking.

Duplicate plans and sections describing the lines, situation, and levels of the intended railway and works, and the lands, houses, and other property in, through, or under or over which they will be made, or which may be taken for the purposes thereof, or under the powers of the Bill, together with a book of reference to such plans, and also an Ordnance map with the line of the said railway delineated thereon so as to show its general course and direction, and a copy of this notice, as published in the "Edinburgh Gazette," will, on or before the thirtieth day of November, 1881, be deposited for public inspection with the principal sheriff-clerk of the county of Linlithgow, at his office in Linlithgow; and with the principal sheriff-clerk of the county of Fife, at his offices in Cupar, Dunfermline, and Kirkcaldy respectively; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the several parishes, and to the Royal burghs of South Queensferry and Inverkeithing respectively, in or through which the intended railway and works are to be made, or in which any lands, houses, or other property intended to be taken are situate, and also a copy of this notice, will be deposited for public inspection with the session clerk of each of such parishes, or in the case of an extra parochial place of some parish adjoining thereto, at the usual place of abode of such session clerk, and also with the town clerks of the Royal burghs of South Queensferry and Inverkeithing at their respective offices in South Queensferry and Inverkeithing respectively.

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

Dated this 11th day of November, 1881.

Millar, Robson, and Innes, 8, George-street, Edinburgh;

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, London;

Solicitors for the Bill.

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

In Parliament—Session 1882.

North-Eastern Railway,

(Alnwick and Cornhill Branch.)

Construction of New Railway between Alnwick and Cornhill. Additional Capital. Amendment of Acts.

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

To authorise the Company to make and maintain the railway hereinafter described, with all proper stations, sidings, approaches, works and conveniences connected therewith (that is to say):—

A railway commencing in the township of Alnwick and parish of Alnwick in the county of Northumberland, by a junction with the Company's Alnwick Branch, at a point thereon about 150 yards (measured along that branch in a south-easterly direction) from the platform entrance to the passengers' booking office at the Alnwick station thereon, and terminating in the township of Cornhill and parish of Norham in the said county of Northumberland, by a junction with the Company's Kelso branch, at

or near the bridge carrying that branch over the public road at the Coldstream station thereon; which intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Alnwick, Alnwick Southside, Edlingham, Bolton, Broom Park, Learchild, Lemmington, Abberwick, Whittingham, Glanton, Shawdon and Woodhouse, Barton, Thrupton, Eglingham, West Lilburn, East Lilburn, New Bewick, Wooperton, Beanley, Brandon, Hedgeley, Crawley, Branton, Ilderton, Middleton Hall, North Middleton, South Middleton, Roseden, Chatton, Coldmartin, Doddington, Earle, Wooler, Humbleton, Kirknewton, Paston, Kilham, Howtel, Crookhouse, Lanton, Westnewton, Yeaveering, Coupland, Akeld, Carham, Moneylaws, Learmouth, Downham, Mindrum, Ford, Crookham, Norham and Cornhill, all in the said county of Northumberland.

To authorise the Company to purchase and take by compulsion or agreement and to hold lands, houses, and buildings, or any estates or interests in or easements over lands, houses, and buildings, situate in all or some of the before-mentioned parishes, townships, and extra-parochial and other places for the purposes of the proposed railway and works, including a portion of certain common or commonable land in the said township of Alnwick and parish of Alnwick, called or known by the name of the Forest of Aydon, otherwise Haydon or Alnwick Moor, of which it is estimated that fifteen acres or thereabouts are intended to be taken by the Company, and to make provision as to the sale to the Company by the owners of or others interested in the said common or commonable land of the portion so required.

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

To alter, vary, or extinguish all existing rights, privileges and exemptions connected with any lands, houses, and buildings proposed to be purchased, taken, used, or interfered with under the powers, or for the purposes of the intended Act, or which would in any manner impede or interfere with the objects or purposes of the intended Act, or any of them, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of all turnpike roads, highways and other roads, footpaths, rivers, streams, canals, navigations, tramways, bridges, and other works within or adjoining to the before-mentioned parishes, townships, extra-parochial and other places which it may be necessary or convenient to cross, divert, alter, or stop up, or interfere with for the purposes of the intended Act, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking.

To empower the Company to demand, take and recover tolls, rates, and charges for or in respect of the use of the proposed railway and works, and to alter existing tolls, rates and charges, and to confer, vary or extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Company to increase their capital, and to raise further sums of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, by

the creation 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.

And notice is hereby further given that on or before the 30th day of November instant, maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Northumberland, at his office at Newcastle-upon-Tyne, 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 in or through which the proposed railway and works are intended to be made, and also a copy of this Notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place, with the clerk of some adjoining parish, at his place of abode.

And it is proposed by the intended Act, if need be, to alter, amend, extend and enlarge, or to 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: 17 and 18 Vic., cap. 211; 26 and 27 Vic., cap. 122; 28 Vic., cap. 111; 33 Vic., cap. 7; and 37 and 38 Vic., cap. 105; respectively relating to the Company and its undertaking, and the several Acts in the before-mentioned Acts respectively, or any of them, recited or referred to; and any other Acts of Parliament which it may be necessary to alter, amend or repeal, for the purposes to be authorised by the intended Act, and to make other provision in lieu of the provisions so altered, amended or repealed.

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

Dated this 15th day of November, 1881.

*Richardson, Gutch, and Co., Solicitors,
York.*

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

In Parliament.—Session 1882.

Easton, Neston, Mineral and Towcester, Roade, and Olney Junction Railway.

(Extension of Time for Purchase of Land and Construction of Railways; Change of Name of Company and their Undertaking; Reduction or Regulation of Share and Loan Capital; Working and Traffic Agreements and Facilities; Amendment of Acts.)

NOTICE is hereby given that the Easton, Neston, Mineral and Towcester, Roade, and Olney Junction Railway Company (hereinafter called "the Company"), intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to enable them to exercise the powers and effect the objects following, or some of them, viz.:—

To extend the time limited by the Easton, Neston, Mineral and Towcester, Roade, and Olney Junction Railway Act, 1879, for the exercise of the powers of compulsory purchase of lands for the purposes of the railways and works by

that Act authorized, and also to extend the time limited by the same Act for the construction and completion of the said railways and works.

To change the name of the Company and their undertaking.

To reduce, divide, or regulate the share and loan capital authorized by the Company's Act of 1879, and provide for the issue of preference or preferred and of ordinary or deferred shares, and for borrowing in sections.

The Bill will authorize the Company and the London and North-Western Railway Company and the Midland Railway Company, or the Company, and either of those other Companies, from time to time, to enter into and carry into effect contracts and agreements with respect to the working, use, management, and maintenance of the railways of the Company, or any part or parts thereof, 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 rolling and working stock and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls, rates, income, and profits arising from the railways and works of the contracting companies, or any part or parts thereof, and the payments, rebates, drawbacks, or allowances to be made or allowed by any or either of such Companies to the other or others of them, and the employment of officers and servants, and the Bill will confirm any agreements made, or which may be made, touching any of the matters aforesaid.

The Bill will direct or compel the London and North-Western Railway Company, and the Midland Railway Company, or either of those Companies, to book through and forward all passengers, goods, animals, minerals, carriages, trucks, and traffic (that word having in this notice the meaning assigned to it by "The Railway and Canal Traffic Act, 1854"), to or from, or over, any part of the railways belonging to them respectively, or under their respective management or control, to and from the railways of the Company, or any part or parts thereof, so as to prevent any undue interruption, diversion, or delay in the passage of such traffic; and the Bill will or may alter and vary the tolls, rates, and charges which the Companies are now respectively authorized to demand, receive, and take upon their respective railways, or the railways so under their management or control, and confer exemptions from all or some of such tolls, rates, and charges.

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 the Companies' Clauses Act, 1863, and it will alter, amend, enlarge, or repeal some of the provisions of the Easton, Neston, Mineral and Towcester, Roade, and Olney Junction Railway Act, 1879, and of the local and personal Acts 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North-Western Railway Company or their undertakings; 7 and 8 Vict., caps. 18 and 59; and all other Acts relating to the Midland Railway Company or their undertaking.

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.

The 16th day of November, 1881.

*Newman, Stretton, Hilliard, and Wilkins, 75,
Cornhill, London, Solicitors.*

*William Bell, 27, Great George Street,
Westminster, Parliamentary Agent.*

In Parliament—Session 1882.

Lancashire and Yorkshire Railway.

(Loop Line, Liverpool; Connecting Line at Seaforth, near Liverpool; Branch Railway in Liverpool; Alteration of Levels of Portion of Liverpool, Crosby, and Southport Railway; Widening Lines near Liverpool, Rochdale, and at Oldham; Diversion of Road and Making New Road and Abolition of Level Crossings at Lostock Junction near Bolton-le-Moors; Widening Bridges at Blackburn; Footbridge and Abolition of Level Crossings at Seaforth and Wrigley Head, Hollinwood, near Oldham; Widening Bridge at Antley Accrington; Works at Cleckheaton; Abolition of Level Crossing for Foot Passengers at Thornhill Lees, near Dewsbury; Lands at Fazakerley, Aintree, Seaforth, Waterloo, Litherland, near Liverpool, Besses-o'th'Barn, near Manchester, Radcliffe, and Hipperholme; Widening Bridge and Additional Lands at Blackpool; Purchase of Lands in Lancashire and Yorkshire; Redemption of Preference Stock of Blackpool and Lytham Railway; Authorising Agreements between the Company, the London and North Western Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company as to Running Powers; Establishment of Savings Banks, Provident and other Institutions; 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 exercise the following powers, and to make and maintain the railways, widenings of railways, alterations of level and other works hereinafter described, or such of them or such parts thereof as the Bill shall define, with all needful stations, sidings, approaches, works, and conveniences connected therewith respectively, that is to say:—

(1.) A railway wholly situate in the township, parish, and city of Liverpool, in Lancashire, commencing by a junction with the railway of the Company at the northerly abutment of the bridge carrying the Company's railway over Glegg-street, at about 14 yards (measured along Glegg-street in a westerly direction) from the junction of that street with Love-lane, and terminating by a junction with the same railway at a point about 92 yards (measured along it in a southerly direction) from the centre of the bridge carrying that railway over the Leeds and Liverpool Canal, and in connection with the said work to construct wholly in the said township, parish, and city, a canal commencing in and out of the Leeds and Liverpool Canal, at a point 187 yards or thereabouts (measured along the said canal in a north-easterly direction) from the centre of the bridge carrying the Company's railway over the said canal, and terminating at a point in the said canal 184 yards or thereabouts (measured along the same in a south-westerly direction) from the said point of commencement, and to stop up so much of the said canal as shall be rendered unnecessary by the canal so proposed to be constructed, and the Bill will or may provide that the new and substituted canal shall be maintained and repaired by the Leeds and Liverpool Canal Company, or by

the same body or person or persons who are now liable to maintain and repair the existing canal, and the Bill will or may enable the Company, the Mayor, Aldermen, and Citizens of the city of Liverpool, and the Leeds and Liverpool Canal Company, or any or either of them, to enter into and fulfil contracts and agreements for and in relation to or consequent upon the construction of the said railway or portion of canal, and the execution of any works incidental thereto respectively, and the Bill will or may confirm with or without alteration, any such contract or agreement already or hereafter to be entered into.

- (2.) A railway wholly situate in Lancashire, commencing by a junction with the Company's Aintree and Bootle Branch, in the township of Litherland, in the parish of Sefton, at the westerly side of the bridge carrying the said branch railway over Linacre-lane, and terminating in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, by a junction with the Company's Liverpool, Crosby, and Southport Railway, at a point about 735 yards (measured in a southerly direction along the said railway) from the south-easterly face of the bridge carrying the said Aintree and Bootle Branch over the said railway. The said railway will be wholly situate in the townships and parishes following, or some of them, that is to say: Litherland, Orrell, and Ford, Bootle-cum-Linacre, Sefton, and Walton-on-the-Hill. In connection with the proposed railway, and for the purposes thereof, the Bill will take power to close in the said townships of Litherland and Bootle-cum-Linacre, the footpath leading from Linacre-lane to Lydiate-lane, including the crossing on the level of the Company's Liverpool, Crosby, and Southport Railway, and to abolish all rights of way in and over the said 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.
- (3.) A railway, wholly situate in the parish of Walton-on-the-Hill, in Lancashire, commencing by a junction with the Company's Liverpool, Crosby, and Southport Railway in the township of Bootle-cum-Linacre, at the centre of the bridge carrying that railway over the Leeds and Liverpool Canal at Bootle, and terminating in the township of Kirkdale, in the Company's Bankfield goods station at or near to Regent-road.
- (4.) To alter the levels of a portion of the said Liverpool, Crosby, and Southport Railway, such alteration commencing in the said township of Bootle-cum-Linacre at a point about 123 yards (measured in a south-easterly direction) from the south-easterly face of the bridge carrying the said Aintree and Bootle Branch over the said Liverpool, Crosby, and Southport Railway, and terminating in the same township at the centre of the bridge carrying the said last-mentioned railway over the Leeds and Liverpool Canal at Bootle aforesaid. The said work will be wholly situate in the townships and parishes following, that is to say:—Bootle-cum-Linacre, Litherland, Walton-on-the-Hill, and Sefton, all in Lancashire. In connection with the said alteration of levels, and for the purposes thereof, the Bill will take power to close in the said township of Bootle-cum-

Linacre the footpath leading from Lydiatlane to Bootle, including the crossing on the level of the Company's Liverpool, Crosby, and Southport Railway, and to abolish all rights of way in and over the said 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.

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. :—

- (1.) A portion of the Company's Liverpool, Crosby, and Southport Railway, such widening and improvement commencing in the said township of Bootle-cum-Linacre by a junction with the said railway at a point about 123 yards (measured in a south-easterly direction along the same) from the south-easterly face of the bridge carrying the Aintree and Bootle Branch over the Company's Liverpool, Crosby, and Southport Railway, and terminating in the said township of Kirkdale, by a junction with the said Liverpool, Crosby, and Southport Railway, at a point about 237 yards (measured along the same railway in a north-easterly direction) from the centre of the bridge carrying the last-mentioned railway over the Leeds and Liverpool Canal at Sandhills. The said work will be wholly situate in the townships and parishes following that is to say: Bootle-cum-Linacre, Litherland, Kirkdale, Walton-on-the-Hill, and Sefton, all in Lancashire.
- (2.) A portion of the Company's main line of railway at Rochdale, such widening and improvement commencing in the township of Castleton, in the parish of Rochdale, in Lancashire, by a junction with the existing railway of the Company, at the centre of the bridge carrying their main line of railway over Boundary-street, and terminating in the same township and parish by a junction with the Company's railway at Rochdale Station, under the centre of the footbridge over the said railway at that station, and the Bill will or may enable the Company, and the Mayor, Aldermen, and Burgesses of the borough of Rochdale, to enter into and fulfil contracts and agreements for and in relation to or consequent upon the said widening, and the execution of any works incidental thereto, and the Bill will or may confirm with or without alteration any such contract or agreement already or hereafter to be entered into.
- (3.) 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 33 yards (measured in a northerly direction along the last-mentioned railway), from the centre of

the bridge carrying such railway over Rothwell-street, and the Bill will or may enable the Company and the Mayor, Aldermen, and Burgesses of the borough of Oldham, to enter into and fulfil contracts and agreements for and in relation to or consequent upon the said widening and the execution of any works incidental thereto, and the Bill will or may confirm with or without alteration any such contract or agreement already or hereafter to be entered into. And to enable the Company for the purposes of any such agreement to purchase lands in the said township, bounded by Victoria-street on the west, Mumps and Lees-road on the north, Station-street on the east, and Whitehead-street and Rothwell-street on the south.

To enable the Company to divert at or near to Lostock Junction the highway leading from Chew Moor to Ryley Fold, such diversion commencing in the township of Rumworth, in the parish of Dean, by a junction with the said highway, at a point about 103 yards (measured in a southerly direction along the same) from the centre of Rumworth Mill Bridge, and terminating in the township of Heaton, in the parish of Dean, in the same highway, at a point about 114 yards (measured along the same in a northerly direction) from the centre of the 6-foot way of the Bolton and Preston line of the North Union Railway. The said diversion will be wholly situate in the townships and parishes following, namely: Rumworth, Lostock, Heaton, Dean, and Bolton-le-Moors, all in Lancashire.

To enable the Company also at or near to Lostock Junction to make a new road, commencing in the township of Lostock, in the parish of Bolton-le-Moors, in Lancashire, in and out of the road leading from Dean to Cromptons, at a point about 33 yards (measured in a north-westerly direction) from a point in the 6-foot way of the said Bolton and Preston line, distant about 49 yards (measured along the same) west of the centre of the said last-mentioned road, where it crosses on the level the said last-mentioned railway, and terminating in the said township of Heaton, at a point about 16 yards from a point in the said 6-foot way, distant about 52 yards (measured along the said Bolton and Preston Railway) west of the centre of the said highway leading from Chew Moor to Ryley Fold where it crosses on the level the said Bolton and Preston line.

And the Bill will enable the Company to stop up and appropriate to their own purposes, and to extinguish all rights of way in and over, and to vest in the Company the site and soil of so much of the highway leading from Chew Moor to Ryley Fold (including the level crossings at the Lostock Junction Station of the Liverpool and Bury line of the Lancashire and Yorkshire Railway, and the level crossing of the Bolton and Preston line of the North Union Railway,) as lies between the southern fence of the said Liverpool and Bury line at the Lostock Junction Station and a point 101 yards, measured in a northerly direction, along the said highway from the said fence, which said portion of highway so to be stopped up is situate in the townships and parishes following, or some of them, that is to say: Rumworth, Lostock, Heaton, Dean, and Bolton-le-Moors, in Lancashire. And the Bill will also enable the Company to stop up and appropriate to their own purposes, and to extinguish all rights of way in and over so much of the road leading from Dean to Cromptons (including the level crossings of the said Liverpool and Bury

line and of the Bolton and Preston line) as lies between the point where such road effects a junction with the before-mentioned highway leading from Chew Moor to Ryley Fold and a point about 60 yards, measured along the said road in a north-westerly direction from the level crossing thereof, of the said Bolton and Preston line, and which said portion of road so to be stopped up is wholly situate in the said township of Lostock and parish of Bolton-le-Moors, and the Bill will vest in the owners of those respective lines of railway so much of the site and soil of the said level crossings respectively as lies between the fences of those railways so far as the same is not so vested already.

To enable the Company to execute the following works in the township, parish, and borough of Blackburn, in Lancashire:—

- (1.) To widen on the north-westerly and on the south-easterly sides the bridge now carrying the Company's railway over Park-road, Great Bolton-street, and Darwen-street at the junctions thereof respectively.
- (2.) To widen on the north-westerly and on the south-easterly sides the bridge now carrying the Company's railway over George-street.

To enable the Company to abolish the crossing of their Liverpool, Crosby, and Southport Railway at the station thereof at Seaforth on the level by a public footpath leading from Litherland to Seaforth (the said crossing being in the township of Litherland and parish of Sefton, in Lancashire), and to enable the Company in lieu of the said level crossing to construct in the same township and parish another footpath, by means of a bridge over their railway the said footpath commencing in the existing footpath about 16 yards (measured along the same in a north-easterly direction) from the centre of the said railway, and terminating in the said existing footpath about 16 yards (measured along the same in a south-westerly direction) from the centre of the said Liverpool, Crosby, and Southport Railway, and the Bill will abolish all rights of way for foot passengers over the Company's railway and property along or by means of the existing footpath, and will authorise the Company to prevent the use of the said level crossing by foot passengers.

To enable the Company to abolish the crossing of their Hollinwood Branch Railway at Wrigley Head on the level by a public footpath leading from Wrigley Head to New Moston (the said level crossing being in the township of Failsworth, in the parish of Manchester, in Lancashire), and to enable the Company in lieu of the said level crossing to construct in the same township and parish a new footpath by means of a bridge, the said new footpath commencing in and out of the existing footpath about 26 yards (measured along the same in a northerly direction) from the centre of the said branch railway, and terminating in the said existing footpath about 16 yards (measured along the same in a southerly direction) from the centre of the said last-mentioned railway, and the Bill will abolish all rights of way over the Company's railway and property along the existing footpath, and will 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 widen on the northerly and southerly sides the bridge carrying the Company's railway over Willow's-lane, in the township of Old Accrington, in the parish of Whalley, in Lancashire, and the Bill will enable the Company and the Mayor, Aldermen,

and Burgesses of the borough of Accrington, and any landowner or landowners, or any or either of the said parties, to enter into and fulfil contracts and agreements for and in relation to or consequent upon the construction of the said work and the execution of any matters incidental thereto, and the Bill will or may confirm with or without alteration any such contract or agreement already or hereafter to be entered into.

To enable the Company to execute the following works and exercise the following powers in the township of Cleckheaton, in the parish of Birstal, in the West Riding of Yorkshire:—

- (1.) To make a new road, commencing in and out of Toft-street, at a point about 87 yards (measured in an easterly direction) from its junction with Northgate, and terminating in Toft-street at a point 93 yards (measured in a northerly direction) from Wickliffe-street, and to enable the Company to stop up and appropriate to their own use, and to extinguish all rights of way in and over, and to vest in the Company the site and soil of so much of Toft-street as lies between the commencement and termination of the proposed new road; and also to abandon the use of and if they think fit to remove the footbridge over their railway and the works connected therewith, commencing at Toft-street aforesaid, near the north-easterly corner of the Company's goods warehouse at their Cleckheaton Station, and passing in a westerly direction over the Company's railway, and terminating by a junction with Toft's-road at or near to the north-westerly end of the warehouse there, belonging or reputed to belong to Mr. Sidney Herbert Williamson.
- (2.) To make a new road, commencing at the junction of Wickliffe-street aforesaid with Mount-street, and passing in a westerly direction over the Company's railway, and terminating in Wickliffe-street at a point about 12 yards (measured in an easterly direction) from the north-east corner of Belle Vue in Wickliffe-street aforesaid.
- (3.) To abandon the use of and if they think fit to remove the bridge carrying Wickliffe-street over their railway and over the works connected therewith.

And the Bill will or may enable the Company and the Cleckheaton Local Board to enter into and fulfil contracts and agreements for and in relation to, or consequent upon, the before-mentioned works and powers, or any or either of them, and will or may confirm with or without alteration any such contract or agreement already or hereafter to be entered into.

To enable the Company to abolish the crossing of their main line of railway at Thornhill Lees on the level by a public footpath leading from Thornhill to Dewsbury (the said level crossing being in the township and parish of Thornhill, in the West Riding of Yorkshire) and the Bill will abolish all rights of way for foot passengers over the said line of railway along or by means of the existing footpath, and will authorise the Company to prevent the use of the said level crossing by foot passengers.

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 pur-

chased by the Company and shown on the said deposited plans hereinafter mentioned, that is to say:—

Certain lands at Fazakerley Junction, situate partly in the township of Aintree, in the parish of Sefton, and partly in the township of Fazakerley, in the parish of Walton-on-the-Hill, all in Lancashire, bounded on the southerly side by the Company's Aintree and Bootle Branch Railway, and on the south-easterly side by the Company's Liverpool and Bury line.

Certain lands at Aintree, situate partly in the townships of Orrell and Ford and Sefton, in the parish of Sefton, and partly in the township and parish of Walton-on-the-Hill, all in Lancashire, near to Park Gate House Farm, and lying on the southerly side of and adjacent to the Company's Aintree and Bootle Branch Railway.

Certain lands at Seaforth, situate partly in the township of Litherland, in the parish of Sefton, and partly in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, all in Lancashire, bounded on the south-west by the Company's Liverpool, Crosby, and Southport Railway, on the northerly side by Marsh-lane or Bridge-road, and on the south-easterly end thereof by the Company's Aintree and Bootle Branch Railway.

Certain lands at Waterloo, in the township of Great Crosby, in the said parish of Sefton, in Lancashire, adjoining and extending along the Company's Liverpool, Crosby, and Southport Railway on both sides, for a distance of about 235 yards, and bounded on the south by New-road.

Certain lands at Litherland, situate partly in the township of Orrell and Ford, and partly in the township of Litherland, in the parish of Sefton, in Lancashire, bounded on the westerly side by the Leeds and Liverpool Canal, on the south-easterly side by the Company's Aintree and Bootle Branch Railway, and intersected by Orrell-lane.

Certain lands at Besses-o'-th'-Barn, situate in the township of Pilkington, in the parish of Prestwich-cum-Oldham, in Lancashire, intersected by the Company's Manchester, Cheetham-hill, and Whitefield line of railway, and being at the occupation bridge under that line at about 5 miles 2 furlongs and 3 chains, measured along the same from the point of commencement in Manchester, as shown upon the deposited plans of that railway.

Certain lands at Radcliffe, situate in the township and parish of Radcliffe, in Lancashire, and lying on the easterly side of the Company's Manchester, Cheetham-hill, and Whitefield line of railway at the Radcliffe Station thereon, and bounded on the north by the turnpike road leading from Radcliffe to Bury.

Certain lands at Hipperholme, situate in the township of Hipperholme-cum-Brighouse, in the parish of Halifax, in the West Riding of Yorkshire, bounded on the northerly side by the railway of the Company, and on the westerly side by the waiting shed in connection with the Company's Hipperholme Station.

Certain other lands also at Hipperholme, situate in the same township, parish, and riding, bounded on the northerly side by Tanhouse-hill-lane, and on the southerly

side by the railway and land of the Company.

To enable the Company and the London and North Western Railway Company, as Proprietors of the Preston and Wyre Railway, to widen on the easterly and westerly sides the bridge now carrying the Blackpool and Lytham line of the Preston and Wyre Railway over Chapel-street, in the township of Layton-with-Warbreck, in the parish of Bispham, in Lancashire, and the Bill will enable the Company, and the Mayor, Aldermen, and Burgesses of the borough of Blackpool to enter into and fulfil contracts and agreements with respect to the said work, or to any matter incidental thereto or consequent thereupon, and the Bill will enable the said Proprietors to acquire by compulsion or agreement, certain lands in the said township of Layton-with-Warbreck, bounded on the westerly side by the said Blackpool and Lytham line, and on the southerly side by Spen Dyke.

To enable the Company for all, any, or either of the purposes mentioned in section 45 of "The Railways Clauses Consolidation Act, 1845," from time to time to purchase by agreement, lands, houses, and other property in the counties of Lancashire and Yorkshire, and to authorise the vesting in the Company of any lands, buildings, and other property which have already been purchased by them for such purposes.

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, and particularly to enable the Company in the construction of the railway secondly hereinbefore described, to deviate from the levels shown on the deposited sections to such an extent as will enable them to form a junction with the said Liverpool, Crosby, and Southport Railway as it is proposed to be altered in level under the powers of the Bill.

To authorise the Company to purchase 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 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."

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended railways and works, and which houses and buildings may not be required to be taken for the purposes thereof.

To enable the Company to stop up either temporarily or permanently (and if permanently to appropriate the site and soil of and to extinguish all rights of way over) all such streets, courts, alleys, bridges, roads, highways, and footways as it may be necessary or convenient so to stop up for any of the purposes of the Bill, and to extinguish all rights of way, com-

monable, manorial, and other rights over any lands to be acquired under or by virtue of the powers of the Bill.

The Bill will provide that every new and substituted road or footpath shall be maintained and repaired by the same body or persons as are now liable to the repair and maintenance of the road or footpath for which it is substituted, and the Bill will or may confirm any agreement which may have already been, or which may at any time hereafter be entered into between the Company, the road authority, or any person or persons, and any landowner or landowners, as to such new and substituted roads or footpaths, or any matter incidental thereto.

To authorise the Company and the London and North Western Railway Company, as proprietors of the Preston and Wyre Railway, from time to time to agree with any holder of preference stock of the Blackpool and Lytham Railway for the redemption of, and to redeem any of such stock held by him, and if necessary to alter and amend Section 13 of "The Lancashire and Yorkshire and London and North Western Railway Companies (Blackpool and Lytham, &c.), Act, 1871."

To enable the Company, the London and North Western Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, or any two of those Companies, from time to time to make and carry into effect agreements with reference to the running over, working, and use by the Sheffield Company with their engines, carriages, waggons, officers, and servants of portions of the joint and separate railways of the Lancashire and Yorkshire Company, and the London and North Western Company between Penistone and Huddersfield for the purposes of the traffic to be defined by the Bill, and upon such terms and conditions, and on payment of such tolls, rates, or charges as may be mutually agreed upon or prescribed by the Bill, together with the use of all stations, sidings, platforms, junctions, water, water-engines, engine-sheds, 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, and to confirm or give effect to any such agreement which may have been entered into between the said Companies or any two of them.

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

To empower the Company to levy tolls, rates, and charges in respect of the intended railways and works, and exercise other rights and privileges.

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 of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself 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 or may enlarge the powers and provisions of the Act 1 and 2 William IV, cap. 60, and of any other Act or Acts relating to the Lancashire and Yorkshire Railway Company and its undertaking; the Act 5 and 6 William IV, cap. 58, and of any other Act or Acts relating to the Preston and Wyre Railway Harbour and Dock Company; the Act 9 and 10 Vict., cap. 204, and of any other Act or Acts relating to the London and North Western Railway Company and its undertaking, and the Act 12 and 13 Vic., cap. 81, and of any other Act or Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company and its undertaking, and the Bill will or may vary, amend, and enlarge the powers and provisions of "The Liverpool Improvement Act, 1878."

Duplicate plans and sections describing the lines, situations, and levels of the proposed railways, roads, and works, and the lands, houses, and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an Ordnance map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection as follows, that is to say: as regards the railways, roads, works, lands, and property in the county of Lancaster, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and as regards the works and lands 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 16th day of November, 1881.

Chris. Moorhouse, Solicitor for the Bill,
25, Victoria-buildings, Manchester.

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

In Parliament.—Session 1882.

North Eastern Railway (Additional Powers).
(Construction of New Railways at or near Morpeth, Newsham, Annfield Plain, and Consett, between Bishop Auckland and Spennymoor, and at Northallerton; Purchase of Additional Lands; Abandonment of Authorised Railway and of part of Cleveland Railway; Legalising Level Crossings; Powers as to Sale and Leasing of Superfluous Lands; Provisions as to Hotels and Refreshment Rooms; Powers as to Appointment of Constables; Acquisition by or Vesting in Company of Undertaking of Tees Valley Railway Company; Vesting Chaloner Branch in Company; Provisions as to Public Health Act, 1875; Additional Capital; Amendment of Acts.)

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

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

1. A Railway or short junction curve (No. 1) to be wholly situate in the township of Morpeth Castle, Catchburn, Stobhill, and Parkhouse, and parish of Morpeth, in the county of Northumberland, commencing by a junction with the Company's Blyth and Tyne Railway, at a point thereon about 725 yards (measured along that railway in a south-easterly direction) from the junction thereof with the main line of the Company's Newcastle and Berwick Railway, near the Morpeth Station thereon, and terminating by a junction with the said main line at a point thereon about 600 yards (measured along that line in a north-easterly direction) from the said junction of the said Blyth and Tyne Railway therewith.
2. A Railway or short junction curve (No. 2) commencing in the township of Horton and parish of Woodhorn, in the county of Northumberland, by a junction with the main line of the Company's Blyth and Tyne Railway at a point thereon about 800 yards (measured along that main line in a north-westerly direction) from a point on the said main line opposite the southern end of the Newsham Passenger Station thereon, and terminating in the township of Cowpen and parish of Woodhorn, in the said county of Northumberland, by a junction with the Blyth Branch of the Company's Blyth and Tyne Railway at a point thereon about 575 yards (measured along that branch in a north-easterly direction) from a point on that branch opposite the southern end of the said Newsham Passenger Station; which intended railway will pass from, in, through, or into, or be situate within the before-mentioned townships and parishes of Horton, Woodhorn, and Cowpen, in the county of Northumberland.
3. A Railway (No. 3) (being in substitution for the railway fifthly described in and authorised by the North Eastern Railway Company's Act, 1875), commencing in the township of Iveston and parish of Lanchester, in the county of Durham, by a junction with the Company's Pontop and South Shields branch, at a point thereon about 60 yards (measured along that branch in an easterly direction) from where the road called Stonyheap-lane

is crossed by that branch on the level, and terminating in the township of Kyo and parish of Lanchester, in the said county of Durham, by a junction with the said Pontop and South Shields Branch, at a point thereon about 520 yards (measured along that branch in a north-easterly direction) from where the public highway from Durham to Newcastle is crossed by that branch on the level at Annfield Plain; which intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Iveston, Lanchester, Chester-le-street, Greencroft, Tanfield, Collierley, Langley, and Kyo, all in the said county of Durham.

4. A Railway or short junction curve (No. 4) to be wholly situate in the township of Conside and Knitsley and parish of Lanchester, in the county of Durham, commencing by a junction with the Company's Consett branch, at a point thereon about 90 yards (measured along the said branch in a northerly direction) from the bridge by which the public highway from Castleside to Leadgate is carried over the said branch, near to the Consett Ironworks, and terminating by a junction with the Stanhope and Carrhouse branch of the Company's Stockton and Darlington Railway, at or near the bridge by which that branch is carried over the railway or wagon way to the Consett Ironworks.
5. A Railway (No. 5) commencing in the township of Bishop Auckland and parish of St. Andrew Auckland, in the county of Durham, by a junction with the Company's Stockton and Darlington Railway at a point thereon about 150 yards (measured along that railway in an easterly direction) from the bridge carrying that railway over the public highway called South Church-lane, and terminating in the township of Old Park and parish of Whitworth, in the said county of Durham, by a junction with the Company's Byers Green branch, at a point thereon about 500 yards (measured along that branch in an easterly direction) from where the road leading from Old Park Hall to Byers Green is crossed by that branch on the level near the Byers Green Colliery; which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Bishop Auckland, St. Andrew Auckland, Pollards Lands, Coundon, Coundon Grange, Westerton, Binchester, Old Park, Byers Green, and Whitworth, all in the said county of Durham.
6. A Railway or short junction curve (No. 6) to be wholly situate in the townships of Romanby and Northallerton and parish of Northallerton, in the North Riding of the county of York, commencing in the said township of Romanby by a junction with the Company's main line of railway from York to Newcastle at a point thereon about 20 yards (measured along the said main line in a northerly direction) from the northern end of the western platform at the Northallerton Station thereon, and terminating in the said township of Romanby by a junction with the Company's Bedale branch at a point thereon about 620 yards (measured along that branch in a south-westerly direction) from the junction of that branch with the said main line.

To authorise the Company to purchase and

take by compulsion or agreement, lands, houses, and buildings, or any estates or interests in or easements over lands, houses, and buildings, situate in the before-mentioned parishes, townships, extra-parochial and other places, for the purposes of the proposed railways and works, and also to purchase and take by compulsion or agreement, for the general purposes of their undertaking and works connected therewith, and for providing increased accommodation, the lands, houses, and buildings following, or some of them, that is to say:

In the county of Durham.

In the township of Winlaton and parish of Ryton or parish of Winlaton, the following lands and buildings (that is to say):—

- (a) Certain lands and buildings, with the sidings thereon, situate on the north side of and adjoining the Company's Newcastle and Carlisle Railway, and near to and east of their Blaydon Station, and lying between that railway and the River Tyne.
- (b) Certain lands and buildings situate on the north side of and adjoining the said railway, and on the west side of and adjoining to the Company's Blaydon Goods Warehouse, and lying between the said railway and the River Tyne, and also a portion of the foreshore of the said river adjoining the lands lying on the west side of the said lands.
- (c) Certain lands situate on the north side of and adjoining the said railway, and lying between the said railway and the River Tyne, opposite to the Blaydon Foundry and Messrs. Nicholson's Saw Mill.
- (d) Certain lands and buildings on the north side of and adjoining the said railway, and lying between the said railway and the River Tyne, opposite and near to the Blaydon Old Gas Yard.

With power to stop up and extinguish all rights of way on and over any of the before-mentioned lands, or leading thereto across the said railway, which it may be necessary or expedient to stop up and extinguish.

In the North Riding of the county of York.

Certain lands in the township of Thornaby and parish of Stainton, lying on the south side of the Company's Stockton and Darlington Railway and near to their South Stockton Station thereon.

In the township of Falsgrave and parish of Scarborough the following lands and buildings (that is to say):—

- (a) Certain lands and buildings situate on the north-west side of the Company's York and Scarborough Railway, and near to the bridge carrying that railway over Wash Beck-lane, and bounded southwards and westwards by Wash Beck-lane, and north-westwards by Stony Causeway.
- (b) Certain lands situate on the west side of and adjoining the said railway, and lying between the said railway and Seamer-lane, and bounded on the south by the road leading from that lane under the said railway to the Scarborough Gas Works.
- (c) Certain lands and buildings situate on the east side of and adjoining the said railway, and opposite and near to the Company's New Engine Stable and their Falsgrave Coal Depôts, including the occupation road on or over portions of those lands and across the said railway on the level, with power to stop up and extinguish all rights of way over the said road and across the said railway.

To empower the Company to purchase so much of any property as they may require for the pur-

poses of the intended Act, without being subject to the liability imposed by section 92 of "The Lands Clauses Consolidation Act, 1845."

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands, houses, and buildings, proposed to be purchased, taken, used, appropriated, or interfered with under the powers or for the purposes of the intended Act, or which would in any manner impede or interfere with the objects or purposes of the intended Act, or any of them, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of all turnpike roads, highways, and other roads, footpaths, rivers, streams, canals, navigations; railways, tramways, bridges, and other works within or adjoining to the before-mentioned parishes, townships, and extra-parochial or other places which it may be necessary or convenient to cross, divert, alter, or stop up, or interfere with for the purposes of the intended Act, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking.

To empower the Company to levy tolls, rates, and duties for or in respect of the use of the proposed railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To authorise the Company to abandon and relinquish the construction of the railway fifthly described in and authorised by "The North Eastern Railway Company's Act, 1875," and to relieve the Company from all liabilities, penalties, and obligations for or in respect of the non-completion thereof, and so far as may be necessary to alter, amend, and repeal the said Act.

To authorise the Company to abandon and discontinue the maintenance of that portion of their Cleveland Railway, in the townships of Normanby, Upsall and Guisborough, and parishes of Eston, Ormesby, and Guisborough, in the North Riding of the county of York, which lies between a point about 350 yards south of Messrs. Bell Brothers (Limited) Normanby Mines Spouts, and a point about 140 yards east of the bridge carrying the Cleveland Railway over the Company's Middlesbrough and Guisborough Railway, except so much thereof as extends for a distance of about 100 yards in a westerly direction, and for a distance of about 150 yards in an easterly direction, from the junction therewith of the Chaloner Branch Railway, and either to retain for the purposes of the Company, or to sell or dispose of, or to confer other powers upon the Company with respect to all or any of the lands over which the portion of railway to be abandoned has been constructed, and any lands of the Company, adjoining or near thereto, and so far as may be necessary to alter, amend, or repeal the Cleveland Railway Acts, 1858 and 1861.

To legalise, sanction, and confirm the construction and maintenance by the Company of their Cleveland Railway, across and on the level of the public highway which now crosses that railway at Boosbeck, in the township and parish of Skelton, in the North Riding of the county of York, and so far as may be necessary to alter and amend "The Cleveland Railway Act, 1858."

To legalise, sanction, and confirm the existing level crossings of that portion of the Company's railway which is situate between the commencement of the intended Railway (No. 3), and the termination of the intended Railway (No. 4), over the railways or wagon ways of the Consett Iron

Company Limited, and of any other Company or person.

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

To empower the Company to hold, enjoy, and maintain as part of their undertaking, the hotels now belonging to or held by them, and also to acquire, erect, provide, lease, and maintain, as part of their undertaking, at or near to or connected with any station on any railway owned or worked by them, either solely or jointly with any other Company, hotels, refreshment-rooms, and 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 to those purposes, or any of them, and to acquire and hold lands for those purposes and in connection therewith, and to sanction and confirm any expenditure already incurred by the Company, in or about any of the before-mentioned purposes, and to empower the Company to let, or take on lease, or otherwise, any hotel, refreshment-room, or any other like buildings, business or accommodation.

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 wine, spirits, beer, or cider, to grant such licence to any person or persons nominated by the Company for such sale at any refreshment-rooms at stations of the Company, managed and conducted by the Company, although the structure of such premises may not be in conformity with the provisions of any Act relating to the granting of such licences, and although the person or persons so nominated is or are not the real resident holder and occupier of any such refreshment-room.

To make provision for the appointment of special constables within and upon and near to the railways, stations, and works of the Company, and if necessary to repeal or amend, extend, and make applicable to the whole of the railways and works of the Company the provisions of Section 197 of the Company's Act, 6 William IV., cap. 81, with reference to the appointment of special constables.

To provide for the acquisition by or the vesting in the Company of the undertaking of the Tees Valley Railway Company, or for the amalgamation of that undertaking with the undertaking of the Company, upon such terms and conditions as have been or may be agreed upon, or as may be provided for or prescribed by the intended Act, and to dissolve or provide for the dissolution of the Tees Valley Railway Company, and to provide for the exercise and fulfilment by the Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, liabilities, and obligations of the Tees Valley Railway Company, whether with reference to the acquisition of lands, the construction or mainte-

nance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds or otherwise, and to enable the Company to purchase, pay off, cancel or extinguish all or any of the shares or stock in the capital of the Tees Valley Railway Company.

To vest or provide for the vesting in the Company as part of their undertaking, with power to maintain and to lay down additional rails on their branch railway called the Chaloner Branch, situate in the townships of Pinchinthorpe, Hutton Low Cross, and Guisborough, or some or one of them, and parish of Guisborough, in the North Riding of the county of York, which connects the Company's Middlesbrough and Guisborough Railway with their Cleveland Railway, together with the sidings, works, and conveniences connected therewith, and all lands acquired for the purposes of, or in connection with the said branch railway, and to authorise the Company to levy tolls, rates, and duties for or in respect of the use of the said branch railway, and to confer on the Company further powers in reference thereto.

To extend and make applicable to the said Chaloner Branch Railway, and to other railways of the Company not originally constructed under Parliamentary powers, the provisions and exceptions of the 211th and 230th sections of "The Public Health Act, 1875," or one of them, with respect to land used as a railway constructed under the powers of any Act of Parliament for public conveyance, as if the same had been so constructed.

To empower the Company to increase their capital, and to raise further sums of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation 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.

And notice is hereby further given, that on or before the 30th day of November instant maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the several Clerks of the Peace following (that is to say):—As regards the railways and works in the county of Northumberland, with the Clerk of the Peace for the said county, at his office at Newcastle-upon-Tyne; as regards the railways, works, and lands in the county of Durham, with the Clerk of the Peace for the said county, at his office in the city of Durham; as regards the railway, works, and lands in the North Riding of the county of York, with the Clerk of the Peace for the said Riding, at his office at Northallerton; 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 in or through which the proposed railways and works are intended to be made, or within which any lands proposed to be acquired under the powers of the intended Act are situate, and also a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place, with the clerk of some adjoining parish, at his place of abode.

And it is proposed by the intended Act, if need be, to alter, amend, extend, and enlarge, or to 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):—

17 and 18 Vic., cap. 211; 26 and 27 Vic., cap. 122; 28 Vic., cap. 111; 28 and 29 Vic., cap. 368; 33 Vic., cap. 7; 33 and 34 Vic., cap. 105; and 37 and 38 Vic., cap. 105, respectively relating to the Company and its undertaking; "The Tees Valley Railway Act, 1865," and any other Acts or certificates relating to the Tees Valley Railway Company; and the several Acts in the before-mentioned Acts respectively, or any of them, recited or referred to, and any other Acts of Parliament which it may be necessary to alter, amend, or repeal for the purposes to be authorised by the intended Act, and to make other provision in lieu of the provisions so altered, amended, or repealed.

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

Dated this 17th day of November, 1881.

Richardson, Gutch, and Co., Solicitors,
York.

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

In Parliament—Session 1882.

Taff Vale Railway.

(New Railways; Additional Lands; Power to Use Railways of Messieurs Crawshay Brothers, and to make Agreements; Revival of Powers and Extension of Time for Completion of Authorised Works; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Taff Vale Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some or one of them (that is to say):—

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

Railway No. 1. A railway wholly in the parish of Merthyr Tydfil, commencing by a junction with the main line of the Taff Vale Railway 170 yards or thereabouts south-eastward from the old tramway crossing, known as the Black Lion Level Crossing, and at a point opposite the mile post on that railway, denoting 19½ miles from the terminus of that railway at Cardiff, and terminating by a junction with a private railway of Messieurs Crawshay Brothers, at a point 95 yards or thereabouts to the south-eastward of the winding pit of the Castle Colliery, belonging to the said Messieurs Crawshay Brothers.

Railway No. 2. A railway wholly in the parish of Merthyr Tydfil, commencing by a junction with the Taff Vale Railway at a point 150 yards or thereabouts measured along the said Taff Vale Railway, in the direction of Cardiff, from the southern end of the old passenger station of the Company at Merthyr Tydfil, and terminating on the western side of the River Taff at a point 100 yards or thereabouts southward from the north-western corner of the yard or gasworks of the Merthyr Tydfil Gas Company.

Railway No. 3. A railway wholly in the parish of Merthyr Tydfil, commencing at the point of termination of the intended Railway No. 2, and terminating at a gateway at the south-eastern corner of the boundary wall of the Ynis Fach Iron Works of Messieurs Crawshay Brothers, and at a

point 20 yards or thereabouts in a north-westerly direction from the bridge over the Glamorganshire Canal at the southern end of the lock known as Parliament Lock.

Railway No. 4. A railway wholly in the parish of Merthyr Tydfil, commencing by a junction with the Brecon and Merthyr Tydfil Junction Railway at a point 30 yards or thereabouts in a south-easterly direction from the bridge 15 yards or thereabouts westward from the River Taff carrying the railway in the joint use of the Brecon and Merthyr Tydfil Junction Railway Company and the London and North Western Railway Company over the public road leading from Merthyr Tydfil towards Mountain Ash through the River Taff by the ford near the old passenger station of the Company at Merthyr Tydfil, known as Rhyd-y-car, and terminating by a junction with the intended Railway No. 3 at the commencement thereof.

Railway No. 5. A railway commencing in the parish of Llanwonno by a junction with the Rhondda Fawr Branch of the Taff Vale Railway at a point opposite the mile-post on the said branch denoting 13¼ miles from the terminus of the Taff Vale Railway at Cardiff, and 820 yards or thereabouts in a north-westerly direction from the junction of the Pontypridd North Curve with the said Rhondda Fawr Branch, and terminating in the parish of Llantwit Fardre at a point 15 yards or thereabouts in a north-easterly direction from the winding pit of the colliery of the Rhondda Junction Welsh Coal Company, Limited, which intended railway will be made in, through, or into the several parishes of Llanwonno, Llantrissant, and Llantwit Fardre.

Railway No. 6. A railway commencing in the parish of Llantrissant, by a junction with the intended Railway No. 5, at a point thereon 50 yards or thereabouts in a southerly direction from a dwelling-house known as Sunny Bank, in the occupation of Daniel Thomas, and terminating in the parish of Llantwit Fardre, in a field part of Penrhiw Farm, numbered 146 on the Tithe Commutation Map of the parish of Llantwit Fardre, at a point 150 yards or thereabouts in a south-westerly direction from a woollen factory, known as the Forest Factory, in the occupation of Samuel George Jones, which intended railway will be made in, through, or into the several parishes of Llantrissant and Llantwit Fardre.

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 also for the general purposes of their undertaking, the lands, houses, and buildings hereinafter described or referred to, or some or one of them, all in the county of Glamorgan (that is to say):—

In the parish of Eglwysilan—

On the western side of and adjoining the Taff Vale Railway, and on the south side of and adjoining the turnpike road leading from Cardiff to Merthyr Tydfil, at Walnut Tree Junction.

In the parish of Llanwonno—

On the northern side of and adjoining the Company's Rhondda Fawr Branch Railway, and extending from a point 66 yards or thereabouts westward of the mile-post on that branch, denoting 13¼ miles from the terminus of the Taff Vale Railway at Cardiff, to a point 50 yards or thereabouts west of

the mile-post on the same branch, denoting $13\frac{1}{2}$ miles from the said terminus.

On the northern side of and adjoining the Company's Rhondda Fawr Branch Railway, and extending from a point 30 yards or thereabouts westward of the mile-post on that branch, denoting 14 miles from the terminus of the Taff Vale Railway at Cardiff, to a point 260 yards or thereabouts westward from the same mile-post.

On the northern side of and adjoining the Company's Rhondda Fawr Branch Railway, and extending from a point 180 yards or thereabouts westward of the mile-post on that branch, denoting $14\frac{1}{4}$ miles from the terminus of the Taff Vale Railway at Cardiff, to a point 225 yards or thereabouts westward from the mile-post on the said branch denoting $14\frac{1}{2}$ miles from the said terminus.

On the northern side of and adjoining the Company's Rhondda Fawr Branch Railway, and extending from a point 25 yards or thereabouts westward of the mile-post on that branch denoting $14\frac{3}{4}$ miles from the terminus of the Taff Vale Railway at Cardiff, to a point 140 yards or thereabouts eastward of the mile-post on the said branch denoting 15 miles from the said terminus.

On the northern side of and adjoining the Company's Rhondda Fawr Branch Railway to and extending from a point 50 yards or thereabouts westward of the mile-post on that branch, denoting $15\frac{1}{4}$ miles from the terminus of the Taff Vale Railway at Cardiff, to a point 25 yards or thereabouts eastward of the mile-post on the said branch, denoting $15\frac{1}{2}$ miles from the said terminus.

On the eastern side of and adjoining the Company's Rhondda Fach Branch Railway, and extending from a point 50 yards or thereabouts southward from the bridge carrying the public road over the said branch at Porth to the bridge near Maindy House, carrying the public road over the said railway.

In the parish of Ystradyfodwg—

On the eastern side of and adjoining the Company's Rhondda Fach Branch Railway, and extending from a point 80 yards or thereabouts southward of the mile-post on that branch, denoting $17\frac{3}{4}$ miles from the terminus of the Taff Vale Railway at Cardiff, to a point 235 yards or thereabouts northward of the said mile-post.

On the southern side of and adjoining the Company's Rhondda Fawr Branch Railway, and extending from a point 140 yards or thereabouts, westward of the mile-post on that branch, denoting $20\frac{1}{2}$ miles from the terminus of the Taff Vale Railway at Cardiff, to a point 235 yards or thereabouts, westward from the said mile-post.

In the parish of Merthyr Tydfil—

On the western side of and adjoining the Taff Vale Railway, and extending from a point 133 yards or thereabouts northward of the mile-post, denoting $19\frac{3}{4}$ miles from the terminus of that Railway at Cardiff, to the occupation road bridge at Ynisowen Farm.

To empower the Company to cross, stop up, alter, or divert, either temporarily or permanently, railways, tramways, turnpike and other roads, streets, canals, drains, sewers, pipes, watercourses, rivers, or streams within the parishes aforesaid, which it may be necessary or convenient to cross, stop up, alter, or divert, in

executing the several purposes of the intended Act, and to deviate from the lines of railway both laterally and vertically.

To vary or extinguish all existing rights and privileges connected with the lands, houses, and buildings proposed to be purchased or taken, and to empower the Company to purchase a part only of any property without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To empower the Company to levy, demand, and recover tolls, rates, and charges in respect of the said intended railways, and to grant exemptions from payment of tolls, rates, and charges.

To enable the Company by agreement or otherwise to run over, work, and use with their engines, carriages, and wagons, officers, and servants for the purposes of traffic of all kinds, the private railways of the said Messieurs Crawshay Brothers, or any of such railways, or any part thereof, and the sidings, stations, platforms, points, signals, junctions, roads, watering-places, water, engines, sheds, standing room for engines, offices, warehouses, machinery, works, and conveniences connected therewith upon such terms and conditions, and on payment of such tolls and rates as may be agreed upon or settled by arbitration or provided by the intended Act, and to empower the Company and the said Messieurs Crawshay Brothers to enter into and carry into effect contracts and agreements with reference to such running over, working, and use, and to the terms and conditions thereof, and to confirm or give effect to any such agreement which may be entered into before the passing of the intended Act.

To extend the time for the sale of all or any lands acquired by the Company which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company with relation thereto, and for selling or disposing of the said lands or parts thereof, or for granting leases thereof, or of any parts thereof, and so far as may be necessary for that purpose, to amend "The Lands Clauses Consolidation Act, 1845."

To revive and extend the powers granted by the Taff Vale Railway Act, 1873, and extended by the Taff Vale Railway Act, 1878, for the construction of and for the purchase of lands for, and otherwise relating to the Railway No. 6 authorised by the first-mentioned Act, being a railway to be situate wholly within the parish of Ystradyfodwg, in the county of Glamorgan; commencing by a junction with the Company's Rhondda Fawr Branch Railway at a point thereon 60 yards or thereabouts north-westward of the police lodge, at or near the junction of the Rhondda Valley and Hirwain Junction Railway with the said Rhondda Fawr Branch, and terminating in a field belonging to the Marquess of Bute, and in the occupation of Mr. Llewellyn Llewellyn, at a point 80 yards or thereabouts north-eastward of the ruins of Blaen-selig farmhouse, and to alter, amend, extend, or repeal so far as may be necessary for the purposes aforesaid, all or some of the provisions of the said Acts.

To extend the time now limited by the Taff Vale Railway Act, 1879, for the construction and completion of the railway described in and authorised by that Act, and to alter, amend, extend, or repeal so far as may be necessary for the purposes aforesaid, all or some of the provisions of the said Taff Vale Railway Act, 1879.

To empower the Company to increase their capital, and to raise a further sum of money for

the purposes of the intended Act, or some of them, and for other purposes connected with their undertaking, 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 on mortgage or bond, or by any such means; and also to apply to those purposes, or some of them, any capital or funds belonging to the Company.

To alter and amend Section 43 of the Taff Vale Railway Act, 1857, and to provide for changing the name of the irredeemable shares and stock referred to therein, or for the conversion thereof into shares or stock of other denominations, or to make other provisions with reference to the said stock, and also to alter, amend, and extend or repeal, so far as may be necessary for the purposes of the intended Act, some or any of the provisions of the Act (local and personal) 6 William 4th, cap. 82, and of any other Act or Acts relating to the Company.

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

And notice is hereby further given, that on or before the 30th day of November, 1881, plans and sections relating to the intended railways and works, and the lands intended to be taken, with a book of reference to such plans, and Ordnance maps 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 Glamorgan, at his office in Cardiff, 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 railways and works will be made or pass, and within which those lands are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of such parish, at his residence.

And notice is hereby further given, that on or before the 21st day of December, 1881, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1881.

Ingladen, Ince, and Vachell, Cardiff, Solicitors for the Bill.

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

In Parliament.—Session 1882.

Rotherham and Bawtry Railway.

(New Railways and Abandonment of Part of Authorised Railway; Running Powers over Portions of Railways and User of Stations of Midland and Manchester, Sheffield and Lincolnshire Railway Companies; Working Agreements with and Subscription by those Companies and with and by the Great Northern Railway Company; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that Application is intended to be made to Parliament in the ensuing Session by the Rotherham and Bawtry Railway Company (hereinafter called the Company) for all or some of the following purposes (that is to say):—

To empower the Company to make and main-

tain, with all proper and convenient stations, approaches, works, and conveniences connected therewith respectively, the following Railways, or some of them (that is to say):—

1st. A Railway (hereinafter called the Railway No. 1) commencing in the parish of Rotherham, in the West Riding of the county of York, at or near the authorised commencement of Railway No. 1, described in and authorised by the Rotherham and Bawtry Railway Act, 1881, at a point on the south side of the high road leading from Rotherham to Sheffield, 80 yards or thereabouts measured in a south-westerly direction from the centre of the Bridge called Bow (or Saddle) Bridge, carrying the said road over the River Rother, and terminating in the parish of Whiston, in the said West Riding, by a junction with the said authorised Railway No. 1 at a point in Canklow Wood, 65 yards or thereabouts north of the public road along the south side of that wood, leading from Canklow Mills to Whiston, and 228 yards or thereabouts west of the eastern fence or boundary of the said wood.

2nd.—A Railway (hereinafter called the Railway No. 2) commencing in the said parish of Rotherham by a junction with the Midland Railway, between Masborough and Woodhouse Mill, at a point 700 yards or thereabouts northwards of the bridge near Canklow Mills, carrying that railway over the public road from Canklow Mills to Finsley, and terminating in the said parish of Whiston by a junction with the intended Railway No. 1 at a point 15 yards or thereabouts north-west of the public road on the west side of Canklow Wood, and 125 yards or thereabouts in a northerly direction from Canklow Mills aforesaid.

3rd.—A Railway (hereinafter called Railway No. 3), wholly in the said parish of Rotherham, commencing by a junction with the Manchester, Sheffield, and Lincolnshire Railway at a point 450 yards or thereabouts in a north-easterly direction, measuring along that railway from the viaduct by which the said Midland Railway between Masborough and Woodhouse Mill is carried over the same, and terminating by a junction with the intended Railway No. 1 at a point 120 yards or thereabouts in an easterly direction from Ickles Gait, and 455 yards or thereabouts in a southerly direction from Ickles Corn Mill.

The said intended Railways will be made, or pass from, in, through, or into the parishes, townships, and other places following, or some of them (that is to say)—Rotherham, Whiston, Brinsworth, and Canklow, all in the West Riding of the county of York.

To empower the Company to purchase and take, by compulsion or agreement, for the purposes of the intended Railways, or any of them, and to hold lands, houses, and easements therein, and other property in the parishes and townships aforesaid, and to take a part only of any property without being subject to the liability imposed by Section 92 of "The Lands Clauses Consolidation Act, 1845."

To vary or extinguish all existing rights and privileges connected with any such lands or houses, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended Railways and works, or any of them, and to confer other rights and privileges.

To authorise the Company to cross, alter, divert, and stop up, permanently as well as

temporarily, such turnpike, highway, or other roads, railways, tramways, streets, paths, passages, rivers, canals, brooks, streams, sewers, water, and watercourses as it may be necessary or convenient to cross, alter, divert, or stop up for the purpose of making or using the said intended railways, or any of the works, approaches, stations, or conveniences connected therewith.

To declare the said intended Railways to be part of the undertaking of the Company, and to empower the Company to demand and recover tolls, rates, and charges for, or in respect of, the use thereof, and to grant exemptions from the payment of tolls, rates, and charges.

To empower the Company, for the purposes of the intended Act, and for the general purposes of their undertaking, to increase their capital, and to raise further money 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 such purposes any capital or funds belonging to them.

To authorise the abandonment of so much of the Railway No. 1 authorised by the Rotherham and Bawtry Railway Act, 1881, as lies between the commencement of that Railway and the junction therewith of the intended Railway No. 1, as hereinbefore described.

To authorise the Company, and any other Company or Companies running over, working, or using the Railways of the Company, or any part thereof, to run over and use with their engines and carriages, officers and servants, and for the purposes of traffic of every description, the portions hereinafter described of the railways of the Midland, and Manchester, Sheffield, and Lincolnshire Railway Companies, or some part or parts thereof respectively (that is to say):—

- (1) So much of the said Midland Railway between Masborough and Woodhouse Mill as is situate between the junction with that railway of the intended Railway No. 2 and the Masborough Station, including that station.
- (2) So much of the Manchester, Sheffield, and Lincolnshire Railway as is situate between the junction with that railway of the intended Railway No. 3 and the Rotherham Station, including that station.

And to use the said Stations, and the Roads, Signals, Water, Watering Places, Engine Sheds, Offices, Warehouses, Sidings, Junctions, Works, and conveniences connected therewith, and with the said portions of Railway respectively, upon payment of such tolls, rates, duties, or other remuneration, and upon such terms and conditions as shall be mutually agreed upon between the Company or Companies, exercising such powers, and the Company or Companies to whom the railways so to be run over belong respectively, or some or one of them, as the case may be, or failing such agreement as shall be settled by arbitration, or otherwise prescribed or provided for by the intended Act.

To enable the Company, and the Midland, the Manchester, Sheffield, and Lincolnshire, and the Great Northern Railway Companies, or any or either of them, to enter into and carry into effect agreements with respect to the several matters aforesaid, or any of them, and with respect to the construction, working, use, management, and maintenance of the Railways and works of the Company, or any part or parts thereof, and to the

costs, charges, and expenses of such working, use, management, and maintenance, and to the regulation, management, and transmission of the traffic of the Railways of the Companies, parties to any such agreement, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic.

To empower the Midland, the Manchester, Sheffield and Lincolnshire, and Great Northern Railway Companies, or any or either of them, to subscribe or contribute funds towards the construction and maintenance of the undertaking of the Company and of the said intended Railways and works, or any part or parts thereof, and to guarantee such interest, dividends, annual, or other payments in respect of the moneys expended in the construction thereof, as may be agreed upon between those Companies, or any or either of them, and the Company, and to take and hold shares in the capital of the Company, and to appoint a Director or Directors of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them respectively, or under the control of their respective Directors, and if they shall think fit to raise additional capital for that purpose by the creation of new shares or stock in their respective undertakings, with or without any preference or priority in payment of dividends, or other rights or privileges attached thereto, or by borrowing, or by both of those means, or by such other means as Parliament shall authorise or direct.

To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes thereof, all or some of the several local and personal Acts following, that is to say, "The Rotherham and Bawtry Railway Act, 1881" (44 and 45 Vic. cap. 210), and all other Acts relating to the Company and its undertaking, 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company and its undertaking, 12 and 13 Vic., cap. 81, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company and its undertaking, the Great Northern Railway Act, 1846 (9 and 10 Vic., cap. 71) and all other Acts relating to the Great Northern Railway Company and its undertaking.

And Notice is hereby also given, that a plan and section in duplicate of the intended Railways, showing the lands which may be taken under the compulsory powers of the intended Act, a Book of Reference to such plan and an Ordnance map, with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and that a copy of so much of the said plan, section and Book of Reference as relates to each of the before-mentioned parishes will be deposited with the parish clerk of such parish, at his residence, and that all such deposits will be made on or before the 30th November instant, and will be accompanied by a copy of this notice, as published in the London Gazette, and that printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 11th day of November, 1881.

Fev and Co., Surrey Street,
Thames Embankment. } Solicitors
Bircham and Co., 46, Parlia- } for the Bill.
ment Street, Westminster. }
Sherwood and Co., Great George Street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

Nottingham Corporation.

(Transfer to Corporation of Nottingham of the Freemen's Estates and Property, free from all rights therein; Compensation to Freemen and Freemen's Widows and persons losing Office; Powers for Corporation to sell and dispose of certain Lands held by them for public purposes; to exercise powers with regard to Sewers; and for substituting new Drains and Waterways; to vary Flood Levels of River Trent; to make new Provisions for recovery of street expenses; for Regulation of Carriages plying for hire, and Advertisements in the Streets; to prevent persons Obstructing Streets; for Regulating Streets and Buildings, and Vaults and Cellars under Streets; Penalties for keeping Disorderly Houses; Provisions as to Licensing and Regulating Marine Store Dealers, Sanitary Arrangements, Bicycles, Dangerous Animals, Placards, and extinguishment of Fires; Fixing date for coming into force of Local Government Acts; Application of Rents and Profits of Corporation Bridge Estate; Limits for Supply of Gas and Water, and Rates for same; Power for Corporation to make Valuation for General District Rate; Bye-laws; Powers for raising of Money by Corporation; Repeal and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session by the Mayor, Aldermen, and Burgesses of the Borough of Nottingham (hereinafter called the Corporation) for leave to bring in a Bill for an Act (hereinafter called the intended Act) to effect the purposes, and to confer the powers and privileges following, or some of them (that is to say):—

1. To transfer to and vest in the Corporation, or to enable the Corporation to purchase and acquire, by agreement or compulsorily, free from trusts and incumbrances and from all rights and interests, present or future, of Freemen and Freemen's Widows, the Ownership in perpetuity of all such estates, lands, moneys, property, rights, and interests as belong, or are reputed to belong, to the Freemen of the Town of Nottingham (hereinafter called the Freemen) or to the Freemen's Committee acting in execution of the local Act 13 Vict., c. 1, or to any other persons or person in trust or for the benefit of the Freemen; and to enable the Corporation to manage the said Estates and property, and from time to time to let, sell, and dispose of such part or parts thereof as they may think fit, and to expend and apply the rents and proceeds arising from the said Estates and property in such manner as the Corporation shall deem best for the improvement of the Borough of Nottingham and the public benefit of the inhabitants; and to release the Corporation from all future payment of the sum of £1,200 per annum or such other sum as is now paid by the Corporation to or for the benefit of the Freemen and Freemen's Widows.

2. To provide that as compensation to the Freemen for the intended transfer, and subject to such conditions and restrictions as may be contained in the intended Act, the Corporation shall pay to the Freemen and Freemen's Widows, now or hereafter legally entitled to Burgess Part Payments, the sum of £12 10s. per annum, or such other annual sum as may be agreed upon, subject to the conditions upon which such Burgess Part Payments are held; or that the Corporation shall make such other payments and compensation to, or for the benefit of the Freemen and Freemen's Widows as may be agreed upon, or as, failing agreement, may be settled by arbitration, or as may be fixed by the intended Act; and that any such payments may be made by the Corporation

out of the rents and profits of the said Estates and property and the General District Rate and Borough Fund of the Borough of Nottingham and other income of the Corporation, or out of any of those funds.

3. To enable the Corporation to purchase by agreement the interest of any Freeman, or Widow of a Freeman, in the said estates and property, or any annuity or payment granted by virtue of the intended Act.

4. To provide for payment of compensation to all persons losing office or employment in consequence of the intended Act.

5. So far as may be required for the purposes of the intended Act to repeal or alter all or any part of the local Act 18th Vic., c. 1, intituled "An Act for the Management of the Allotments made to the Freemen of Nottingham by virtue of certain Acts for Inclosing Lands in the parish of St. Mary in the Town and County of the Town of Nottingham," and to dissolve or alter the constitution and duties of the Freemen's Committee, or to vest in the Corporation all or any of the powers, rights, and duties of the Freemen's Committee, with or without such additional powers rights and duties as may be requisite for carrying into effect the purposes of the intended Act.

6. To enable the Corporation to sell, let, or otherwise dispose of, all that piece or parcel of land (including the site of the road called Sherwood Rise) situate in the parish of St. Mary in the said Borough, and bounded on or towards the east by the Mansfield Road, and containing on that side 310 feet or thereabouts, bounded on the south by a new road lately laid out and known as the Gregory Boulevard, and containing on that side 265 feet or thereabouts, bounded on the south-west by a new road leading from Basford into the Gregory Boulevard aforesaid, and containing on that side 285 feet or thereabouts, and having for its boundary on the north the parish boundary of the parish of Basford in the said Borough, and containing on that side 496 feet or thereabouts. Also all that other piece or parcel of land situate near the above mentioned piece or parcel of land, but divided therefrom by the said new road leading from Basford to the Gregory Boulevard, also situate in the said parish of St. Mary and bounded on the north-east side by the said last mentioned new road, and containing on that side 158 feet or thereabouts, bounded on the south by the Gregory Boulevard aforesaid, and containing on that side 620 feet or thereabouts, and bounded on the north-west by lands belonging, or reputed to belong, to Thomas Hallam, Thornton Shipham Clarke, and the Trustees under the Will of the late Henry Mallett, and containing on that side 554 feet or thereabouts, and which two pieces or parcels of land contain in the whole 3a. 1r. 31p. or thereabouts, and are vested in the Corporation for purposes for which they are now useless; and to stop up and extinguish all roads, paths, rights of way, and other rights and easements whatsoever in and over the said two pieces of land. Also to enable the Corporation, notwithstanding any restrictions imposed by Act of Parliament, Award or otherwise, to sell, let, or otherwise dispose of the following three pieces of land in the said parish of St. Mary allotted to the Corporation by the Commissioners appointed under or by virtue of an Act of Parliament passed in the Session of Parliament held in the 8th and 9th years of the reign of Her Majesty Queen Victoria, intituled "An Act for inclosing lands in the parish of Saint Mary in the Town and County of the Town of Nottingham," namely: All that piece of land situate in the Clayfield, No. 247 in the Allotment Map, but No. 260 in the Award Map made by the said Commissioners, containing

1 rood and $4\frac{1}{4}$ perches, and bounded on or towards the east by a public walk called St. Ann's Hill, on or towards the west by Mapperley Road, ending towards the north at a point there, and on or towards the south by the piece of land next described. All that piece of land situated in the Clayfield, No. 246 in the Allotment Map, but 284 in the Award Map made by the said Commissioners, containing 2 acres 1 rood and $12\frac{1}{4}$ perches, and bounded on or towards the east by a public walk called Elm Avenue, on or towards the west by Mapperley Road, on or towards the north by the said public walk called St. Ann's Hill, and by the piece of land before described, and on or towards the south by freehold land and premises belonging, or reputed to belong, to Mr. George Wigley and another; and all that piece of land situate in the Clayfield aforesaid, No. 211 in the Allotment Map, but No. 252 in the Award Map made by the said Commissioners, containing 3 acres and $2\frac{1}{4}$ perches, and bounded on or towards the west by the said public walk called Elm Avenue, on or towards the south by Cranmer Street, on or towards the north by the said public walk called St. Ann's Hill, and in the remaining part by lands allotted by the said Commissioners, being Nos. 249, 250, 251, and 253 on the said Award Map, now belonging, or reputed to belong, to Thomas Cullen and others; and to empower the Corporation to expend the purchase-money and proceeds arising from all the said pieces of land in or about the improvement and maintenance of such of the Public Parks and Recreation Grounds of the Corporation as they may think fit.

7. To confer upon the Town Council of the Borough of Nottingham all the powers possessed by Commissioners of Sewers or a Court of Sewers under the following Acts of Parliament:—

An Act passed in the 23rd year of the Reign of Henry 8th, cap. 5; An Act passed in the 3rd and 4th years of the Reign of Edward 6th, cap. 8, intituled "An Act for continuance of Statute of Sewers;" An Act passed in the 13th year of the Reign of Elizabeth, cap. 9, intituled "An Act for the Commission of Sewers;" An Act passed in the 3rd and 4th years of the Reign of William 4th, cap. 22, intituled "An Act to amend the law relating to Sewers;" An Act passed in the 3rd and 4th years of the Reign of Victoria, cap. 45, intituled "An Act to amend the Act passed in the 3rd and 4th years of the Reign of William 4th, cap. 22, intituled 'An Act to amend the law relating to Sewers;'" An Act passed in the 12th and 13th years of the Reign of Victoria, cap. 50, intituled "An Act for further amending the law relating to Sewers;" and an Act passed in the 24th and 25th years of the Reign of Victoria, cap. 133, intituled "An Act to amend the law relating to the drainage of land for agricultural purposes."

8. To confer on the Corporation powers to compel the removal of obstructions from rivers, streams, watercourses, drains, and ditches by the owners of land abutting thereon, and to confer on the Corporation such other powers as may be deemed requisite for the purpose of preventing floods.

9. To provide that any river, stream, ditch, drain, or watercourse within the Borough shall be deemed to be a nuisance within the meaning of the 91st section of the Public Health Act 1875, if it be, or at any time become, choked up with weeds or sediment, or silted up or obstructed in any manner whatsoever, so as to prevent the rapid flow through the same of water, notwithstanding that the same may not be a nuisance to such an extent as to be injurious to health.

10. To confer upon the Town Council of Nottingham power to compel, and provide for, the

cleansing of any such river, stream, ditch, drain, or watercourse within the Borough, and the removal of all obstructions and silting by the owners or occupiers.

11. To enable the Corporation to stop up and discontinue drains and waterways, or to lay culverts along the beds thereof, and to permit the same to be built over; and to enable the Corporation to make a new drain or waterway in lieu of, or in addition to, any existing drain or waterway, with the consent of the owners of the lands through which such new drains or waterways are to be made, provided that no such new drain or waterway shall be more than eleven feet wide at the bottom.

12. To empower the Corporation to fix, and from time to time to vary, the flood level or flood levels of the River Trent in the Borough, and to divide the Borough or any part thereof into districts, the flood level or flood levels in one or more of which districts may be different from the flood level or flood levels in the other or others of them.

13. To repeal or alter Sections 94 to 103 (both included) relating to recovery of new street and other expenses, of the Nottingham Improvement Act 1874, and to make new provisions with relation to the matters mentioned in those Sections.

14. To amend the powers conferred upon the Corporation by the Nottingham Improvement Act 1874, for the regulation of omnibuses, stage-carriages, wagonettes, and brakes used for conveying passengers within the Borough, and for the regulation of the street traffic therein; and to enlarge the powers possessed by the Corporation by Section 82 of the Nottingham Improvement Act 1874, and to provide that the Corporation may make bye-laws for the regulation of the drivers and conductors of omnibuses, wagonettes, and other carriages plying for hire, and the routes thereof, and of other vehicles, and of animals and persons, and the exhibition of statements of fares on all carriages plying for hire, and for the prevention of fraudulent user of numbers thereon, or of badges or numbers appointed to be worn by drivers or conductors thereof.

15. To empower the Corporation to regulate the size, and times, and manner of exhibition, of all advertisement-boards, advertisement-carriages, or other means of advertising, which may be in, upon, or carried, or driven in, or through, any street in the Borough.

16. To provide that any three or more persons assembled together in any part of a street without lawful excuse shall be deemed to be obstructing such street, and that such persons shall be liable to penalties, and to be taken into custody by any constable in whose view they may commit such offence.

17. To confer upon the Corporation new or amended powers for the regulation and maintenance of new streets and buildings, and to require back streets to be made to new streets, and with respect to the repair of vaults and cellars under streets, and the making of new vaults and cellars under streets, and with respect to the exhibition of dangerous or offensive articles and shows upon or within view of streets and public places.

18. To provide that any person keeping, or aiding, or assisting in keeping, or in the management, of a brothel or other disorderly house, room, or other place, shall be liable on summary conviction to a penalty, or, in the discretion of the Justice before whom he is convicted, to be imprisoned with or without hard labour, and to provide that upon the information upon oath of two or more householders residing in the neighbourhood that

any house, room, or place is used as a brothel, it shall be lawful for any Justice of the Peace by warrant to empower any officer or officers of the peace to enter such house, room, or place.

19. To confer upon the Corporation powers with respect to the licensing and regulation of marine store dealers, and persons carrying on similar trades.

20. To provide for the alteration of privies to the one or the other of the systems known respectively as the ash or earth closet and the pail system, and for the proper maintenance and repair of the privies so altered, and of the ash or earth closets and pail closets, and of the fittings and appliances connected therewith respectively; and to enable the Corporation to provide and maintain the same, and to charge and recover the cost thereof, and of such maintenance, and to prohibit the use of any privy, cesspool, or midden, ash or earth closet, pail, or other place or appliance for the deposit of foecal matter, or the fittings thereof respectively, unless certified by the Corporation as fit for the purpose, and to prohibit the deposit in privies or in such closets, pails, or appliances of other than foecal or scavenging refuse.

21. To prohibit the raising, filling, or embanking ground within the borough with offensive or unwholesome matter, and to impose a penalty upon persons so doing.

22. To extend the provisions of Section 28 of the Town Police Clauses Act 1847, so as to make the same apply to persons within the Borough using bicycles or similar machines, having charge of bulls, or other dangerous animals, or affixing placards or other notices on buildings.

23. To make Section 33 (as to extinguishment of fire) of the Town Police Clauses Act 1847, applicable within the Borough, and to enable the Town Council to exercise the powers of Commissioners under such Section within, as well as without, the Borough.

24. To empower the Corporation to fix a date which, for the purposes of Section 157 of the Public Health Act 1875, shall be deemed to be the date at which the Local Government Acts came into force in the Borough.

25. To enable the Corporation to appropriate the rents and profits of their Bridge Estate (after providing for the maintenance and repair of the existing bridge over the River Trent, and its approaches, and after setting aside such a sum as, in the opinion of the Corporation, shall be sufficient, with accumulations, to provide in due course for a new bridge or bridges), in such manner as they may think best for the improvement of the Borough and the public benefit of the inhabitants.

26. To enable the Corporation, by agreement, to supply gas and water, in bulk or otherwise, beyond the present limits for the supply of gas and water respectively by the Corporation.

27. To repeal the 46th Section of the Nottingham Gas Act 1853, and to substitute in lieu thereof a clause to the effect that the prescribed period for balancing the books of the Gas undertaking shall be the 25th day of March in every year, or such other time as the Corporation may fix.

28. To repeal or alter Section 10 of the Nottingham Corporation (Gas) Act 1874, and to enable the Corporation to charge for gas supplied outside the Borough a rate differing from that charged within the Borough, and to re-enact the Sections of Acts repealed by the said Section 10.

29. To enable the Corporation to charge to consumers within such parts of their limits for the supply of water as are without the Borough a rate not exceeding one-fourth more than the water-rate for the time being charged by the Corporation within the Borough.

30. To provide that any bye-laws made, or to be made, by the Corporation with respect to the sufficiency of the space about buildings to secure a free circulation of air, and with respect to the ventilation of buildings, shall be valid notwithstanding Section 30 of the Nottingham Improvement Act 1874, and, so far as may be necessary for the purposes aforesaid, to repeal or vary Section.

31. To authorize the making of bye-laws by the Corporation for any of the purposes of the intended Act, and to declare that any bye-laws made by the Corporation under the Nottingham Improvement Act 1874; or under the intended Act, shall be sufficient if made at any properly constituted meeting of the Town Council, and shall require no other official sanction.

32. To confer upon the Corporation powers for the valuation of property within the Borough liable to the General District Rate, and for appointing a person to make a Valuation List for that purpose in case the Corporation shall at any time consider the Assessment or Valuation List for the time being in force in any parish within the Borough to form an unfair or improper basis for the General District Rate, or shall at any time consider the Corporation to be aggrieved or injured by the Assessment or Valuation List of any parish within the Borough on the ground of unfairness or incorrectness in the valuation of any property included therein or on the ground of the omission of any rateable property from such Assessment or List; or to enable the Corporation to appeal against any such Assessment or List, in manner provided by the 18th Section of the Union Assessment Committee Act 1862, as if the Corporation were Overseer or Overseers or a person aggrieved within the meaning of that Section.

33. To authorize the Corporation to levy rates, rents, duties, and charges, to vary existing rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties, and charges, also to authorize the Corporation for all or any of the purposes of the intended Act to grant rent charges or annuities or other annual sums, and to borrow money on mortgage or debentures, redeemable or irredeemable, and to charge as well the lands and property which they may acquire under the intended Act as also the Borough Fund of the Borough of Nottingham and the District Fund and the General District Rates of the Corporation acting as the Urban Sanitary Authority, and all other the estates, rates, rents, revenues and property of the Corporation, or any part or parts thereof respectively, with and as security for all, or any, or any part of such rent charges, annuities, or annual sums of money, or money to be borrowed on mortgage or debenture as aforesaid; and, if deemed expedient, to declare that any moneys to be borrowed by the Corporation under the intended Act shall be subject to the provisions of the Nottingham Corporation Loans Act 1880.

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

35. To repeal, or amend, or consolidate in the intended Act, with or without amendment and alterations, the several local and private Acts following, or some of them, viz.:—2 and 3 Vic., cap. 28, intituled "An Act for Inclosing certain Lands called the West Croft and Burton Leys in the Parish of Saint Mary in the Town and County of the Town of Nottingham;" 2 and 3 Vic., cap. 82, intituled "An Act for Inclosing, allotting, and improving certain open fields in the Parish of Saint Mary in the Town and County of the Town of

Nottingham;" 7 and 8 Vic., cap. 7, intituled "An Act for altering and amending an Act passed in the third year of the reign of Her present Majesty for inclosing certain lands in the Town and County of the Town of Nottingham;" 8 and 9 Vic., cap. 7, intituled "An Act for inclosing lands in the parish of Saint Mary in the Town and County of the Town of Nottingham;" 13 Vic., cap. 1 (The Nottingham Freemen's Allotments Act 1850) and 1 and 2 Geo. 4, cap. 70; 6 and 7 Vic., cap. 2; 7 and 8 Vic., cap. 57; 13 and 14 Vic., cap. 1; 23 and 24 Vic., cap. 118; 26 and 27 Vic., cap. 32; 28 and 29 Vic., cap. 108; 30 and 31 Vic., cap. 10; 35 and 36 Vic., cap. 105; 36 and 37 Vic., cap. 82; 37 and 38 Vic., caps. 136 and 194; 40 Vic., cap. 31; 41 Vic., cap. 91; 42 and 43 Vic., cap. 204; 43 and 44 Vic., cap. 208; relating to the Corporation, and all other Acts (if any) relating to or affecting the Corporation; 8 and 9 Vic., cap. 19; 17 and 18 Vic., cap. 10; 37 and 38 Vic., cap. 137; 41 Vic., cap. 45; 42 and 43 Vic., cap. 11; and all other Acts (if any) relating to or affecting the late Nottingham Waterworks Company; 16 and 17 Vic., cap. 11; 21 and 22 Vic., cap. 9; 26 and 27 Vic., cap. 41; 27 and 28 Vic., cap. 109; 36 and 37 Vic., cap. 205; and all other Acts (if any) relating to or affecting the late Nottingham Gas Light and Coke Company; and to incorporate, with or without alteration, the Lands Clauses Consolidation Acts 1845, 1860, and 1869; the Towns Improvement Clauses Act 1847; the Town Police Clauses Act 1847; the Waterworks Clauses Acts 1847 and 1863; the Gasworks Clauses Acts 1847 and 1871; the Public Health Act 1875, or any part or parts of those Acts respectively.

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 7th day of November 1881.

Sam. Geo. Johnson, Town Clerk, Nottingham.

Geo. Norton, 22, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1882.

St. Philip's Church, Liverpool.

(Power to Sell St. Philip's Church, Hardman-street, in the City of Liverpool, and the Site thereof; Purchase of New Site for and Erection of New Church; Creation of New District or Parish; Appointment of Trustees and other consequential matters; Amendment of Acts.)

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

To authorise the sale of the site of St. Philip's Church, Hardman-street, in the city of Liverpool (hereinafter referred to as the Old Church), and of the yard and hereditaments adjoining thereto, or connected therewith, and the buildings thereon, or any part or parts thereof, and all or any part of the materials, fittings, ornaments and furniture of the said church, churchyard and premises, either together or in lots, and either by public auction or private contract, discharged from all ecclesiastical uses or purposes, and so that the same may be used or appropriated to any secular purposes whatsoever.

To authorise the acquisition of land in the said city, or in the suburbs thereof, for and the erection thereon, or on some part thereof, of a new church, and the assignment thereto by the Bill, or by an Order in Council or otherwise, of a district to be determined by the Lord Bishop of Liverpool, the Bishop of the diocese in which

Liverpool and its suburbs are situate, or to be fixed by the Bill, and the creation of the said district into an ecclesiastical parish.

To appoint or provide for the appointment of trustees for executing the intended Act.

To confer upon the said trustees, and upon the Lord Bishop of the diocese for the time being, the Ecclesiastical Commissioners for England, and the patron, incumbent, and churchwardens of the said church for the time being, or some or one of them, and all other persons whose concurrence or consent may be necessary, full powers to sell and convey the old church, churchyard, and premises, and to purchase or acquire the site for and build the new church, and to make, do, enter into and execute any contracts, agreements, deeds, or other instruments, matters, and things which may be necessary, proper, or convenient for carrying into effect all or any of the objects of the intended Act, and to confirm any such contracts or agreements as may have been entered into prior to the passing of the intended Act.

To provide for the endowment of the new church, and the fitting up and consecration of the same.

To vest the patronage of the new church in the said trustees, or in such other parties as may be prescribed by the intended Act, and to provide that the incumbent, clerk, and sexton of the old church shall be and continue incumbent, clerk, and sexton respectively of the new church, with the same property, rights, endowments, fees, salaries, and emoluments.

To make provision for extinguishing or acquiring the interests of persons owning ground rents now payable in respect of pews in the old church, and as to the payment of pew rents or otherwise in respect of pews in the new church, and the application thereof, and the incorporating or otherwise making applicable to the new church the provisions of the Church Building Acts, or some or one of them.

To provide for the redemption of all existing mortgages or incumbrances affecting the old church and the advowson thereof, and the churchyard and premises attached thereto.

To provide for the removal and reinterment in consecrated ground, of the remains of persons buried in the old church or churchyard thereof, and the removal of the tombstones or tablets, and other memorials therein respectively.

To make provision as to the application of the purchase money to be received for the old church and premises, and of any voluntary subscriptions or other funds in addition thereto, and until the erection of the new church for the temporary investment of such funds or any part thereof, and of the income to be derived therefrom.

To vary or extinguish all rights and privileges which would or might prevent any of the objects of the Act being fully effected, and to confer other rights and privileges.

To alter, amend, extend, and repeal, so far as may be necessary for the purposes of the intended Act, all or some of the provisions of the Acts, local and personal, 1 Geo. 4, cap. 2, and 20 and 21 Vic., cap. 36, and any other Act or Acts relating to the said church.

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, 1881.

Dated this 12th day of November, 1881.

Wright, Becket and Co., 17, Water-street, Liverpool, Solicitors for the Bill.

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

In Parliament—Session 1882.

Glasgow City and Dumbartonshire Railway.

(Incorporation of Company; Power to make Railways from the North British Railway, near the Queen-street Station, to the Stobcross, Helensburgh and Coatbridge Branches of that Railway, with Branches, and with all necessary works; Compulsory Purchase of Lands and Houses; Power to take tolls, &c.; Alteration of Tolls, &c.; Running Powers and Facilities over portions of the North British Railway; Working and Traffic Agreements with North British Railway Company; Additional Rails on Skaterig Branch of North British Railway; Incorporation of Acts; Amendment of Acts; and other purposes.

Notice is hereby given, that application is intended to be made to Parliament, in the next Session, for leave to bring in a Bill (in this Notice called "The Bill") for all or some of the following objects, powers, and purposes, 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 Railways and Works hereinafter described, or some or one of them, or some part or parts thereof respectively, with all needful stations, sidings, approaches, bridges, roads, communications, and other works and convenience connected therewith respectively (that is to say):—

Railway No. 1, commencing in the Parish of Govan, in a field numbered 394 on the published Ordnance Map of that parish, scale of 25·344 inches to the mile, at a point in that field 288 yards, or thereabouts, measured westwards, from the north-west corner of Hyndland Farm Steading, which point is also 56 yards, or thereabouts, measured north-westwards, from the north-west corner of the westernmost Garden of Ashburne Lodge, and terminating in the barony parish of Glasgow, at a point 72 yards, or thereabouts, measured north-eastward, from the north-east corner of North Hanover-street, at the junction of that street with Parliamentary Road, and which intended Railway No. 1 will be situate in or pass from, in, through, or into the following parishes or other places, or some of them, that is to say:—The parish of Govan, the barony parish of Glasgow, the City of Glasgow, the Burgh of Hill-head, and the Burgh of Partick—all in the County of Lanark.

Railway No. 2, commencing in the barony parish of Glasgow, at the point hereinbefore described as the point of the termination of Railway No. 1, and terminating in the city parish of Glasgow, at a point 14 yards, or thereabouts, measured north-westward, from the north-east corner of Saint Paul's Established Church in John-street, Glasgow.

Railway No. 3, wholly in the City Parish of Glasgow, commencing at the point hereinbefore described as the point of the termination of Railway No. 2, and terminating at a point on the north-west side of High-street 15 yards, or thereabouts, measured north-eastward along that side from the junction of High-street with George-street.

Railway No. 4, wholly in the Parish of Govan, commencing by a junction with the Stobcross Branch of the North British Railway

at a point on that branch 172 yards, or thereabouts, measured northward along that Branch, from the junction with that Branch of the Caledonian Railway Company's sidings into the goods and mineral station of that Company at Partick, and terminating at the point hereinbefore described as the point of the commencement of Railway No. 1.

Railway No. 5, wholly in the Parish of Govan, commencing at the point hereinbefore described as the point of the commencement of Railway No. 1, and terminating by a junction with the said Stobcross Branch of the North British Railway at a point on that Branch 42 yards, or thereabouts, measured south-eastward from the north-east corner of the goods shed of the North British Railway Company, at their station at Partick.

Railway No. 6, commencing in the Barony Parish of Glasgow at the point hereinbefore described as the point of the termination of Railway No. 1, and terminating in the City Parish of Glasgow by a junction with the North British Railway at a point on that Railway 40 yards, or thereabouts, measured south-westward along that Railway, from the south end of the tunnel on that railway between Queen-street station and Cowlairstation.

Railway No. 7, wholly in the City Parish of Glasgow, commencing by a junction with Railway No. 3, at a point on the west side of Balmanno-street 50 yards, or thereabouts, measured northward along that side from the junction of that street with George-street, and terminating by a junction with the Coatbridge Branch of the North British Railway at a point on that branch 115 yards, or thereabouts, measured south-eastward along that branch, from the east end of the passenger platform of the college station in Glasgow of the North British Railway Company.

All the before-mentioned railways will be situate in the County of Lanark.

Railway No. 8, wholly in the parish of New Kilpatrick, in the county of Dumbarton, commencing by a junction with the Branch Railway leading from the said Stobcross Branch towards Skaterig and Knightswood, being part of the Railway called No. 11 in the "North British Railway Act 1873," at a point on that Branch Railway 228 yards, or thereabouts, measured north-westward along that Branch Railway from the west side of the bridge carrying the Crow-road over that Branch Railway, and terminating by a junction with the Glasgow, Dumbarton, and Helensburgh section of the North British Railway, at a point on that section 50 yards, or thereabouts, measured south-eastward along that section, from the junction with that section of the Milngavie branch of the North British Railway.

Railway No. 9, a deviation of the Glasgow, Dumbarton, and Helensburgh section of the North British Railway, wholly in the parish of New Kilpatrick, in the county of Dumbarton, commencing by a junction with that section at a point on that section 93 yards, or thereabouts, measured south-eastward along that section, from the junction with that section of the Milngavie branch of the North British Railway, and terminating

by a junction with the Glasgow, Dumbarton, and Helensburgh section of the North British Railway at a point on that section 77 yards, or thereabouts, measured north-eastward, from the north-easternmost corner of the buildings of the Netherton Farm Steading.

Which said intended Railways and Works, or some, or one of them, will be situate in, or pass from, in, through, or into the parishes and other places following, or some, or one of them—that is to say:—The parish of Govan, the barony parish of Glasgow, the city parish of Glasgow, the City and Royal Burgh of Glasgow, the Burgh of Hillhead, and the Burgh of Partick, in the county of Lanark, and the parish of New Kilpatrick, in the county of Dumbarton.

2. To empower the Company to deviate laterally from the lines of the proposed 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 or Parliament may sanction, and whether beyond the limits allowed by "The Railways Clauses Consolidation (Scotland) Act, 1845," or otherwise.

3. To empower the Company to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all turnpike, statute labour, and other roads, and highways, streets, lanes, alleys, courts, squares, passages, footways, streams, watercourses, rivers, navigations, canals, wharves, railways, tramways, sidings, sewers, drains, gas and water pipes, telegraphic and electric posts, wires, and pipes, pneumatic tubes, and other apparatus and works of every description, within the parishes and places aforesaid, or any of them, and to authorise the appropriating and using of the same, and the subsoil and under surface thereof, for the purposes of the intended works, and also the appropriating and using of the under surface of any lands, streets, roads, squares, courts, alleys, passages, and places under or along which any of the proposed works are intended to be made, which it may be necessary or expedient to cross, open, or break up, divert, alter, stop up, or interfere with, appropriate, and use for all or any of the purposes of the Bill.

4. To repeal, vary, or alter all or some of the provisions of "The Railways Clauses Consolidation (Scotland) Act, 1845," relating to the limits of lateral and vertical deviation, and to alterations of roads, and substitution of roads, in lieu of altered roads.

5. To empower the Company to enter upon, purchase, take, and use, temporarily, or permanently, and either compulsorily or by agreement, or to lease, feu, or otherwise acquire, for the purposes of the proposed railways and works, lands, houses, and other property in the parishes aforesaid, or some or one of them, and rights of easement and servitude, and other rights in or over lands, houses, and other property; and to vary or extinguish all rights and privileges over, or affecting, or in any manner connected with the lands, houses, and other property to be purchased or taken; and to repeal, vary, or alter Section 90 of "The Lands Clauses Consolidation (Scotland) Act, 1845" and to provide that, notwithstanding anything in that Section, the Company may purchase and take, by compulsion or agreement, any vaults, cellars, arches, or other offices or conveniences attached, or belonging to, or any other part of, any houses, buildings, manufactories, or other premises which they may require for the

purposes of the Bill, without being required or compelled to purchase the whole of such houses, buildings, manufactories, or premises; to empower the Company to purchase, by compulsion or agreement, the wayleave, easement, or right of constructing and maintaining all or any part of the railways to be constructed in tunnel, under the Bill, without being required or compelled to purchase the surface of the land over such tunnels, or any buildings thereon; to make provision for the preservation and protection of buildings over or on either side of the railways and works proposed to be constructed under the Bill, and to confer upon the Company powers to underpin, or otherwise strengthen, support, or protect from injury, any such buildings, lands, tenements, or property over or adjoining or near the railways, for the exercise of such powers.

6. To empower the Company to demand, levy, and take, and recover tolls, rates, duties, and charges, on and in respect of, the proposed railways and works, or any part or parts thereof, and upon the railways or portions of railway stations and works which it is proposed to authorise the Company to run over, work, and use, as hereinafter mentioned; and to alter the tolls, rates, duties, and charges now authorised to be taken thereon, or in respect thereof; and other tolls, rates, duties, and charges; and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges.

7. To empower the Company, and any company or persons for the time being lawfully working or using the proposed railways, or any part thereof, on such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, duties, and charges as may from time to time be agreed upon, or as may be settled by the Railway Commissioners, or by arbitration, or provided by the Bill, to run over, work, and use, with their own, or other engines, carriages, waggons, and trucks, officers and servants, whether or not in charge of engines or engines and trains, or for any other purpose whatever, and for the purposes of traffic of every description, the following portions of railways and stations: that is to say:—

1. The Stobcross Branch of the North British Railway and the Stobcross Station of that railway.
2. So much of the said Branch Railway leading from the said Stobcross Branch towards Skaterig and Knightswood, being part of the Railway called No. 11 in the North British Railway Act, 1873, as is situate between the junction of that Branch Railway with the said Stobcross Branch and the junction hereinbefore described of the proposed Railway No. 8 with the said Branch Railway.
3. The Glasgow, Dumbarton, and Helensburgh Section of the North British Railway.
4. The Coatbridge Branch of the North British Railway.

Or some or one of these before-mentioned railways, or some part or parts thereof respectively, together with all stations, roads, ways, sidings, platforms, buildings, booking and other offices, warehouses and approaches, water, water-engines and conveniences, telegraphs, points, signals, junctions, machinery, engines, engine-sheds, standing-room for engines, works, and conveniences, on or connected or used with the said railways or stations respectively, or any of them or any part thereof.

8. To require and compel the North British Railway Company, upon such terms and conditions as shall be agreed upon, or settled by

arbitration, or provided by the Bill, to receive, book through, forward, accommodate, transmit, and deliver, on, over, and from, the whole, or any part, of their railways or undertakings, or from the railways or undertakings of which they are, or may be, lessees, or which may be under their management or control, and at the stations, warehouses, and booking offices thereof, respectively, and to afford all necessary facilities for passengers, goods, animals, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by "The Regulation of Railways Act, 1873") coming from, or destined for, the proposed railways, or any of them, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and (if need be for any of the purposes of the Bill) to alter and vary the tolls, rates, and charges which the North British Railway Company may be authorised to take and receive upon their Railways or Undertaking.

9. To enable the Company on the one hand, and the North British Railway Company on the other hand, from time to time, to enter into, and to 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 Company of the proposed railways and works, 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 Company, and of the North British Railway Company respectively; 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.

10. To authorise the Company to lay down and maintain an additional line or additional lines of rails upon or alongside so much of the said Branch Railway, leading from the said Stobeross Branch towards Skaterig and Knightswood, being part of the Railway called No. 11 in the "North British Railway Act, 1873," which it is proposed to empower the Company to run over, work, and use as hereinbefore mentioned, including all junctions and sidings of and connected with the said portion of railway, and to enter upon the railways, works, land, and property of the North British Railway Company for that purpose.

11. To authorise the Company, and any Companies or Corporations, Commissioners, or Road Trustees, or other bodies or persons, to enter into and carry into effect such arrangements and agree-

ments as may be necessary or expedient for making, maintaining, working, or using the proposed railways, or any of them, or any part thereof, or for any purpose in relation thereto, and to confirm any such agreements.

12. To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" and "The Railways Clauses Act, 1863," with such variations, modifications, and exceptions as may be deemed expedient, or as may be contained in the Bill; to alter, vary, amend, extend, or enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the powers and provisions of the Acts of Parliament, local and personal, following: that is to say:—

The "North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862," and the several other Acts following relating to the North British Railway Company, and to the Undertakings belonging to, amalgamated with, or held on lease by, or vested in, or worked, or authorised to be worked by that Company (that is to say):—Acts passed in the Sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George the 3rd; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the 4th; the 1st, 3rd, 4th, 5th, 6th, 6th and 7th, and the 7th years of the reign of King William the 4th; the 2nd and 3rd, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th, the 15th and 16th, the 16th and 17th, the 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, the 34th and 35th, the 35th and 36th, the 36th and 37th, the 37th and 38th, the 38th and 39th, the 39th and 40th, the 40th and 41st, the 41st and 42nd, the 42nd and 43rd, the 43rd and 44th, and the 44th and 45th years of the reign of Her present Majesty, and all or any of the provisions of the several Acts following, or some of them (that is to say):—"The Scottish North-Eastern Railway Act, 1863;" "The Caledonian and Scottish North-Eastern Railway Companies Amalgamation Act, 1866;" and "The North British Railway (Dundee and Arbroath Joint Line) Act, 1879;" and any other Act or Acts of Parliament recited in any of the before mentioned Acts, or relating to or affecting the North British Railway Company, or any other Company or Body who, or whose property, may be affected by any of the powers or provisions of the Bill.

13. The Bill will vary or extinguish all rights and privileges which would in any manner interfere with or prevent the execution of the purposes of the Bill, or any of them, and will confer all

powers, rights, and privileges which may be necessary for carrying the same into effect.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways, and the works and conveniences connected therewith, and the lands, houses, and other property which will or may be taken for the purposes thereof, or under the powers of the Bill, together with a book of reference to the said plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and other property, and an ordnance or published map with the lines of the proposed railways delineated thereon, so as to show their general course and direction; and a copy of this notice as published in the *Edinburgh Gazette*, will, on or before the 30th day of November, 1881, be deposited for public inspection in the office in Dumbarton of the Principal Sheriff-Clerk of the County of Dumbarton, and in the office in Glasgow of the Principal Sheriff-Clerk of the County of Lanark; and that on or before the said 30th day of November, 1881, a copy of so much of the said plans, sections, and book of reference as relates to each of the before-mentioned parishes, and to the city and Royal Burgh of Glasgow, with a copy of this Notice, will be deposited for public inspection with the Session-Clerk of each such parish at his residence, and with the Town-Clerk of the said city and Royal Burgh of Glasgow, at his office in Glasgow.

Printed copies of the Bill will, on or before the 21st day of December, 1881, be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1881.

Keydens, Strang, and Girvan, 186, West George Street, Glasgow, Solicitors for the Bill.

Simson, Wakeford, Goodhart, and Medcalf, 11, Great George Street, Westminster Parliamentary Agents.

In Parliament.—Session 1882.

Liverpool Improvement.

(Street Improvements; Acquisition of Lands for Purposes of Liverpool University College; Amendment of Building, Sanitary, Fire Prevention, and Electric Lighting Acts, and Further Powers thereunder, and as to Steam Boats, and as to Telegraph and other Wires, &c., and as to Infectious Disease; Provisions as to Cost of Maintenance of certain Parks, and otherwise relating thereto, and as to Park-keepers and Superannuation of Officers and Servants, and as to Bye-laws and Penalties; Power to Levy Rates and raise and apply Moneys; Amendment of Acts and Orders, and other matters.)

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 Liverpool, in this notice called "the Corporation," for an Act for effecting the following objects, or some of them, that is to say:—

1. To empower the Corporation to execute the following Street Improvements in the City of Liverpool, in the county of Lancaster, with all necessary approaches, junctions, works, and conveniences connected therewith, that is to say:—

In the parish of Liverpool:

a. To widen the street called George's Dock Gates, on the east side thereof, between Water-street and Chapel-street, and to appropriate a portion of the churchyard of St. Nicholas's Church for the purposes of such

widening, and to construct an underground passage under George's Dock Gates to and from the pierhead, with approaches thereto from Chapel-street and Water-street respectively.

b. To revive the powers granted by the Liverpool (Lands) Order, 1878, for the compulsory purchase of certain lands on the south-west side of Cumberland-street by the said Order authorised to be acquired for the purposes of the new street in continuation of Stanley-street from Victoria-street to Whitechapel.

In the township of Everton, in the parish of Walton-on-the-Hill:

c. To widen and improve Everton-road, on the south-west side thereof, between Village-street and Lytton-street, and between Bright-street and Cobden-street, and on the east side thereof between Deacon-street and West Derby-road.

2. To authorise and empower the Corporation to purchase by compulsion or agreement lands and buildings for the purposes of the said intended works, and also to purchase in like manner certain lands and buildings in the said parish of Liverpool, bounded by Brownlow-hill, Brownlow-street, Dover-street, and Ashton-street, and to apply the same to the purposes of the Liverpool University College, or for such other purposes as may be authorised by the intended Act; and to stop up and discontinue as public thoroughfares Dover-street (between Brownlow-street and Ashton-street), Back Brownlow-street, and Berwick-place, and to appropriate the sites thereof to such purposes as may be authorised by the intended Act.

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

4. To make provision for the removal of the bodies interred in St. Nicholas's Churchyard aforesaid and of the monuments and tablets relating thereto.

5. To authorise the Corporation to raise and borrow by the issue of Liverpool Corporation Stock or otherwise, on the credit of the City Fund of the said City, and to apply for the purposes of the said Liverpool University College, or such other purposes as aforesaid, such sum or sums of money as may be prescribed or authorised by the intended Act.

6. To empower the Corporation to apply further moneys authorised to be raised under and for the purposes of the "Liverpool Improvement Act, 1867," in carrying out the purposes of the "Liverpool Improvement Act, 1878," and to raise such moneys accordingly under the powers of the first-mentioned Act.

7. To alter, amend, extend, and enlarge all or some of the provisions of the Liverpool Building Act, 1842, and for that purpose to repeal and reenact, with such alterations, amendments, and variations as may be deemed expedient, Schedules A and B of that Act, and to make further provision with respect to the sites, walls, piers, and chimneys of buildings, and the materials to be used therein, and for restricting and regulating openings in walls, and as to wooden buildings, projections in streets, and dangerous structures, and for preventing the overloading of warehouses, and otherwise with reference to buildings and dwelling-houses.

8. To alter, amend, extend, and enlarge all or some of the provisions of the Liverpool Sanitary

Act, 1846, and the Liverpool Sanitary Amendment Acts, 1854 and 1864.

9. To confer further powers on the Corporation with reference to the following and other matters connected with the improvement and good government and regulation of the City:—

- a. The purchase of lands by agreement under the provisions and for the purposes of the "Liverpool Sanitary Amendment Act, 1864," and to alter and simplify the proceedings under that Act in certain cases.
- b. The occupation of premises not fit for habitation, or not in conformity with the requirements of the Acts in force in the City relating to dwelling-houses.
- c. The providing or erecting of privies, urinals, and other like conveniences, and the making and enforcing of bye-laws for the better regulation thereof, and of persons using the same, and the making and recovering of charges for the use thereof.
- d. The construction of cellars, vaults, areas, and coal shoots, and other similar conveniences.
- e. The prevention of nuisance and noise by the use of breaks on carts, or otherwise, and the regulation of the construction of certain vehicles, and the drivers thereof, to prevent danger in the streets.
- f. The recovery of rates leviable in the City, and the exemption thereof from the operation of the "Summary Jurisdiction Act, 1879," limiting the time within which moneys may be recovered.
- g. The protection and control of juvenile traders and the prohibition and regulation by the Corporation or by the School Board of the City of Liverpool of the employment, casual or otherwise, of children and young persons.
- h. To authorise and empower the Corporation to prescribe, regulate, and control the direction, extent, level, and width of any new street to be made in the City, and to amend the powers and provisions of the Liverpool Sanitary Acts with reference to new streets.

10. To make provision for the better detection and prevention of infectious and contagious disease, the better protection of the public health, the closing of any school in any neighbourhood threatened with or infected by any such disease, and also of places used for sale of milk, fruit, confectionery, or food, or for the sale or making up of wearing apparel, where such disease exists; and enforcing the removal into hospital of persons suffering under any such disease not having proper accommodation for isolation, and otherwise for the regulation, registration and isolation of cases of infectious or contagious disease.

11. To include in the term "Warehouse" in the Liverpool Fire Prevention Act, 1843, and the 7 & 8 Vict. c. 51 (Local and Personal), every building which, or any vault, cellar or room of which, shall be used or intended to be used for the deposit of merchandise, whether such building, vault, cellar or room shall or shall not be intended to be registered under the Acts.

12. To vary the provisions of the last mentioned Acts so as to authorise the police magistrate of the City, with the consent of the council, or the committee for the preservation of property from fire, to dispense either wholly or in part with the provisions of the Acts in cases of warehouses in which dangerous trades are not intended to be carried on, and which are not intended to be registered as warehouses under the Acts, and to repeal, alter, or amend the provisions of the said Acts with reference to the keeping of a registry and publication thereof.

13. To make further provision for the regulation of steamboats, tugs, or vessels plying between the Port of Liverpool and the Isle of Man with reference to the prevention of smoke.

14. To prohibit the fixing or placing of any post, wire, tube, or other apparatus for telegraphic, telephonic, or electrical purposes, or any wire, rope, or string for any other purpose over, under, across, or along any street, road, or public thoroughfare, except with the consent of the Corporation, and on such terms and conditions as they shall deem expedient to prevent obstruction, danger, or annoyance to the traffic or to passengers therein; and to empower the Corporation to inspect any such post, wire, tube, apparatus, rope, or string, whether existing or future, and to order the repair, alteration, renewal, or removal thereof, and in default thereof to execute the requisite works themselves at the cost of the owner or hirer of such post, wire, tube, apparatus, rope, or string, and to exercise all such powers of entry on premises as may be necessary for the purposes aforesaid, and to relieve the Corporation from all liability by reason of any failure of, or accident from any such post, wire, tube, apparatus, rope, string, or works.

15. To amend and extend the provisions of the Liverpool Corporation Electric Lighting Act, 1879, and to enable the Corporation to lay any wires, tubes, or other apparatus in any sewers or drains, or in or through any coal vault, tunnel, or other underground passage or place belonging to the Corporation, or to any person or persons or Company, and to incorporate with or without modification all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and the Gasworks Clauses Acts, 1847 and 1871.

16. To amend and extend the provisions of the Liverpool Corporation Electric Lighting Act, 1879, and to enable the Corporation to exercise the powers of that Act with reference to the manufacture, supply and use of electricity for telegraphic or telephonic purposes, or any other purposes to which electricity is or may become applicable.

17. To charge the annual cost of the maintenance of the parks and pleasure grounds, called Wavertree Park, Shiel Park, and Kensington Play Ground, and of the Botanic Gardens and Herbarium belonging to the Corporation upon the public parks, &c., rate leviable under the Liverpool Improvement Act, 1865, and to repeal so much of Section 18 of the Liverpool Library and Museum Act, 1852, as relates to the Botanic Gardens, Herbarium, and other premises purchased by the Corporation under the authority of the Statute 8 & 9 Vic., cap. 43.

18. To authorise the Corporation, or the Corporation jointly with any person or persons, to purchase by agreement from the Trustees of Richard Vaughan Yates, Esq., out of moneys which they are authorised or required to lay out in the purchase of real estate, or out of moneys to be borrowed under the intended Act, or out of any moneys standing to the credit of the surplus of the City Fund, the freehold reversion in the Princes Park Estate in the township of Toxteth Park, in the City of Liverpool, upon the determination of a lease for 75 years from the first day of January 1843.

19. To empower the Corporation to appoint and qualify park-keepers in parks within or outside the boundaries of the City, as constables without their being entitled to superannuation as police constables.

20. To authorise the Corporation to grant superannuation allowances to officers and servants, and

to make deductions from the salaries or wages of such officers and servants as contributions to the superannuation fund, and to authorise agreements between the Corporation and their officers and servants with reference to such contributions.

21. To authorise or confirm the investment of moneys which the Corporation are required or empowered to invest in real estate in the purchase of lands or reversions of lands, within or outside the boundaries of the city, acquired by the Corporation under the powers contained in "The Liverpool Improvement Acts, 1858, 1861, 1864, 1865, 1867, and 1878," "The Liverpool Improvement and Waterworks Act, 1871," "The Liverpool (Lands) Order, 1878," and the intended Act, and to sanction and confirm any such investments already made, and to sanction and confirm the appropriation of certain lands purchased under the powers of the "Liverpool Improvement Act, 1867," for the extension of the North Hay Market, and to exempt all the lands so purchased from all or some of the provisions contained in or incorporated with the said Acts, and to make further provision with reference to the sale, exchange, or lease of lands belonging to the Corporation or acquired or to be acquired under the powers of the above Acts or the intended Act.

22. To amend or repeal so much of the Act, local and personal, 21 Geo. II., cap. 24, as relates to the levying of a lighting rate, and to empower the Corporation to levy over the whole City a uniform poundage or equal lighting rate sufficient to pay the cost of public lighting within the City.

23. To authorise the making of bye-laws and regulations for giving effect to all or any of the objects and purposes of the intended Act, and the enforcing of such bye-laws and regulations, and of the provisions of the intended Act, by the imposition and recovery of penalties, or in such other manner as may be prescribed or authorised by the intended Act.

24. To authorise and empower the Corporation to make, levy, and recover rates and assessments upon and from the owners and occupiers of property within the said City for all or any of the purposes of the said intended Act, and to grant exemptions from the payment thereof, and to apply to those purposes, or any of them, any rates and assessments which they are by any of their existing Acts authorised to make, levy, and recover, and if necessary, to increase such last mentioned rates and assessments, or some of them, and to borrow money for the said purposes upon the credit of the said rates and assessments, or some of them, and if the Corporation shall think fit upon the credit of the City Fund of the said City, and of the estates and property of the Corporation, and to apply such part of their corporate funds as they may think fit for the purposes of the intended Act, or any of them.

25. To empower the Corporation to create and issue Liverpool Corporation Stock for all or any of the purposes of the intended Act, and to make such Stock part of the Liverpool Corporation Stock authorised by the Liverpool Corporation (Loans) Act, 1880.

26. To make provision with respect to the appointment of umpire by the Board of Trade or other authority in cases of disputed compensation under the existing Waterworks and Improvement Acts relating to the City of Liverpool or the intended Act, and with respect to the extension of time for making awards, and for these purposes to vary the enactments of the Lands Clauses Consolidation Acts.

27. To vary or extinguish all existing rights and privileges which would in any manner impede or

interfere with the objects of the intended Act, and to confer other rights and privileges.

28. To amend, extend, enlarge, or repeal, so far as may be necessary, the powers and provisions, or some of them, of "The Liverpool Improvement and Markets Act, 1786;" "The Liverpool Improvement Act, 1820;" "The Liverpool Building Act, 1842;" "The Liverpool Improvement Act, 1842;" "The Liverpool Fire Prevention Act, 1843;" the 7 and 8 Vic., cap. 51 (Local and Personal); "The Liverpool Sanitary Act, 1846;" "The Liverpool Corporation Waterworks Act, 1847;" "The Liverpool Corporation Waterworks Amendment Act, 1850;" "The Liverpool Corporation Waterworks (Deviations) Act, 1852;" "The Liverpool Library and Museum Act, 1852;" "The Liverpool Sanitary Amendment Act, 1854;" "The Liverpool Improvement Act, 1855;" "The Liverpool Improvement Act, 1858;" "The Liverpool Corporation Waterworks Act, 1860;" "The Liverpool Improvement Act, 1861;" "The Liverpool Corporation Waterworks Act, 1862;" "The Liverpool Improvement Act, 1864;" "The Liverpool Sanitary Amendment Act, 1864;" "The Liverpool Improvement Act, 1865;" "The Liverpool Corporation Waterworks Act, 1866;" "The Liverpool Improvement Act, 1867;" "The Liverpool Improvement and Waterworks Act, 1871;" "The Liverpool Improvement Act, 1878;" "The Liverpool Corporation Electric Lighting Act, 1879;" "The Liverpool (Artizans' Dwellings) Order, 1876;" "The Liverpool (Spirit Storage) Order, 1878;" "The Liverpool (Lands) Order, 1878;" "The Liverpool (Sanitary Amendment) Order, 1879;" "The Liverpool Corporation Act, 1880;" "The Liverpool Corporation Loans Act, 1880;" "The Liverpool Corporation Waterworks Act, 1880;" "The Liverpool Corporation Police Superannuation Act, 1881;" the 11 and 12 Vic., cap. 38 (Local and Personal); 28 Vic., cap. 77 (Local and Personal); and any other Acts relating to the Liverpool United Gas Light Company, and any other Act or Acts relating to the City of Liverpool.

29. And notice is hereby given, that plans showing the lands, houses, and property proposed to be purchased, taken, or acquired under the authority of the said intended Act and the said intended works, together with sections of the said works and 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 in the present year, be deposited with the Clerk of the Peace for the county of Lancaster, at his office in Preston in the said county, and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the said parishes of Liverpool and Walton-on-the-Hill, 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 as regards the parish of Liverpool with the Parish Clerks of that parish, at St. Peter's parish church in Liverpool, and at St. Nicholas's parish church in Liverpool, and at their residences, 22, Greek-street, and 9, Prussia-street, Liverpool; and as regards the parish of Walton-on-the-Hill, with the Parish Clerk of that parish at his residence, Walton Village, near Liverpool.

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

Dated this 18th day of November, 1881.

Joseph Rayner, Town Clerk of the City of Liverpool, Solicitor for the Bill.

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

In Parliament—Session 1882.

Manchester Corporation.

(Provisions as to Establishment of an Art Gallery and as to the Manchester Royal Institution; New Works in connection with Corporation Waterworks; Provisions as to the Production and Supply of Electricity for Lighting and other purposes, and as to Street Children; Amendment of the Local Acts of the Corporation; Further Borrowing Powers on Security of, and Application to the purposes of the intended Act of City and other Rates; and other matters.)

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 Manchester, 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:—

To make provision for the transfer to and vesting in the Corporation of the Art Gallery, in the City of Manchester, now belonging to the Governors of the Royal Manchester Institution, and of the property, works of art, and other effects therein belonging to the Governors of that institution; and to confirm and give effect to any agreement or agreements which may have been or may be made between the Corporation and the said Governors with reference thereto.

To empower the Corporation to raise and contribute by means of the city rate such yearly or other sum or sums as may be prescribed or provided for by the intended Act for the maintenance and other purposes of the said Art Gallery, including the purchase of works of art; to make provisions for the regulation, management, and use, of and in respect to lectures and exhibitions to be held in such Art Gallery, and for the appointment of a Committee nominated in part by the Council and in part by the said Governors for the purposes aforesaid, and to confer upon the Corporation and such Committee, all such powers as may be necessary for carrying into effect the objects and purposes aforesaid, and for the establishment and maintenance of a permanent Art Gallery.

To confer powers upon the Corporation with respect to the alteration, enlargement, or sale of the said Art Gallery (the proceeds of such sale being made applicable to like purposes), and to purchase or lease lands and buildings.

To empower the Corporation to make and maintain the following works and exercise the following powers in connection with their water-works:—

The enlargement of the existing Bottoms Reservoir of the Corporation, constructed under the powers of the Manchester Corporation Waterworks Act, 1865, by the raising of the existing waste weir of the said reservoir, which said reservoir when enlarged will extend from the existing embankment of the said reservoir in an easterly direction to the embankment of the existing Vale House Reservoir of the Corporation, where it will terminate. The said enlargement will be situate in the township of Tintwistle, in the parish of Mottram-en-Longdendale, in the county of Chester, and in the township of Padfield, in the parish of Glossop, in the county of Derby.

An aqueduct, conduit, or line of pipes, No. 1, to commence in the road from Manchester to Hyde, at a point measured 33 yards or thereabouts in a north-easterly direction from the most northerly corner of a house No. 2, Reddish-lane, occupied by James Oldham,

and to terminate in the said road at a point 13 yards or thereabouts, measured in a north-easterly direction from the most northerly corner of the house No. 1,006 in the said road from Manchester to Hyde, occupied by John Gorton Redford, which aqueduct, conduit, or line of pipes will be wholly situate in the township of Gorton, in the parish of Manchester, and county of Lancaster.

An aqueduct, conduit, or line of pipes, No. 2, to commence in the road from Manchester to Hyde, on the southerly side thereof at a point measured 40 yards or thereabouts in an easterly direction from the centre of the bridge carrying the said road over the Midland Railway, immediately adjoining to the Belle Vue Station of the said railway, and to terminate in the said road at a point measured 44 yards or thereabouts in a westerly direction from the centre of the said bridge, which aqueduct, conduit, or line of pipes will be wholly situate in the township of Gorton; in the parish of Manchester, and county of Lancaster.

To empower the Corporation to deviate from the lines and levels of the intended works, as shown on the deposited plans and sections, to such an extent as may be authorised by the intended Act.

To incorporate with the intended Act the provisions of the Railways Clauses Consolidation Act, 1845, with respect to roads and the temporary occupation of lands.

To empower the Corporation to stop up and appropriate the existing footpath situate in the township of Ashton-under-Lyne, in the parish of Ashton-under-Lyne, between the boundary of the said parish of Ashton-under-Lyne at the most north-westerly corner of the Upper Gorton Reservoir of the Corporation and the junction of such footpath with the footway leading from Booth Farm to the new road authorised by and described in Section 11 of the Manchester Corporation Waterworks and Improvement Act, 1875, and therein numbered 21, and to provide for the extinguishment of all rights of way over the footpath so to be stopped up.

To empower the Corporation to acquire by compulsion or agreement, and to hold lands, houses, and buildings and easements therein for any of the purposes of the intended Act, 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 intended Act.

To empower the Corporation to sell or dispose of or to let upon lease, or otherwise for building, agricultural, or other purposes any lands, buildings, and property which they may acquire or become possessed of under the provisions of the intended Act, or which may from time to time belong to or be vested in them, or in which they have or may have any estate or interest, and to sell or dispose of the reversion in any lands and buildings so let upon lease.

To empower the Corporation to provide, generate, manufacture, and store, and within their district for the supply of gas for the time being to distribute and supply electricity for the purposes of lighting, heating, and producing motive or other power for public and private use, and for any other purpose to which electricity is or may be made applicable, and to apply and extend to the providing and supplying of electricity for such purposes or any of them, all or

some of the rights, powers, and privileges now possessed or enjoyed by the Corporation, or to be conferred upon them by the intended Act, with respect to the supply of gas (including the power of making, demanding, and recovering rates, rents, and charges) and to confer upon the Corporation all such other rights with reference thereto as may be deemed expedient.

To empower the Corporation to purchase, provide, supply, sell, let for hire, use, and otherwise deal in apparatus for the lighting and warming of houses and buildings, the cooking of food, and for motive power, and for other purposes for which gas or electricity can or may be used.

To prohibit the casual employment of children (as the term may be defined in the intended Act) after hours for summer and winter respectively to be prescribed by the intended Act, to define casual employment, and to impose penalties upon employers and parents employing children in contravention of the intended Act, and to provide for the enforcement of the intended Act with reference to such children by the School Board of the City of Manchester, and to empower their officers to remove from the streets children under the specified age who may be found engaged in any casual employment during illegal hours, and to convey them to a suitable place of detention, not being a prison or a police cell, for the night, unless they be claimed in the meantime by their parents or guardians.

To extend and enlarge the powers of the Corporation, under their Waterworks and Improvement Acts, and to confer upon them further powers, and to make further provision with reference to the following among other matters:—

Power to prohibit and regulate by licence or otherwise, the placing or maintaining of wires, cables, tubes, or any projections, matters, or things, over, above, along, or across, or beneath streets or other public places within the City of Manchester, or any part thereof:

Power to require public buildings to be altered or constructed so as to avoid danger from fire, or otherwise, and as to means of egress therefrom:

To provide that all saloons and places for public dancing, music, or other public entertainment of the like kind within the City shall require the licence of the justices of the peace for the said City:

Powers as to the conservancy of rivers within the City and for the prevention of floods therein, including the removal of erections or obstructions impeding the free flow of water in any river, stream, or watercourse, and the removal of rubbish therefrom, and the defining of the boundaries of any river, stream, or watercourse, and the prohibition of encroachments thereon:

Powers to the Corporation and the Corporation of Salford, and other urban sanitary authorities, and the Mersey and Irwell Navigation Company, to make and carry into effect agreements in relation to works for the improvement of any river, stream, or watercourse within or beyond the limits of the city, and for the contribution by the several parties to such agreements to the cost of such works, and for giving validity to and enforcing the provisions of such agreements in relation to the maintenance and management of any such works or otherwise:

Power to impose penalties upon any person committing a nuisance in any street, passage, court, or public place:

Power to repair broken flags, or remedy lodgment of water or other defect in any court, passage, or place upon the default of the owner after notice, and to recover the cost thereof:

To provide that all houses in which members of more than one family reside shall, after notice to the occupiers thereof, be subject to the provisions of Section 90 of the Public Health Act, 1875, and to empower the justices to grant an order for inspection of any such house at any hour where it is suspected that such provisions are not complied with:

To provide that in addition to the remedies provided and the penalties imposed by the Public Health Act, 1875, for the prevention of smoke nuisance, a further penalty may be imposed in cases where an order of abatement has been made by justices and not complied with:

To confer further powers upon the justices of the peace for the City in relation to hackney carriages hired within the City in case of offences taking place beyond the City:

Power to the Corporation to remove stand-pipes or other pipes from any street or public place within the limits of their district of supply of water for the time being upon giving notice:

To shorten the period for appealing against orders of the Council under the Manchester General Improvement Act, 1851, the Manchester New Streets Act, 1853, and other Local Acts, and to amend the provisions of the said Acts in relation to appeals and for exempting places for religious worship from liability to contribute to expenses under such Acts:

Powers to the Corporations of Manchester and Salford to enter into agreements with reference to the maintenance and inspection of any bridges connecting their respective districts.

To provide that all obstructions, interferences, or encroachments in courts, streets, and passages may be dealt with either under the local or public Acts or the intended Act as fresh offences on each day of their continuance.

To require hovels or loading-places to be provided in connection with new warehouses and other like buildings.

To make further provision with respect to private drains and their connection with sewers.

To make further provision with respect to areas or cellars under the streets, and the obligations in respect thereof attaching to owners for the time being.

To make undertakings or agreements given to the Corporation by owners of property on the passing of their plans or otherwise binding upon the owners for the time being.

To empower the Corporation to make bye-laws with reference to any of the matters aforesaid, and with reference to new streets and buildings, and alterations of buildings; and to impose and recover penalties for the better enforcing the provisions contained in the intended Act, or in such bye-laws.

To vary the tolls, stallages, and dues payable under and otherwise amend or alter the provisions of the Acts of Parliament relating to the Manchester Markets, or some of them.

To provide that for the purpose of distributing any moneys and funds for charitable purposes by the Mayor under the provisions of the Borough

Police Act, 1844, 7 & 8 Vic., cap. 40, the expression town or township in such Act, and the several instruments declaring the trusts of the charities, shall be deemed to mean the City of Manchester as comprised within its municipal boundaries for the time being.

To extend the period for sale of superfluous lands, inclusive of any acquired for waterworks purposes.

To make provision with respect to the appointment of an umpire by the Board of Trade or other authority in cases of disputed compensation under the existing Waterworks and Improvement Acts relating to the City of Manchester or the intended Act, and with respect to the extension of time for making awards, and for these purposes to vary the enactments of the Lands Clauses Consolidation Acts.

To empower the Corporation to raise further moneys for all or any of the purposes aforesaid, and of their existing Acts of Parliament, or any of them, on the credit of the City Fund, and any funds or property of the Corporation waterworks, or gasworks, and of the rates, rents, and charges now leviable and receivable by the Corporation, and to make provision with reference to the powers of the Corporation for raising money on the security of all or any of the said rates, and to increase the amounts which may now be so raised, and to make applicable to the moneys so raised all or some of the provisions of the Manchester Corporation Waterworks Acts, 1847 and 1854, with reference to the borrowing of money on mortgage and on annuities, and of the Manchester Corporation Waterworks and Improvement Act, 1872, with reference to the creation and issue of consolidated stock, and of Section 63 of the Manchester Corporation Waterworks and Improvement Act, 1875, and otherwise to amend and extend such last-mentioned provisions.

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

And by the intended Act it is proposed if need be to alter, amend, extend, and enlarge the powers and provisions of the several Acts following, or some of them relating to the City of Manchester (that is to say): Local and personal, 6 Vic., cap. 17; 7 and 8 Vic., caps. 40 and 41; 8 and 9 Vic., cap. 141; 9 and 10 Vic., cap. 219; 10 Vic., cap. 14; 14 and 15 Vic., cap. 119; 16 and 17 Vic., cap. 91; 17 and 18 Vic., cap. 28; 18 and 19 Vic., cap. 44; 20 and 21 Vic., cap. 117; 21 and 22 Vic., cap. 25; 23 and 24 Vic., cap. 48; 28 and 29 Vic., cap. 90; 29 Vic., cap. 29; 30 and 31 Vic., cap. 36; 32 and 33 Vic., cap. 117; 34 and 35 Vic., cap. 65; 35 and 36 Vic., cap. 31; 38 and 39 Vic., cap. 161; and also of the several Acts following, or some of them relating to the Manchester Corporation Waterworks (that is to say): Local and Personal, 10 and 11 Vic., cap. 203; 11 and 12 Vic., cap. 101; 14 and 15 Vic., cap. 79; 17 Vic., cap. 38; 21 and 22 Vic., cap. 87; 23 Vic., cap. 93; 26 and 27 Vic., cap. 68; 28 and 29 Vic., cap. 145; 30 and 31 Vic., cap. 36; 32 and 33 Vic., cap. 117; 35 and 36 Vic., cap. 31; 38 and 39 Vic., cap. 161; and 42 and 43 Vic., cap. 36.

And notice is hereby further given, that on or before the 30th day of November, 1881, plans and sections of the intended works, and plans of the lands proposed to be acquired under the authority of the intended Act, with books of reference to such plans, and a copy of this

notice, as published in the London Gazette, will be deposited as follows, that is to say, as regards the works and lands in the county of Lancaster, with the Clerk of the Peace for the county of Lancaster at his office at Preston; as regards the works and lands in the counties of Chester and Derby, with the Clerk of the Peace for the county of Chester, at his office at Chester, and with the Clerk of the Peace for the county of Derby, at his office at Derby; and that on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which any of the said works are intended to be made or lands are situate, with a copy of this notice, published as aforesaid, will be deposited with the parish clerk of each such parish at his residence.

And that on or before the 21st day of December, 1881, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1881.

Joseph Heron, Town Clerk, Manchester.

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

In Parliament.—Session 1882.

Accrington Branch Canal.

(Power to the Corporation of Accrington to construct a Branch Canal from the Peel Arm Branch of the Leeds and Liverpool Canal in Church into the Borough of Accrington; Diversion of Waters; Stopping up Roads and substituted Works; Construction of Weir; Purchase of Land, Compulsory or Otherwise; Tolls, Bye-laws, Penalties, &c.; Supply of Water from Leeds and Liverpool Canal, River Hyndburn, or other Stream; Protection of Property of Corporation of Accrington; Additional Rating, Borrowing and other Money Powers to Corporation; Leasing Powers; Agreements with Canal Company and others; other Powers of Corporation made Applicable; Incorporation, Repeal and Amendment of Acts; and other purposes.)

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

To enable the Mayor, Aldermen and Burgesses of the borough of Accrington (hereinafter called the Corporation), to make and maintain the canal or cut and other works hereinafter described, or some part or parts thereof respectively, together with all necessary and convenient aqueducts, feeders, wells, basins, side ponds, reservoirs, locks, stanks, levels, perforations, valves, weirs, culverts, soughs, steam and other engines, water wheels and other machinery for the purposes of supplying the said canal or any part thereof with water, and for conveying water to or from the same, and for raising water from one level of the said canal to another, bridges, piers, arches, locks, staunches, weirs, sluices, culverts, flood gates, banks, dams, tanks, wharfs, quays, landing places, lay-byes, ways, roads, towing paths, drains, passages, fences, houses, warehouses, storehouses, sheds, weighing machines, cranes and other works and conveniences connected with the said canal, and bridges and other works for the accommodation of owners and occupiers of lands through which the said canal will be made (that is to say):

A branch canal, about 1 mile 1 furlong 4 chains and 8 yards in length, and to be of about 60 feet in breadth, and constructed wholly within the township of Church, and the

township and borough of Accrington, and parish of Whalley, all in the county palatine of Lancaster, commencing at a point in the Leeds and Liverpool Canal coincident with the commencement of the Peel Arm Branch Canal, in the township of Church aforesaid; thence passing in a south-easterly direction into, along, through and across certain lands numbered 3 and 5 in the deposited plans hereinafter referred to, thence in the same direction across and under the road known as Dill Hall-lane, at a point about 110 yards from the north-west corner of Church Hall Farm, measured in a north-easterly direction, and thence in a south-easterly and easterly direction, across lands numbered 12, 13, 14 and 15 on the deposited plans, thence in an easterly direction across a road leading from Riding Barn Farm into the said farm lands, at a point about 14 yards from the north-westerly corner of the Elmfield Hall grounds, measured in a northerly direction, and thence skirting the northerly side of the said grounds, and passing into, through and across the said grounds at a point about 100 yards from the north-westerly corner aforesaid, measured in an easterly direction, passing out of the said grounds on the easterly side thereof, about 10 yards from the north-east corner thereof, measured in a southerly direction, and crossing the foot-path leading from Hyndburn-road to Moor Head; proceeding thence in an easterly direction into, through and across certain land numbered 21 on the deposited plans, and passing into and through so much of the Hag Quarry as lies within the township of Church; thence across the easterly boundary of the township of Church aforesaid and through such portion of the Hag Quarry as lies within the township and borough of Accrington aforesaid, thence proceeding in an easterly direction in the township of Accrington aforesaid into and through land numbered 3 on the deposited plans, thence in the same direction into and through and across the Milnshaw pleasure grounds numbered 6 on the deposited plans and belonging to the Corporation, thence in a south-easterly direction through and into lands numbered 7, 10, and 11 on the deposited plans, thence to a point in the land numbered 11 on the deposited plans, about 150 yards from the south-easterly corner of the Milnshaw pleasure grounds aforesaid measured in a south-easterly direction, thence in a south-easterly, north-easterly, easterly, and south-easterly direction into and through lands numbered 12, 13, 14 and 15 on the deposited plans to a point in the westerly side of the weaving shed number 18 on the deposited plans at a point about 20 yards from the southerly side of Argyle-street measured in a southerly direction, thence passing in a south-easterly direction through the said weaving shed, thence in a southerly direction across Bramley-street and vacant land and stone yard numbered 19, 20 and 21 on the deposited plans, thence proceeding in the same direction across the river Hyndburn by means of a weir and stop-gates at a point about 53 yards measured in a westerly direction from the Accrington Corn Mill, thence in a south-westerly direction into and through lands and premises numbered 42 and 43 on the deposited plans, thence crossing the Hyndburn-road in a south-westerly direction about 18 yards from the south-east corner of the old burial ground, com-

monly called or known by the name of Macpelah, thence by a curved line in a south-westerly, westerly and north-westerly direction, into, through and across lands and premises numbered 45, 47, 48, 49, 50, 51, 52, 63, 64, 65, 75, 76, 77 and 78 on the deposited plans, thence in a northerly direction across Hyndburn-road aforesaid, at a point about 40 yards measured in a westerly direction from the south-west corner of Hyndburn Mill, thence continuing in the same direction through the Tank-yard numbered 80 on the deposited plans belonging to the Corporation, thence crossing the river Hyndburn by an aqueduct at a point about 50 yards measured in a westerly direction from the north-west corner of Hyndburn Mill aforesaid, proceeding thence in the same direction through and across land numbered 11 on the deposited plans, and terminating by a junction forming a loop at the point measured in a south-easterly direction 150 yards from the south-easterly corner of the said Milnshaw pleasure grounds aforesaid.

To make provision for the scouring, dredging and deepening of the bed and soil of the river Hyndburn, and of the Leeds and Liverpool Canal, and Lancaster Canal, or some of them, at or near any of the works of the Corporation, and the placing and maintaining therein of piles and other things for the preventing the deposit or accumulation of mud, sand or soil, in or in the neighbourhood of the entrance to or other parts of the intended canal.

The said intended canal and other works will be made or pass from, in, through, or into, and the lands, houses, streams and other property intended to be taken for the purposes thereof are situate in the parish of Whalley and county palatine of Lancaster.

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

To enable and require the Corporation, so far as may be necessary or expedient, to make provision for restoring, replacing or keeping open substituted communications in lieu of any roads, streets or other communications which may be stopped up or interfered with by the Bill, or in execution of the purposes or works thereof.

To empower the Corporation to divert into the intended canal, and to take for the purposes of the supply and working thereof water from the Leeds and Liverpool Canal at or near the junction of the intended Canal with the Peel-arm branch of the said Canal, and it is accordingly intended that water shall flow or proceed or be raised into the intended Canal from and out of the Leeds and Liverpool Canal, which water now directly or derivatively flows into or from the several cuts, canals, reservoirs, becks, streams, watercourses, aqueducts, or navigations comprised in and forming part of the undertaking and water system of the Leeds and Liverpool Canal, or any of the tributaries thereof.

And it is also intended that water shall flow or proceed or be raised into the intended Canal from the River Hyndburn in such manner as the Bill will or may prescribe, which water now directly or derivatively flows into the said river from the reservoirs, becks, streams and watercourses comprised within the water-shed of the district supplying the said River Hyndburn or any part thereof.

To empower the Corporation to cross, divert, alter or stop up, whether temporarily or perma-

nently, or remove or otherwise interfere with all such turnpike or other roads, highways, footways, streets, pipes, sewers, canals, navigations, rivers, streams, springs, watercourses, bridges, railways and tramways, telegraph poles, wires and other apparatus within the parish aforesaid, as it may be necessary or convenient to cross, divert, alter, stop up, remove or interfere with for the purposes of the intended canal or works, or any of them, or of the Bill, and to vest in the Corporation any superseded portion of diverted roads, and also if and where necessary to cleanse watercourses connected therewith, or adjoining or near to the intended canal or cut.

To authorise the Corporation to purchase and take by compulsion, and also by agreement, and to take leases or grants of lands, houses, springs, streams, waters, tenements and hereditaments in the parish aforesaid, and to take by compulsion or otherwise, easements in or over any such lands, houses, springs, streams, waters, tenements and hereditaments in the parish aforesaid for the purposes of the intended canal and works and of the Bill, and to vary or extinguish all rights, and privileges in any manner connected with any such lands, houses, springs, streams, waters, tenements or hereditaments.

To enable the Corporation to enter upon lands near the intended canal, and to take materials from such lands for any works necessary to prevent or remedy damage from floods or accidents.

To enable the Corporation to levy tolls, rates and charges for and in respect of the use of the intended canal and works or any of them, or at any part or parts thereof respectively, and for wharfrage and the use of warehouses, and to enable the Corporation to compound for the payment of any such tolls, rates or charges, and to confer, vary or extinguish exemptions from the payment of such tolls, rates and charges.

To authorise the Corporation from time to time to make, vary or rescind bye-laws, rules and regulations for or with reference to the use of the intended canal and works, or any lands or property of the Corporation or any of them, or any part or parts thereof respectively, the duty or conduct of officers and servants of the Corporation and of boatmen employed by them or by traders on the intended canal and of other parties using and resorting to the same, the measurement, registration, marking or distinguishing of the boats and other vessels using or navigating the intended canal; the admission of barges, boats and vessels into the intended canal or cut or either of them, the loading, unloading and removing of goods, animals and things, the payment and collection of tolls, rates and charges, the closing of the canal for repairs or such other purposes as may be necessary, and all or any other matters relating to the traffic, business or affairs of the Corporation.

To make provision for the protection of the navigation and works of the intended canal or cut and the works and property of the Corporation, the prevention and removal of obstructions to or impurities in or nuisances upon such navigations, waters, works and property, and the recovery of damages and expenses resulting therefrom or occasioned thereby.

To provide for the imposing, enforcing and recovery of penalties for the breach or non-observance of any such bye-laws, rules and regulations as aforesaid or any of the provisions of the Bill.

To enable the Corporation from time to time to sell or lease or grant easements or rights over or affecting any of their works, waters, lands, wharves, quays, warehouses, buildings, or conveniences for the time being, and, if need be, to

exempt lands to be acquired by the Corporation, and the Corporation in respect thereof from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To empower the Corporation for the purposes of the Canal and works authorised by the Bill and in connection therewith, to use and exercise all or any powers, statutory or otherwise, which may be possessed by the Corporation independently of the Bill, and to make applicable the same accordingly.

To empower the Corporation out of moneys in their possession or under their control, or out of moneys to be raised upon the security of the rates and property of the borough, and if used, be on the security of a special "Canal Rate," to be authorised by the Bill, or partly in one mode and partly in the other, or in such other mode as the Bill may define, to provide for defraying the cost of the intended canal and works incidental thereto and the management thereof, either wholly or partially out of funds to be provided by the Corporation.

To provide for payment by the Corporation of the costs, charges and expenses of preparing for, obtaining and passing of the Bill.

To authorise the Corporation and the Leeds and Liverpool Canal Company, or any other Company, public body or persons, to make and carry into effect agreements as to lands or water supply, or the construction or working of the canal, or otherwise in relation to or in pursuance of the objects and provisions of the Bill, or any of them, and to confirm any agreements which have been, or which may be entered into concerning the same.

To incorporate with, and make applicable to the purposes of the Bill and to the Corporation, the provisions of the Lands Clauses Consolidation Acts, 1845, of the Railways Clauses Consolidation Act, 1845, of the Public Acts, 8 and 9 Vict., caps. 28 and 42, and 10 and 11 Vict., cap. 94, and of any Act or Acts amending or extending the same or any portions of those Acts respectively, with such variations therein as may be deemed expedient whether with respect to tolls and rates chargeable, and for long or short distances, with respect to the sale of superfluous lands, or otherwise as the Bill may provide.

To amend, alter and repeal the following Acts, viz.: The Leeds and Liverpool Canal Act, 1801; the 10 Geo. 3, cap. 114; 23 Geo. 3, cap. 47; 30 Geo. 3, cap. 65; 34 Geo. 3, cap. 94; 59 Geo. 3, cap. 105, and all other Acts relating to the Leeds and Liverpool Canal Company; and also the 32 Geo. 3, cap. 101; 33 Geo. 3, cap. 107; 59 Geo. 3, cap. 64, and all other Acts relating to the Lancaster Canal Company.

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

And notice is hereby also given, that on or before the 30th day of November, 1881, plans of the works proposed to be authorised by the Bill, showing the line or situation thereof, and the lands, houses, and other property in or through which the works are proposed to be made, and which may be taken for the purposes of the Bill, and sections of the said works, showing the 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 palatine of Lancaster, at his office at Preston, in that county, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and

extra-parochial place in or through which the said works, or any part thereof, are or is intended to be made or will be situate, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the parish clerk thereof at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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, 1881.

Edmund Whittaker, Town Clerk, Accrington.

Walker and Co., 5, Serjeants' Inn, Temple, London, E.C.

In Parliament.—Session, 1882.

Macclesfield Corporation.

(Extension of Gas Limits. Purchase of Land for Gas Purposes. Further Powers as to Gas and Water Supply. Electric Lighting. Prevention of Infectious and other Diseases. Sanitary Provisions. Public Slaughterhouses. Further Powers as to Markets. Vesting and Regulations of Park. Maintenance and Letting of Town Hall. Street and Building Regulations. Private Improvement Expenses. Police Regulations. Hawkers, Brokers, Marine Store Dealers. Confirmation of Loans, Borrowing of Money and Consolidation of Loans. Creation of Stock. Arrangements with Bankers. Stock Certificate. Levy Tolls, Rates and Charges. Work and Lease Corporation Quarries. Cabmen's Shelters. Bye-laws. Deputy Officers. Amendment, Repeal, and Incorporation of Acts.)

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 Macclesfield, in the County of Chester (hereinafter called the Corporation), for leave to bring in a Bill for the following or some of the following among other purposes, that is to say :

To extend the limits within which the Corporation may supply gas so as to include the whole of the townships of Prestbury, Butley-cum-Newton, and Rainow, all in the Parish of Prestbury and County of Chester, or some part or parts thereof respectively, and to extend the powers of the Corporation with reference to the supply of Gas to the added limits, and to enable the Corporation to supply gas beyond the limits by agreement.

To authorize the Corporation to purchase, by agreement or by compulsion, or to take on lease and hold the lands hereinafter described, and on such lands, or some part or parts thereof, to erect, make, and maintain additional buildings, works, and conveniences for the manufacture, storage, and distribution of gas or any residual products arising therefrom, and to manufacture gas and residual products, and store gas, and to make such roads, bridges, tunnels, and approaches to such lands as they may think fit. The land so proposed to be acquired and the limits within which it is intended that additional gas works, or works for the manufacture or conversion of residual products, shall be constructed are as follows, that is to say :

All that triangular piece of land situate partly in the township of Macclesfield, and partly in the township of Hurdsfield, both in the Borough of Macclesfield in the Parish of

Prestbury, and County of Chester, bounded on the north by Hibel-road, on the south-east by Hurdsfield-road and Commercial-road, on the south by the road running under the Macclesfield, Bollington, and Marple Railway and connecting Gas-road and Commercial-road, and on the north-west by the present Gas Works and Gas-road, and such boundaries will be the limits within which such works are intended to be constructed.

To empower the Corporation to stop up and appropriate so much of Thorp-street and North-street and any public passage or court, as lie within the limits of the lands lastly hereinbefore described, and to empower them to break up, and also to stop up, alter, divert, and interfere with, either temporarily or permanently, and to cross over, under, or upon all such streets, roads, highways, bridges, thoroughfares, railways, tramways, rivers, navigations, canals, streams, brooks, watercourses, sewers, drains, gas and water pipes, and telegraph apparatus, as it may be necessary or convenient to break up, stop up, alter, divert interfere with, or cross, for any of the purposes of the intended Act, and to extinguish all rights of way and other rights in, over, or upon any lands, to be acquired under the powers of the intended Act.

To repeal Section 19 (as to service pipes) Section 24 (as to the quality of gas) and Section 73 (as to the application of monies received by the Corporation in relation to their gas undertaking) of the Macclesfield District Gas Act, 1860, and to make new provisions in relation to such matters respectively, and as to the application of any surplus profit and provision in case of deficiency. To empower the Corporation to alter the price of gas, and to make provision in relation to the pressure of gas, and to empower them to supply gas for heating purposes and for the furnishing, sale, and letting of stoves, apparatus, fittings, and conveniences in connection therewith.

To empower the Corporation to produce, distribute, and supply for public and private purposes within the gas limits of the Corporation, electric light, or any light (other than gas) produced by artificial means or power (including therein the production and supply of heat and motive power by electricity) and to exercise with respect to any such production, distribution, and supply, all or any of the powers relating to gas conferred upon them, so far as the same may be applicable thereto, or such other powers, rights, and privileges, as may be conferred by the intended Act, and for all those purposes, or any of them, to utilize in any way that may be expedient, all, or any of their present, or if need be, erect and maintain new works, plant, machinery, main pipes, batteries, generators, and apparatus, and also to manufacture sell, provide, supply, and deal in, or let on hire, all machines, gas engines, batteries, apparatus, materials, matters and things, fittings, tubes, pipes, wires, and other articles, in any way connected with or necessary for any such production, distribution, or supply, and to make and recover charges therefor, and to authorize the Corporation to apply any Corporate funds for the purposes aforesaid.

To empower the Corporation to prescribe the form and nature of gas and water meters, fittings, and fixtures, to enable the Corporation to supply, examine, test, and stamp the same, and to license gas fitters and plumbers, and to prohibit others supplying meters or fittings, or executing works in relation thereto, and to make and enforce bye-

laws and regulations in respect of all or some of the matters aforesaid.

To confer upon the Corporation powers to make and enforce special provisions, byelaws, and regulations, to prevent the fouling, waste, abstraction, misuse, or improper use of the waters of the Corporation, or of the waters which they are authorised to take, for the removal of water pipes in unoccupied houses, for the supply of water for public purposes gratuitously, for the supply of water fittings, for requiring the owners of houses in certain cases to pay the expenses of branch or communicating pipes, and to make other provisions in relation to the supply of water by the Corporation.

To make further provisions with respect to the prevention of infectious and other diseases, for the giving of notice as to infected persons, the providing of hospitals for infectious diseases, the removal of infected persons to hospitals, removal of dead bodies, prohibition of the use of public conveyances for the removal of infected persons, or dead bodies, and letting of infected premises.

To extend all or some of the provisions of the Public Health Act, 1875, in relation to privies, water closets, ashpits, and drains in houses to factories, shops, and other buildings. Also to make provisions for closing of polluted wells, the cleansing of common passages, the keeping open of entrances to courts and places, the removal of urinals, and other provisions for the abatement of nuisances, and for the sanitary improvement of the Borough.

To authorise the Corporation to provide public slaughter-houses and abattoirs, and make further provision in relation to licensed slaughter-houses, and the granting, suspension, and refusal of licenses.

To make further provisions with respect to the recovery of tolls, stallages, and rents in the markets, to empower the Corporation to refuse to let any stall or standing in the market for the sale of any commodities or things not being (in the opinion of the Corporation) marketable commodities, and to exclude from the market any person who has been convicted of any offence in relation to the markets, and to make further provision as to offences committed in the markets and slaughter-houses, and for securing the good conduct of persons frequenting the markets, and to empower the Corporation to appropriate lands now or hereafter belonging to the Corporation, to the extension of their existing markets or any new markets or slaughter-houses.

To provide for the vesting in and maintenance by the Corporation of the public park, and to prohibit the holding of public meetings in such park, and to authorise the closing thereof for a limited time, and to make and enforce byelaws in respect of the matters aforesaid, and generally for the regulation of such park, and for securing the good conduct of persons frequenting the park.

To provide for the maintenance, furnishing, and letting for hire of the Town Hall and Municipal Offices.

To make further provision in relation to streets and buildings, and particularly in relation to the following matters: The giving of notices in respect of new streets and buildings, the delivery of plans, sections, elevations, and specifications, the definition of new streets and buildings, the approval and disapproval of plans, sections, and works by the Corporation, the construction of streets and sewers, the width of streets and foot-paths, defining the beginning and ending of streets, the construction of back passages, the erection of hoards, the lighting of building

deposits, the foundations of buildings, level of ground floor, strength of walls, height of walls, wood work in and projections from walls, bressummers and beams, chimnies and flues, roofs, heights of rooms and buildings, ventilation of rooms and public buildings, drainage of houses and subsoil, ventilation and construction of drains and water pipes, open spaces, yards, and passages, water closets, privies, and ashpits, and rooms over same, ovens, buildings unfit for human habitation, materials and workmanship employed in new buildings, the inspection of buildings in course of construction, and enforcement of the surveyor's requirements, prohibition against occupation of houses until certified, notices in cases of irregularity and enforcement of requirements, repair by Corporation of dangerous buildings and appurtenances, at the expense of the owner, prevention of lock-up shops being used for habitation, heights of chimnies, and making and enforcing of penalties.

To make further provision in relation to the sewerage, levelling, paving, metalling, flagging, channelling, lighting, and repairing of streets, footways, courts, yards, and passages within the borough, whether public or private, the apportionment and recovery of the expenses therefor, with interest and commission from the owners or occupiers of the adjoining or neighbouring lands, houses, or other property, and for declaring that such expenses shall be a first charge upon such adjoining or neighbouring property, with power of sale, letting, and appointment of receiver, and in other respects to make further provision in relation to the ascertaining, apportionment, and recovery of private improvement expenses, with power to enter into agreements with owners with limited interest in relation to the matters aforesaid.

To confer further powers upon the Corporation, Justices, and police constables, in relation to the following matters and things, the prohibition of matches and games on Sundays, the alteration of premises licensed for sale of intoxicating liquors, pulling down notice boards, obstructing footway, entry of buildings used as theatres, hawking by children, using threatening or insulting language, street fights, carrying carcasses on footway, posting of bills, defacing walls and buildings, street musicians and singers, obscene publications and bills, loud and unseemly calls, throwing down tar refuse or objectionable matter in any street, bicycles and velocipedes, town crier, gambling in streets, offences against decency, sweeping dirt into sewers, dangerous amusements, places for public dancing or music, special services of constables.

To provide for the licensing of hawkers, brokers, dealers in second-hand goods and marine-store dealers, and to make bye-laws in relation thereto, and to prohibit persons not so licensed from carrying on such businesses.

To declare that all sums borrowed by the Corporation shall be deemed to have been lawfully borrowed, notwithstanding any excess beyond the limits of the borrowing powers imposed by law, and notwithstanding that the requisite sanctions may not have been given by the Treasury or the Local Government Board for such borrowing, and notwithstanding the non-fulfilment of any other obligation, and to confirm all mortgages and securities given to secure such sums, and to indemnify the Corporation in respect of the non-fulfilment of any statutory or other requirement in respect of the payment off of such moneys or any part thereof, and to extend the time for the payment off of the moneys so borrowed, and to

make other provisions in relation to sinking fund, and payment off of such debt.

To authorise the Corporation to borrow money on the security of the borough fund and rate, the gas and water undertakings of the Corporation, the estates, rates, revenue, and other property of the Corporation, or on any such securities, and to execute, grant, and issue mortgages, debenture stock and annuities in respect thereof, and to authorise the Corporation to apply money borrowed, or authorised to be borrowed, under former Acts to all, or any of, the purposes of the intended Act.

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 the intended Act, or 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 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.

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 are now or may be, by the intended Act, or hereafter be authorised to raise.

To charge the said stock upon all or some of the estates, gas and water undertakings, lands, and property of the Corporation, and the tolls, rates, rents, charges, and other revenues belonging to, or leviable by them.

To authorise the investment of trust funds in the said stock, and to exempt the Corporation from liability in respect of notice of any trust affecting such stock, and to declare such stock to be personal estate.

To empower the Corporation to enter into, and carry into effect arrangements with persons holding mortgages, debentures, and other securities of the Corporation for the exchange or conversion thereof for, or into, the said stock, and to empower holders with limited interests, to enter into any such arrangements.

To make provision with reference to the exemption from stamp duty of transfers of the said stock on such terms, and subject to such payments by way of composition for stamp duty as may be prescribed or authorised by the intended Act.

To empower the Corporation to enter into arrangements with the Bank of England, or other Banking Corporation, or banker, for carrying into effect the provisions of the intended Act, with reference to the creation and transfer of stock under the intended Act, the management thereof, the payment of dividends thereon, and keeping of books and accounts in relation thereto.

To make provision for the granting of stock certificates with coupons entitling the bearer to the dividends, and for the transfer of stock by the delivery of stock certificates.

To provide for the formation of a fund for the purposes of paying the dividends and redemption of stock, and for contributions to such fund from

the several funds, account revenues, tolls, rents, and rates of the Corporation.

On the sale of lands or property of the Corporation charged with the said stock or other securities, to free such lands and property from such charge.

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.

To authorise the Corporation to levy tolls, rates, rents, and charges to increase or vary existing tolls, rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, rents, and charges, and to make further and better provision for the recovery thereof, by instalments or otherwise.

To confer upon the Corporation power to work Windyway Quarry, Tegsnose Quarry, Hawkhead Quarry, and all other quarries belonging to or appropriated by the Corporation, situate in the townships of Macclesfield and Sutton, both in the parish of Prestbury, and county of Chester, and any other quarry or quarries hereafter purchased or leased by the Corporation within the said parish of Prestbury, and to empower the Corporation to sell or deal in stone obtained therefrom, or to use the same in the repair of their streets or other public purpose, and to grant leases or licenses for the working of such quarries, or any of them.

To empower the Corporation to erect and maintain cabmens' shelters, to empower them to accept and maintain statues, monuments, drinking and other fountains.

To empower the Corporation to make and enforce bye-laws in respect to all or some of the matters and things mentioned or referred to in this notice, and to impose penalties for the breach thereof.

To make provision for the prosecution of offences and recovery of penalties, the appointment of a deputy Town Clerk, Treasurer, or Surveyor, the appointment of Auditors and Accountants, the proof of debts in Bankruptcy and Liquidations, the authentication and service of notice and summonses, and to provide that the liability for any rate or charge under the Act shall not disqualify a Judge, Justice, or member of the Council.

To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the local Acts following, that is to say: 7 George IV, cap. 8, The Macclesfield Borough Waterworks Act, 1849, The Macclesfield Improvement Act, 1852, The Macclesfield District Gas Act, 1860, and all other Acts relating to the Borough of Macclesfield.

To incorporate and apply with or without amendment, or render inapplicable all or some of the following Public Acts, The Municipal Corporations Act, 1835, The Public Health Act, 1875, The Local Loans Act, 1875, The Lands Clauses Consolidation Act, 1845, The Commissioners Clauses Act, 1847, The Towns Improvement Clauses Act, 1847, The Towns Police Clauses Act, 1847, The Waterworks Clauses Act, 1847, The Gasworks Clauses Act, 1847, The Gasworks Clauses Act, 1871, The Markets and Fairs Clauses Act, 1847, The Burial Acts, 1852 to 1871, The Public Libraries Act, 1855, the 9 & 10 Victoria, cap. 74, The Public Works (Manufacturing Districts) Act, 1863, The Married Women's Property Act, 1870, The Crossed Cheques Act, 1876, The Bankers' Books Evidence Act, 1879, The Inland Revenue Act, 1880, the

24th & 25th Victoria, chapter 98, The Forgery Act, 1870, and any Act amending the same respectively.

On or before the 30th day of November instant, plans showing the land intended to be taken under the powers of the intended Act, and a book of reference to such plans, 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 Chester, at his office at Chester; and on or before the same day a copy of the said plans and book of reference, and a copy of this Notice, will be deposited with the Parish Clerk, of the Parish of Prestbury, at his residence.

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

Dated this 10th day of November, 1881.

Joseph Barclay, Town Clerk, Macclesfield.
Sharpe, Parkers, Pritchard, and Sharpe,
9, Bridge Street, Westminster, Parli-
amentary Agents.

In Parliament—Session 1882.

Tottenham and Edmonton Gas.

(Extension of Works; Compulsory Purchase of Lands; Approaches thereto; Additional Capital; Alteration of Dividend in accordance with Price Charged for Gas; Acquisition of Patent Rights; Supply of Gas in Bulk; Recovery of Debts; Amendment of Acts.)

NOTICE is hereby given, that the Tottenham and Edmonton Gas Company (who are herein referred to as "the Company") intend to apply to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To authorise the Company to purchase, and if need be by compulsion, the lands and other property hereinafter described, and on such lands or any part or parts thereof to erect, make, and maintain additional buildings, works, and conveniences for the manufacture and storage of gas and any residual products arising in the manufacture of gas, and to manufacture and store gas and such residual products, and to make such approaches to such lands as they may think fit.

The lands to be acquired under the powers of the Bill and on which it is intended that additional gasworks or works for the manufacture or conversion of residual products may be constructed are as follows, that is to say—

Lands in the parish of Edmonton or partly in the parish of Edmonton, and partly in the parish of Tottenham, in the county of Middlesex, adjoining the works of the Company, bounded towards the east in part by the said works, and in part by so much of the Great Eastern Railway as lies between the said works and Angel-road, and in part by a stream on the south side of and adjoining or near to Angel-road aforesaid; on the west by an imaginary line drawn on the west side of and parallel to the said part of the said railway at a distance of 200 yards from the westernmost fence thereof and continued in a straight line to the said stream; on the south in part by the said works and in part by Dysons-lane; and on the north in part by Angel-road, and in part by the said stream or some part or parts of the said lands.

To enable the Company to make and maintain in the said parish of Edmonton a roadway or approach to such of the said lands as may be purchased by them, commencing in Angel-road

aforesaid at a point adjoining or near to the said railway, crossing the said stream and terminating at the northern boundary of the lands so purchased next to the said railway, and to lay and maintain mains, pipes, and appliances for the service and distribution of gas or other lighting or heating agents over such roadway or approach.

To authorise the Company to raise for the purposes of the Bill and the general purposes of their undertaking, additional capital by the creation and issue of new ordinary and preference shares or stock, and by borrowing, and by the creation of debenture stock, or by any of such methods, upon such terms and conditions as the Bill shall define or Parliament may prescribe, and to authorise the consolidation of shares into stock.

To alter and amend, and, if need be, repeal, any provisions of the Tottenham and Edmonton Gas Act, 1859, which relate to the price to be charged for gas supplied by the Company and the dividend to be paid by them, and to provide for the alteration and variation of such rate of dividend in accordance with the price charged for gas supplied by the Company, and to make any other alterations or amendments of the said Act in relation to the quality, purity, and pressure of gas to be supplied by the Company, and the testing thereof, which the Company may think fit.

To empower the Company to produce or generate light and heat by means of electricity or any other illuminating or heating agent, and to supply the same, and to acquire and use patented or other inventions relating thereto, and to use for supplying such light and heat their lands, buildings, works, plant, machinery, conveniences, and apparatus, and to confer upon them all powers which may be necessary for that object.

To enable the Company to supply gas in bulk; to confer upon the Company further powers for the recovery of debts due to them in respect of gas or meters.

To incorporate with the Bill, so far as the same are applicable, and except so far as the same may be varied by the Bill, the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Gasworks Clauses Act, 1847;" and "The Gasworks Clauses Act, 1871;" and to confer upon the Company all such other powers, rights, and privileges as may be necessary or expedient for the purposes of their undertaking; and for carrying into effect the objects of the Bill.

To vary and extinguish existing rights and privileges, and to alter, amend, and enlarge, and, if need be, to repeal some of the powers and provisions of "The Tottenham and Edmonton Gas Act, 1859," and the Act 39 and 40 Vic., cap. 41, confirming the "Tottenham and Edmonton Gas Order, 1876."

Duplicate plans describing the lands to be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands; 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 at the Sessions House, Clerkenwell-green, and a copy of such plans, book of reference, and notice will, on or before the same day, be depo-

sited with the parish clerk of the parish of Edmonton, at his residence, and if any part of the lands aforesaid be in the parish of Tottenham then also with the parish clerk of the parish of Tottenham, 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 December next.

Dated this 10th day of November, 1881.

Heath, Parker, and Brett, 3, New London-street, Mark-lane, City, Solicitors.

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

Board of Trade.—Session 1882.

Manchester Carriage and Tramways Company. (Power to the Manchester Carriage and Tramways Company to construct Tramways to Denton and Hyde.)

NOTICE is hereby given, that the Manchester Carriage and Tramways Company (hereinafter called "the Promoters") 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 Promoters to make, form, lay down, and maintain with all proper rails, plates, sleepers, works, and conveniences connected therewith, and to work and use the Tramways hereinafter described, or some of them, that is to say—

Denton Lines.

Tramway No. 1, commencing in Hyde-road by a junction with Tramway No. 9, authorised by the Manchester Suburban Tramways Order, 1877, near the Waggon and Horses Inn, and passing thence in an easterly direction along the said Hyde-road, and terminating at Crown Point, Denton.

The length of Tramway No. 1 will be 2 miles 1 furlong 6·76 chains.

Tramway No. 1A commencing in Hyde-road by a junction with Tramway No. 9A, authorised by the Manchester Suburban Tramways Order, 1877, and passing thence in an easterly direction parallel to, and terminating by a junction with, Tramway No. 1 at a point 11 yards in a westerly direction from the centre of the bridge over the Manchester, Sheffield, and Lincolnshire Railway Company's Canal.

The length of Tramway No. 1A will be 2 furlongs 1·06 chains.

Tramway No. 1B commencing by a junction with Tramway No. 1 at a point 13 yards in an easterly direction from the centre of the said bridge over the Manchester, Sheffield, and Lincolnshire Railway Company's Canal, and passing thence in an easterly direction parallel to Tramway No. 1, and terminating at Crown Point, Denton, aforesaid.

The length of Tramway No. 1B will be 1 mile 7 furlongs 4·67 chains.

Tramways Nos. 1, 1A, and 1B will together form a double line throughout, except at the bridge over the Manchester, Sheffield, and Lincolnshire Railway Company's Canal, between the termination of Tramway No. 1A and the commencement of Tramway No. 1B, where the same will be single.

All the said Denton lines will be situate in the townships of Gorton and Denton, in the parish of Manchester, in the county of Lancaster.

Hyde Lines.

Tramway No. 2, commencing at Crown Point, Denton, by a junction with Tramway No. 1, and passing thence in an easterly direction along Hyde-road aforesaid, Manchester-road, Market-street, and Hyde-lane, Hyde, and terminating in

Hyde-lane aforesaid, at a point 18 yards in a westerly direction from the westerly corner of the Post Office.

The length of Tramway No. 2 will be 1 mile 4 furlongs 3·88 chains.

Tramway No. 2A commencing at Crown Point, Denton, by a junction with Tramway No. 1B, and passing thence in an easterly direction parallel to and terminating by a junction with Tramway No. 2 at a point 34 yards in a north-westerly direction from the westerly corner of the said Post Office.

The length of Tramway No. 2A will be 1 mile 4 furlongs 2·85 chains.

Tramways Nos. 2 and 2A will, together, form a double line throughout, except for a length of 22½ yards from the termination of Tramway No. 2 in Hyde-lane, Hyde, where the line will be single.

All the said Hyde Lines will be situate in the townships of Denton and Haughton, in the parish of Manchester, in the said county of Lancaster, and in the borough of Hyde, in the parish of Stockport, in the county of Chester.

Each of the said Tramways will consist of a single pair of rails, on the gauge of 4 feet 8½ inches.

It is not intended to run on the Tramways carriages or trucks adapted for use upon railways, and 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 either side of the street and the nearest rail of the Tramway, in the following places:—Tramways Nos. 1 and 1A are proposed to be so laid in the Hyde-road, that such less space will intervene between the outside of the footpath on both sides of the street and the nearest rail of the Tramway for a length of 409 yards from the commencement of each of the said Tramways.

Tramway No. 1 is proposed to be so laid over the bridge over the Manchester, Sheffield, and Lincolnshire Railway Company's said Canal, that such less space will intervene between both parapets of the bridge and the nearest rail of the Tramway for a length of 16 yards.

Tramways Nos. 1 and 1B are proposed to be so laid in the Hyde-road, that such less space will intervene between the outside of the footpath on both sides of the street and the nearest rail of the Tramway for a length of 85 yards in a westerly direction, and 117 yards in an easterly direction, from the centre of the bridge over the London and North Western Railway.

Tramways Nos. 2 and 2A are proposed to be so laid in the Hyde-road that such less space will intervene between the outside of the footpath on both sides of the street and the nearest rail of the Tramway for a length of 214 yards, between Stockport-road and Bond-street, in Denton.

And also on both sides of the Hyde-road for a length of 302 yards in an easterly direction from a point 29 yards in a westerly direction, from the westerly corner of Cricket-street, Haughton.

And also on both sides of the Hyde and Manchester Roads, for a length of 53 yards in a westerly direction, and 164 yards in an easterly direction, from the centre of the bridge over the River Tame.

And also on both sides of Manchester-road for a length of 672 yards in an easterly direction, from a point 36 yards in an easterly direction from the centre of the bridge over the brook called "Wilson Brook."

And also on both sides of the said Manchester-road for a length of 16 yards in an easterly direction, from a point 25 yards in an easterly

direction from the westerly corner of Newton-street and Market-street, Hyde.

And also on both sides of the said Manchester-road for a length of 75 yards in a south-easterly direction, from a point 14 yards in a westerly direction from the westerly corner of Howard-street.

And also on both sides of the said Manchester-road for a length of 128 yards in a south-easterly direction, from a point opposite the easterly corner of Milk-street.

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 Promoters to exercise the powers granted by that Act to parties who are therein called "Promoters," as well as the powers hereinafter mentioned, that is to say:—

Power to make junctions or connections of the proposed Tramways with the existing tramways of the Promoters.

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.

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 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.

Power to levy tolls and charges for the use of the Tramways, such tolls and charges being levied either upon carriages using the Tramways other than the carriages of the Promoters, and traffic conveyed thereon, or in respect of passengers or other traffic conveyed on the Tramways in the carriages of the Promoters.

Power to grant a lease of the said Tramways, or any parts thereof, and to grant licenses to use the same.

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 said 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, 1881, for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston; with the Clerk of the Peace for the county of Chester, at his office at Chester; with the parish clerks of the parishes of Manchester and Stockport, at their respective residences; and also with the several local authorities following (that is to say):—With the town clerk of the borough of Hyde, at his office at Hyde; with the clerk of the Denton Local Board, at his office at Denton; with the clerk of the Gorton Local Board, at his office at Gorton; with the clerk of the Haughton Local Board, at his office at Haughton; and at the offices of William A. Lynde, solicitor, 32, Kennedy-street, Manchester; and at the office of the Board of Trade.

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, 1881, 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 said offices of William A. Lynde, 32, Kennedy-street, Manchester, and of Messrs. Sherwood and Co., Parliamentary Agents, at 7, Great George-street, Westminster.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting 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, 1882, and copies of such objections must at the same time be sent to the Promoters, at the offices either of their Solicitor or Parliamentary Agents hereinbefore named.

Dated this 15th day of November, 1881.

William A. Lynde, 32, Kennedy-street,
Manchester, Solicitor to the above-named
Company.

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

In Parliament.—Session 1882.

East and West India Dock Extension.

(Extension of the East and West India Dock System; New Docks near Tilbury; Power to take Water from the River Thames and to Dredge and Scour portions thereof; Tolls; Rates and Duties; Lease of Lands, Warehouses, &c., &c.; Provisions as to Management and Regulation of Docks; Additional Capital; Power to make Bye-laws; Defining Undertaking of the Company; Constituting New Docks part thereof; Application of Existing Provisions to New Docks; Agreements with Railway Companies; Amendment of Acts, &c.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing Session for an Act to authorise the East and West India Dock Company (hereinafter called "the Company") to construct the works, exercise the powers and effect the objects following or some of them, that is to say:—

1. To make and maintain a dock consisting of a main dock 505 yards or thereabouts in length, and 200 yards or thereabouts in width, with three branch docks each 533 yards or thereabouts in length, and 83 yards or thereabouts in width, and a coaling dock 233 yards or thereabouts in length, and from 40 to 80 yards or thereabouts in width, and a lock and tidal basin with an entrance from the River Thames to be situated on lands forming part of the Grays Thurrock, Little Thurrock and Chadwell Marshes, in the parishes of Grays Thurrock, Little Thurrock and Chadwell, or some of them, in the county of Essex, and on the banks of the River Thames, such lands being bounded on the south by the River Thames (Gravesend Reach), on the east by the occupation road leading from Marsh Farm to the river bank, on the north-east by the London, Tilbury and Southend Railway, and on the west in part by a road known as the Bell House Manor-way, and for a distance of 233 yards or thereabouts by a boundary ditch which forms in part the boundary line between the parishes of Grays Thurrock and Little Thurrock, and partly by an imaginary line from the south end of the said boundary ditch drawn in a southerly direction for a distance of 314 yards or thereabouts, and in a westerly direction for a distance of 217 yards or thereabouts, and partly by the River Thames (Northfleet Hope).

2. A river wall or embankment in the parishes of Little Thurrock and Chadwell, in the county of Essex; on the bed and shore of the River

Thames, with an opening into the aforesaid tidal basin commencing at a point 117 yards or thereabouts south-west of the south-west angle of the main building of Tilbury Station, in the parish of Chadwell, and extending thence and terminating in the parish of Little Thurrock at a point 1350 yards or thereabouts measured in a westerly direction along the said river bank from its said commencement.

3. Two piers or jetties, in the parish of Chadwell, in the county of Essex, and on the bed and shore of the River Thames (Gravesend Reach), one at each side of the entrance to the said tidal basin, the easternmost of such piers being 127 yards or thereabouts in length, and intersecting the said embankment at a point 340 yards or thereabouts from its commencement as aforesaid, and the westernmost of such piers being 142 yards or thereabouts in length, and intersecting the said embankment at a point 497 yards or thereabouts from its commencement.

4. A deviation of the main drain of the Rainham Commissioners of Sewers in the parish of Little Thurrock, which deviation will commence at a point 30 yards or thereabouts below high water mark at Thurrock Wharf, partly in the parish of Grays Thurrock and partly in the parish of Little Thurrock, and will terminate in the parish of Chadwell at a point 30 yards or thereabouts below high water mark on the River Thames, at or near the point hereinbefore described as the commencement of the river wall or embankment, which said deviation drain will be wholly situate in the parishes of Grays Thurrock, Little Thurrock and Chadwell, in the county of Essex.

5. To make, provide, and maintain in connection with the intended docks and works, or any of them, all necessary or convenient locks, gates, opening and other bridges, graving docks, slip and lift docks, shipping places, quays, wharves, piers, jetties, landing stages, slips, railways, sidings, stations, platforms, ways, approaches, warehouses, cattle lairage and slaughterhouses, sheds, buildings, cranes, hydraulic lifts, drops, gridirons, moorings, buoys, dolphins and appliances of all kinds suitable to dock purposes, culverts, sluices, penstocks, drains and other works and conveniences.

6. To divert into and use for the purposes of the said docks and works the waters of the River Thames, to dredge, scour and deepen from time to time the bed and channel of the River Thames at or near the entrances of the intended basins, docks and works, and to appropriate the soil thereof so dredged.

7. To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter referred to, and also to deviate vertically from the levels shown on the sections hereinafter referred to.

8. To remove all landing stages, mooring posts, buoys or other erections and appliances, at or near the site of the intended piers or jetties, entrances and works, and to provide such others as may be requisite, and to divert or stop up 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 docks, basins, works, or any of them.

9. To abolish all rights of way along so much of the bank or wall of the River Thames as will be within or adjoin the limits of the Company's property.

10. 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, naviga-

tions, 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 intended Act.

11. To take, purchase and acquire, by compulsion or by agreement, lands, houses and other property, and hereditaments for the purposes of the intended Act, and to exchange the lands so taken, purchased or acquired for other lands, to vary or extinguish all rights, easements and privileges in any manner connected with the lands, houses, property and hereditaments so purchased, taken and acquired or exchanged.

12. To lease from time to time any lands so purchased, taken and acquired or exchanged, and to grant easements over the same, and to accept leases of such lands as may be required for the purposes of the Company.

13. To levy tolls, rates, dues, wharfage, and other charges on shipping, and on goods, minerals, merchandize, animals and persons, at, upon or in respect of the intended basins, docks or 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 alter existing tolls, rates and duties, and to vary or grant exemption from the payment of such tolls, rates, dues, wharfage and other charges.

14. To make provision for the management, use, regulation and protection of the intended docks, basin, lock, works and conveniences, and for preventing obstructions on the River Thames at or near the entrance of the intended docks, within a certain limit to be defined by the intended Act for the regulation and control of shipping, persons, animals and goods frequenting or using or approaching to or departing from the intended docks, entrance, basin, lock, works and other 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 persons, the passage and navigation, anchoring and mooring of vessels, ships and craft in the River Thames, along, at or near the intended docks, entrance, basin, lock and other works.

15. To enable the Company to apply their existing funds, or funds which they may be authorised to raise, to the purposes of the intended Act, and for those purposes to raise further sums either by shares or by borrowing, or partly by shares and partly by borrowing, and to provide, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, to the contrary, for the payment of dividends or interest during the construction of works on money borrowed or raised for the purposes of the intended Act out of the capital or any other funds of the Company.

16. To authorise the making and enforcing of bye-laws and regulations, and the imposition and recovery of penalties and restrictions for the purposes of or with reference to any of the matters aforesaid.

17. To define the undertaking of the Company, and to constitute the intended docks and works part thereof, and to make applicable to the intended docks and works all or any of the provisions and regulations now in force relating to the undertaking of the Company, and to provide that the Company may levy and take in respect of the undertaking to be authorised by the intended Act the same tolls, rates and charges which they may now levy and take in respect of their existing undertaking.

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

19. To 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 docks and other works of the Company, and of railway, standing room, sidings, machinery, and other accommodation and conveniences, and to confirm any such contracts or agreements which may have been entered into, and to 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 unapplied capital or of their revenue as may be necessary.

20. To incorporate with the intended Act the provisions of the Railways Clauses Consolidation Act, 1845, with reference to the temporary occupation of lands.

21. And for the purposes aforesaid, or any of them, to alter, amend, extend, enlarge or repeal the powers and provisions of the following Acts (local and personal), that is to say: 39 Geo. III, cap. 69; 42 Geo. III, cap. 113; 43 Geo. III, cap. 126; 44 Geo. III, cap. 7; 46 Geo. III, cap. 113; 54 Geo. III, cap. 228; 9 Geo. IV, cap. 95; 1 and 2 Will. IV, cap. 52; 1 Vict., cap. 9; 28 Vict., cap. 36; 37 and 38 Vict., cap. 59; 42 and 43 Vict., cap. 169, and any other Act or Acts relating to the Company; 25 and 26 Vict., cap. 223; and any other Act relating to or affecting the Great Eastern Railway Company; 15 and 16 Vict., cap. 84, and any other Act relating to or affecting the London Tilbury and Southend Railway Company; and 6 and 7 Will. IV, cap. 123, and any other Act relating to or affecting the London and Blackwall Railway Company. And notice is hereby given that plans and sections, showing the lines, situations and levels of the proposed docks and other works and the lands 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 respective parish clerks of the parishes of Grays Thurrock, Little Thurrock and Chadwell, at their residences.

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

Dated 12th November, 1881.

Freshfields and Williams, 5, Bank Buildings,
Lothbury, E.C., Solicitors for the Bill.
Sherwood and Co., 7, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

Liverpool Tramways.

(Further Powers to Liverpool United Tramways and Omnibus Company with reference to Construction and Leasing and Working of New Tramways; Lease and Working of Tramways in Bootle, Wavertree and Waterloo-cum-Seaforth; Levying of Tolls; Agreements with Local Authorities and other matters; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Liverpool United Tramways and Omnibus 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 with all proper rails, plates, sleepers, works and conveniences connected therewith, and to work and use the tramways hereinafter described, or some or one of them (that is to say):

Tramway No. 1, a single line commencing in West Derby-road by a double junction with the existing tramways in that road at the end of Boundary-lane, and passing into and along Boundary-lane and Whitefield-road and thence in a south-easterly direction into and along Belmont-road to West Derby-road, and terminating by a double junction with the existing tramways in the last-named road at the end of Belmont-road.

Tramways No. 1A and No. 1B, being short junction curves half-a-chain or thereabouts in length, for the purpose of connecting Tramway No. 1 with the Company's premises on the north-west side of Whitefield-road, opposite the end of Lombard-street.

Tramway No. 2, a single line commencing in Breck-road by a junction with the Tramway No. 15, authorised by the Liverpool Corporation Tramways (Extension) Order, 1881, at the termination thereof, at or near the end of Belmont-road, and passing thence into and along Belmont-road and terminating by a double junction with the intended Tramway No. 1, at the end of Whitefield-road.

Tramway No. 3, a single line (with passing places hereinafter described) commencing in Breck-road by a junction with the Tramway No. 15, authorised by the Liverpool Corporation Tramways (Extension) Order, 1881, at the termination thereof, at or near the end of Belmont-road, and passing thence in a north-easterly direction along Breck-road, and terminating in that road, at a point 3 chains or thereabouts north-east of the end of Priory-road.

Tramway No. 3A, a passing place in Breck-road, $2\frac{1}{2}$ chains in length, commencing and terminating by junctions with the intended Tramway No. 3, at points respectively 4 chains and $6\frac{1}{2}$ chains from the commencement of that tramway.

Tramway No. 3B, a passing place in Breck-road $2\frac{1}{2}$ chains in length, commencing and terminating by junctions with the intended Tramway No. 3 at points respectively $9\frac{1}{2}$ chains and 12 chains from the commencement of that tramway.

Tramway No. 3C, a passing place $2\frac{1}{2}$ chains in length situate in Breck-road, opposite the end of Walton Breck-road.

Tramway No. 3D, a passing place $2\frac{1}{2}$ chains in length in Breck-road, at or near the termination of the intended Tramway No. 3, as hereinbefore described.

Tramway No. 3E, a short junction curve to connect the intended Tramways No. 2 and

No. 3 at the junction of Breck-road with Belmont-road.

All which said intended tramways will pass from, through or into, or be situate in the several parishes or townships following, or some of them, that is to say, Walton-on-the-Hill, West Derby and Everton, all in the county of Lancaster.

The tramway or tramways along the following streets are proposed to be so laid that between the points hereinafter described a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the street hereinafter mentioned, and the nearest rail of the tramway, that is to say—

On the north-east side of Boundary-lane for its entire length.

On the south-east side of Whitefield-road for its entire length.

On both sides of Belmont-road for its entire length.

On the south-east side of Breck-road for the length of the intended tramways or passing places No. 3A and No. 3C.

On the north-west side of Breck-road for the length of the intended tramway or passing place No. 3B.

On both sides of Breck-road for a distance of 4 chains or thereabouts north-eastward of the termination of the intended Tramway No. 3B.

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 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 places, and to maintain, so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway or part of a tramway so required to be removed or discontinued to be used, or found expedient so to be.

To empower 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, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, turnouts and other works as may be provided or prescribed by or in the intended Act.

To authorise the Company to work with such power other than or in addition to animal power as may be prescribed or authorised by the intended Act, all or any part of the tramways proposed to be authorised by the intended Act, and of any other tramways which may for the time being belong to or be leased to or worked by them.

To authorise and empower the Company to take on lease, make, acquire, work and maintain the tramways in the districts of Bootle-cum-Linacre and Wavertree, which the respective Local Authorities of those districts have been or may be authorised to construct, and any tramways in the district of Waterloo which the Local Board of that district may be authorised to construct, or some of such tramways, and any other tramways already authorised or which may hereafter be authorised by Parliament, in connection with any tramways belonging to or leased or worked by the Company; and to enter into agreements for such purposes with any Municipal Corporation, Local Board or other Local Authority, and to confirm any such agreements which have been entered into or may be

entered into before the passing of the intended Act.

To enable the Company on the one hand, and the Waterloo-cum-Seaforth Local Board of Health on the other hand, to make and carry into effect agreements with reference to the construction, working, use, management and maintenance of any tramways which may hereafter be authorised in the district of the said Local Board, and with reference to the sale or lease to the Company of the said tramways or some of them.

To enable the Company on the one hand and any of the following bodies on the other hand, viz., the Mayor, Aldermen and Citizens of the City of Liverpool or the Council of the said City, the West Derby Local Board of Health, the Walton-on-the-Hill Local Board of Health, and any other parties (whether bodies corporate or persons) having the direction of the repair or having the control or management of any streets, roads and other thoroughfares in the said city and places to enter into agreements with reference to all or any of the purposes of the intended Act and with respect to the making, maintaining, renewing, repairing, leasing, working and using of the intended tramways, and the rails, plates, sleepers, pavements, and works connected therewith, and with reference to the acquisition by or transfer to any such parties of the powers of the intended Act, or of any such tramways when made, and for facilitating the passage of the traffic and carriages over or along the same, and to confirm or give effect by the intended Act to any such agreements which may have been or may be made before the passing of the intended Act, and if thought fit, to confer upon such bodies or persons by the intended Act, instead of upon the Company, all necessary powers for making, maintaining, renewing and repairing the intended tramways within their respective districts, and for raising moneys for that purpose by or on the security of any rates or revenues which they now are or by the intended Act may be authorised to levy or apply to or for the purposes thereof.

To enable the Company to levy, demand and recover tolls, rates and charges for the use of the said intended tramways, or of any tramways now or hereafter leased to or worked by them, 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, and to alter the tolls, rates and charges which are now authorised to be levied, demanded and recovered in respect of the existing tramways in the district of the Walton-on-the-Hill Local Board of Health.

To empower the Company to raise further money for the purposes of the intended Act, and for the general purposes of their undertaking by the creation and issue of new shares and stock, with or without a preferential or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing on mortgage, or by any or either of those means, and to enable the Company to divide all or some of the shares in their capital into half-shares, and to attach to some of such half-shares a preference or priority in the payment of dividend or interest, or other special rights or privileges.

To confer upon the Company and the Local Authorities hereinbefore mentioned all such other powers, authorities, rights and privileges as may be necessary or convenient for carrying into effect the objects of the intended Act, and to vary or extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects, and to

confer other rights and privileges, and to authorise further agreements between the Company and the said Local Authorities with reference to all or any of the matters aforesaid.

To alter, amend, and extend, or to repeal all or some of the powers and provisions of the following Acts or some of them, viz.: "The Liverpool Tramways Act, 1868," "The Liverpool Tramways Act, 1870," "The Liverpool Tramways Act, 1871," "The Liverpool Tramways (Purchase) Act, 1872," "The Liverpool Tramways Act, 1875," "The Liverpool United Tramways and Omnibus Company's Act, 1879," "The Liverpool Tramways Act, 1880," the Tramways Orders Confirmation Acts, 1879 and 1881 (so far as the same relate to Liverpool and Bootle-cum-Linacre), The Tramways Orders Confirmation Act, 1878, No. 1 (so far as the same relates to West Derby and Wavertree), and The Tramways Orders Confirmation Act 1880 (No. 2), (so far as the same relates to Walton-on-the-Hill), and such of the provisions of any other Act in force within the City of Liverpool or in any parish, township, or extra-parochial or other place hereinbefore mentioned as may interfere or be inconsistent with the objects or provisions of the intended Act.

And notice is hereby further given, that on or before the 30th day of November, 1881, plans and sections of the said intended tramways, with a book of reference to such plans and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston; 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 tramways or any part thereof will pass or be made, with a copy of the said Gazette Notice, will be deposited with the parish clerk of such parish at his residence. And that printed copies of the intended Act will on or before the 21st day of December, 1881, be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1881.

Garnett and Tarbet, 54, Castle-street,
Liverpool, Solicitors for the Bill.

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

In Parliament.—Session 1882.

Ascot, Windsor, and Aldershot Junction Railways. (Incorporation of Company; Construction of Railways; Compulsory Purchase of Lands, &c.; Tolls; Running Powers over parts of London and South Western and Great Western Railways; Working and other Agreements, with, Subscriptions and Guarantees by, and other Powers to and Provisions affecting London and South Western and Great Western Railway Companies; Payment of Dividends out of Capital; Amendment of Acts.)

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

1. To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, in the county of Berks, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, 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 Sunninghill by a junction with the Staines, Wokingham, and Reading Branch of the London and South Western Railway at a point thereon 44½ chains, or thereabouts, measured along the said railway in a westerly direction from the tank-house at the west end of Ascot station and terminating in the parish of New Windsor by a junction with the Windsor line of the London and South Western Railway, at or near the signal box at the north end of the Windsor station of the said railway, and which intended Railway No. 1 will be made or pass from, in, through, or into the following parishes, townships, extra-parochial, or other places, or some of them, that is to say, Sunninghill, Ascot, Ascot Side, Ascot Heath, Winkfield, Warfield, Bray, Fifield, Dedworth, Clewer, and New Windsor.

2. A Railway (No. 2) wholly in the parish of Sunninghill, commencing by a junction with the Ascot and Aldershot Branch of the London and South Western Railway at a point thereon 27 chains, or thereabouts, measured along the said branch railway in a south-westerly direction from the west end of the Aldershot down line platform at Ascot station and terminating by a junction with the Staines, Wokingham, and Reading Branch of the London and South Western Railway at a point thereon 29 chains, or thereabouts, measured along the said railway in a westerly direction from the tank-house at the west end of Ascot station.

(3.) A Railway (No. 3), wholly in the parish of Clewer, commencing by a junction with the intended Railway No. 1 at a point about three chains north-eastward from the junction with the Clewer-road of the road running nearly in a direct line northward from the Clewer-road, past St. Andrew's Rectory-house to Clewer Court, and terminating by a junction with the Windsor Branch of the Great Western Railway, at or near the south end of the bridge carrying the said branch railway over the main stream of the River Thames.

(4.) A Railway (No. 4), wholly in the parish of Clewer, commencing by a junction with the intended Railway No. 1, at or near the point of commencement as above described of the intended Railway No. 3, and terminating by a junction with the Windsor Branch of the Great Western Railway, at a point thereon 17 chains, or thereabouts, measured along the said branch railway in a south-easterly direction from the south end of the bridge carrying the said branch railway over the main stream of the River Thames.

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

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 authorize the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railways and works, and of the Bill, and 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 authorized to be taken on, or in respect of such railways, 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 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 wagons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways and portions of railway following, that to say:—

(a.) So much of the Staines, Wokingham, and Reading Branch of the London and South Western Railway as lies between the points of intended junction therewith of the intended Railways No. 1 and No. 2.

(b.) So much of the Ascot and Aldershot Branch of the London and South Western Railway as lies between the point of intended junction therewith of the intended Railway No. 2, and the Aldershot station on the said branch railway, including the said station.

(c.) So much of the Windsor Branch of the Great Western Railway as lies between the point of intended junction therewith of the intended Railway No. 3, and the Slough Station of the Great Western Railway, including that station, and

(d.) So much of the Windsor Branch of the Great Western Railway as lies between the point of intended junction therewith of the intended Railway No. 4, and the Windsor Station on such branch railway, including 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 railway and stations.

7. To empower the Company on the one hand and the London and South Western Railway Company and the Great Western Railway Company, or either of those Companies, on the other hand, 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 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 authorize the appointment of joint Committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

8. To authorize the London and South Western and Great Western Railway Companies, or either of those Companies, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill by shares or stock, and by loan, and with or without any priority of dividend or interest or other advantage over their respective existing and authorized capital, and to enable the said Companies, or either of them, to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, or upon any debentures or debenture stock of the Company, and to appoint directors of the Company.

9. To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital, or any funds of the Company, from time to time interest or dividends on any shares or stock of the Company.

10. 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.

11. 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, or some or one of them, that is to say: 4 and 5 William 4, cap. 88, 2 and 3 Vic., cap. 28, and any other Act or Acts relating to the London and South Western Railway Company and 5 and 6 William 4, cap. 107, and any other Act or Acts relating to the Great Western Railway Company.

12. 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 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 Berks, at his office at Abingdon, 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 railways and works, or any part thereof, are or is intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each such parish with the parish clerk thereof, at his residence, and as regards the hamlet of Dedworth, with the parish clerk of the parish of New Windsor, 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 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, 1881.

John Mackrell and Co., 21, Cannon-street,
London, E.C., Solicitors for the Bill;
J. C. Rees, 13, Great George-street, West-
minster, Parliamentary Agent.

In Parliament.—Session 1882.

Driffield and District Water.

(Incorporation of Company; Construction of Works; Supply of Water to Driffield and District; Compulsory Purchase of Lands; Power to Levy Rates, Rents, and Charges; and Powers affecting the Urban and Rural Sanitary Authorities, and other Local 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 effect the objects and purposes following, or some of them (that is to say):—

To incorporate a Company (hereinafter called "the Company") and to confer upon the Company all necessary powers and authorities for supplying with water the parishes of Great Driffield, Little Driffield, and Nafferton, all in the East Riding of the county of York, or some of them, or some part or parts thereof.

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

To construct and maintain the works under-mentioned, or some of them (that is to say):—

1. A well or shaft and pumping station to be constructed within the parish of Great Driffield, on lands belonging to Lady Downe, in the occupation of James William Allanson and Richard Holtby Allanson, and situated about 1,200 yards from Cross Trods, measured in a northerly direction along the highway leading from Driffield to Elmswell Wold, and at a point about 100 yards east of Spellow Gate, on the highway between Elmswell Wold and Driffield, and bounded on the west by the highway leading from Elmswell Wold to Driffield, on the north by a detached portion of Little Driffield Township, belonging to Lady Downe, in the occupation of James William Allanson and Richard Holtby Allanson, and on the south and east by other lands in Great Driffield, belonging to the said Lady Downe, in the occupation of the said James William Allanson and Richard Holtby Allanson.

2. A covered storage or service reservoir situate on the north-west side of the land hereinbefore described, about 80 yards (measured in an easterly direction) from the said highway on which land the said well is to be constructed.

3. A conduit or line of pipes (herein called Conduit No. 1), situated wholly on the land hereinbefore described, commencing at the said well or shaft, and terminating at the said storage or service reservoir.

4. A conduit or line of pipes (herein called Conduit No. 2), commencing in the said reservoir, passing along the said highway, and terminating at Cross Trods, and passing from, through, and into the parishes of Great Driffield and Little Driffield.

In connection with the aforesaid well or shaft and pumping station, service reservoir, and conduits or lines of pipes, to construct and maintain mains, pipes, culverts, cuts, drains, sluices, engines, stand pipes, weirs, machinery, apparatus, buildings, drifts, adits, tanks, and other works, and approaches and conveniences.

To lay down and maintain pipes, culverts, and other works in, over, under, or across, and to break up, alter, divert, or stop up (either temporarily or permanently) streets, lanes, roads, highways, bridges, and other public passages and places, railways, sewers, pipes, drains, rivers, canals, streams, brooks, and watercourses for the works and purposes herein mentioned.

To take, collect, appropriate, and use all or some of the springs, streams, and waters in and

under the line of the proposed works, and in and under the lands to be taken for the purposes thereof.

To purchase by agreement or compulsion, and to take on lease, lands, houses, springs, streams, waters, and other hereditaments, and to take and acquire easements over and under any lands, houses, waters, and other property required for the purposes of the said works or undertaking, or any of them.

To supply water for domestic, trading, public, sanitary, and other purposes, and to demand, levy, recover, and take rates, rents, and charges in respect of such supply, and for the use of meters, and to exercise all such powers, rights, and privileges as are usually conferred upon water companies, or which may be necessary or expedient for carrying into execution any of the objects of the Bill.

To confer upon the Company powers for preventing the pollution, waste, illegal use, abstraction, misuse or wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto, and for preventing any improper or unauthorized interference with their water or works.

To vary and extinguish all existing rights and privileges which would in any wise interfere with any of the objects of the Bill, and to confer other rights and privileges.

To authorize the Company on the one part, and the Urban and Rural Sanitary Authorities of Great Driffield, Little Driffield, and Nafferton, and any local authority within the said parishes, townships, and places on the other part, to make and carry into effect contracts and agreements for supplying and taking a supply of water, and performing all acts and things incidental to supplying and taking a supply of water in bulk, in or for the town of Driffield, or in or for any of the parishes, townships, and places aforesaid, or any part or parts thereof, upon such terms and conditions as shall be agreed upon, and to enable the said urban and rural sanitary authorities and other local authorities respectively to distribute such water, and to demand, levy, recover, and take rates, rents, and charges in respect thereof, and, if necessary, to enable the said urban and rural sanitary authorities and other local authorities for any of the purposes aforesaid to appropriate and apply any funds under their control, and to raise money by rates and by borrowing.

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

Duplicate plans and sections showing the line or situation and levels of the intended works, and the lands, houses, and other property in or through which the same will be made, with books of reference to the said plans, containing the names of the owners and lessees, or reputed owners and lessees, and the occupiers of such lands, houses, and other property, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1881, be deposited for public inspection with the Clerk of the Peace for the East Riding of the county of York, at his office in Beverley aforesaid; and on or before the same day a copy of much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the intended works will be made, or in which any

lands, houses, or property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1881.

Dated this 10th day of November, 1881.

W. T. Manning, 2, Westminster-chambers,
Victoria-street, Westminster, S.W.,
Parliamentary Agent.

Board of Trade.—Session 1882.

Cardigan Harbour and River.

(Application to Board of Trade for Provisional Order for the improvement and regulation of the Harbour of Cardigan and the Navigation of the River Tivy, in the Counties of Cardigan and Pembroke; appointment and incorporation of Commissioners, power to borrow money, purchase land, construct works, levy tolls, rates and dues, and lease same; Amendment of Cardigan Markets and Improvement Act, 1857, &c.)

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

To provide for the appointment, incorporation, and election of certain persons as Commissioners (hereinafter called "the Commissioners"), and to authorise the Commissioners to make and maintain the following works or some of them, that is to say:—

1. A diversion of the navigable channel of the River Tivy, such diversion commencing at a point on the existing channel opposite Bryndu Point, in the parish of St. Dogmells, in the county of Pembroke, thence proceeding in a northerly direction into the parish of Verwig, in the county of Cardigan, and terminating in the last-mentioned parish by a junction with the said existing channel at a point distant 250 yards or thereabouts, measured in a south-easterly direction from Sandy Point.

2. A training wall, commencing at or near high water mark at Pwll Castell Point on the eastern side of the river Tivy, in the parish of St. Mary, Cardigan, thence continuing in a northerly direction along the course of the said river for a distance of about 2,180 yards, passing through the said parishes of St. Mary, Cardigan, and Verwig, in the county of Cardigan and St. Dogmells, in the county of Pembroke, and terminating at a point in the said parish of Verwig, distant 250 yards or thereabouts, measured in a south-easterly direction from Sandy Point.

3. A training wall of about 330 yards in length, on the western side of the river Tivy, in the said parish of St. Dogmells, to be situated to the eastward of and nearly opposite to the public-house known as the Webley Arms, Popit, on the western side of Pwllcam Reach, in the said river.

4. The deepening, scouring, and otherwise improving the channel of the river Tivy, and the bed of the sea at the entrance thereto, commencing at the outside of the bar at the mouth of the river, and terminating at or near the bridge at the town of Cardigan.

5. All necessary dredging, cutting, and removing of the bed of the said portion of the sea, and of the channel of the said river, and the laying down buoys and moorings, and providing

other appliances and conveniences for ships frequenting the said river and harbour.

6. All necessary quays, wharves, jetties, landing places, roads, approaches, warehouses, offices, sheds, weighing-machines, and other works and conveniences.

The Provisional Order will also confer on the Commissioners power to effect all or some of the following purposes, viz.:—

To improve, maintain, and regulate the harbour of Cardigan and navigation of the river Tivy, and to exercise all the usual powers of a harbour authority over the same within the following limits (that is to say), the river Tivy and harbour of Cardigan, and the foreshore on both sides of the river below high-water mark of ordinary spring tides, from Cardigan Bridge on the south to the outside of the bar at the mouth of the said river on the north.

To purchase, or take on lease, and hold any lands or hereditaments necessary for the execution of the aforesaid works, or any of them, or for any purposes connected with the harbour and navigation, or the landing, shipping, or storage of goods and minerals.

To provide, maintain, and use such steam engines, steam vessels, piling engines, steam and other cranes, dredgers, ballast lighters, barges, boats, buoys, mooring posts, mooring craft, weighing machines, tackle, machinery appliances and conveniences as the Commissioners think proper for carrying on the business of the harbour and navigation, and may demand and take such sums for the use thereof as they think reasonable.

To take up, remove the soil and ballast to be taken or dredged out of the said harbour and river, and lay down the same upon any portion of the foreshore or soil of the said river within the limits aforesaid; and at any time or times to remove, sell, or otherwise dispose of such soil and ballast, and to make such charges for the same as the Commissioners think reasonable.

To build, purchase, contract for hire, maintain, use, and let steam tugs or other power for the use and accommodation of vessels frequenting the river and harbour, or to license such number of steam tugs or other power belonging to any person for such period and on such terms and conditions as the Commissioners think fit, and from time to time to fix such rates or charges as they think reasonable for or in respect of the use of such steam tugs or other power maintained, used, let, or licensed by them, and to provide for the payment and recovery of such rates or charges.

To transfer to and vest in the Commissioners all buoys, perches, lights, jetties, tide gauges, moorings, and other appliances belonging to or under the control of the Corporation of Cardigan and now within the said river and harbour, and to repeal section 67 of the Cardigan Markets and Improvement Act, 1857, and all other provisions, Acts, charters, and customs relating to or affecting the said river and harbour.

To borrow on mortgage, bond, or otherwise, any sum or sums of money which may be requisite for the purposes aforesaid.

To levy and take tolls, rates, and dues in respect of the use of the river and harbour, and of the quays, piers, landing places, warehouses, sheds, buildings, yards, works, and conveniences connected therewith; and also in respect of vessels, boats, goods, animals, and other things landed or shipped in the said harbour and river, and from time to time to lease the above and all other tolls, rates, dues, and charges, leviable by them for such period and upon such terms and

conditions pecuniary and otherwise as the Commissioners think proper.

The Provisional Order will incorporate and enable the Commissioners to exercise all or some of the powers and provisions of "The Commissioners Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Harbours, Docks, and Piers Clauses Act, 1847."

And notice is hereby given that, on or before the 30th day of November instant, plans and sections of the proposed works, and also a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Cardigan at his office at Aberystwith, and the clerk of the peace for the county of Pembroke at his office at Haverfordwest, at the Board of Trade, Whitehall, London, and at the Custom House at Cardigan.

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

Dated this 8th day of November, 1881.

Jones and Forrester,
Malmesbury.
Jenkins and Evans,
Cardigan. } Solicitors.

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

In Parliament—Session 1881-2

Melton and Hollesley Bay Railway.

(Incorporation of Company for making a Railway from Melton to Hollesley Bay; comprising Purchase of Land; Working and Traffic Arrangements with the Great Eastern 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 by a junction with the Great Eastern Railway at Melton, in the parish of Melton, in the county of Suffolk, at a point in the centre of the said railway, on the east side of the high road from Melton to Sutton, where it crosses the said railway, and being forty-nine yards, or thereabouts, measured along the said railway in a westerly direction, from the south-east angle of the Melton Station of the said railway, and passing along, through, or into the following parishes, townships, or hamlets, or some of them, that is to say, Melton, Bromeswell, Sutton, Shottisham, Alderton, Bawdsey, Hollesley, Orford, Ramsholt, and Shingle Street, all in the said county of Suffolk, and terminating in the parish of Bawdsey, in the said county of Suffolk, at a point at Shingle Street, on the western side of the road from Hollesley to Shingle Street, one hundred and forty-five yards, measured in a northerly direction, from the north-east angle of the Lifeboat Public-house, at Shingle-street, in the said county of Suffolk, and being two hundred and eighty-three yards, or thereabouts, measured in a south-westerly direction, from the south-east angle of the Coastguard

Station, at Shingle Street aforesaid, and being eighty-seven yards, or thereabouts, measured in a westerly direction, from the north-west angle of two cottages now in course of construction, and belonging to T. Sheldrake, Esq.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works; to deviate from the 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 Great Eastern Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the 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 said intended railway, the payment 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, previous 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 Railway Clauses Acts, 1845 and 1863," and it will amend and enlarge the powers and provisions of any other Acts relating to the Great Eastern 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 Suffolk, at his office, in the town of Ipswich, and on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended 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 said 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.

Dated this 3rd day of November, 1881.

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

Local Government Board.—Session 1882.

Parliamentary Notice.

Local Board for the District of Crompton.

(Provisional Order for putting in force "The Lands Clauses Consolidation Acts, 1845, 1860, 1869," or any Act relating thereto, amending the same, within the Districts of Crompton, Royton, and Milnrow, all in the County of Lancaster, for the purchase and taking of lands by the Crompton Local Board otherwise than by Agreement).

Public Health Act, 1875.

NOTICE is hereby given that the Local Board for the District of Crompton (being also the Urban Sanitary Authority for the said District) within the Parish of Prestwich-cum-Oldham, in the County of Lancaster, hereinafter called the Crompton Local Board, in pursuance of the one hundred and seventy-sixth section of the Public Health Act, 1875, do intend to present a Petition under the seal of the said Board to the Local Government Board, for authority to put in force "The Lands Clauses Consolidation Acts, 1845, 1860, 1869," or any Acts relating thereto amending the same, to enable the Crompton Local Board to purchase and take the lands described in the Schedule hereto annexed for construction of works, for sewage outfall, and for receiving, purifying, collecting, cleansing, storing, disinfecting, treating, distributing or otherwise disposing of the sewage of their district, and providing proper access to such lands, also the necessary conduits and pipes for conveying such sewage.

Schedule of Lands proposed to be acquired.

Plan 1, No. 1. Land at Gartside Farm, within the Township or District of Crompton, in the Parish of Prestwich-cum-Oldham, in the County of Lancaster, belonging to Edmund Albert Nuttall Royds, Esquire, and occupied by James Crossley or Robert Snowdon.

Plan 1, No. 2. Land at Ellen Rodd or Road Farm, situate wholly within the District of Crompton aforesaid, belonging to William Clegg, and occupied by Robert Barker.

Plan 1, No. 3. Part of a close of land at Whitfield or Whitefield Bottoms, within the townships of Crompton aforesaid, belonging to George Taylor Chadwick, Esquire, and leased to Abraham Milne, and in his occupation.

Plan 1, No. 3A. Part of a close of land, situate within the District of the Milnrow Local Board in the township of Butterworth, in the Parish of Rochdale, in the County of Lancaster, belonging to George Taylor Chadwick, Esquire, leased to Abraham Milne, and in his occupation.

Plan 1, No. 4. Land at Whitfield or Whitefield Bottoms, within the Township or District of Crompton aforesaid, belonging to George Taylor Chadwick, Esquire, and leased to Abraham Milne, and in his occupation.

Plan 1, No. 4A. Land at Whitfield or Whitefield Bottoms, within the District of Crompton aforesaid, belonging to Robert Leach, Esquire, and occupied by Thomas Fielding.

The Lands, Nos. 5, 6, 7, 8, 9, and 10 are for line of conduit, subject to the usual limitations as marked on plan.

Plan 1, No. 5. Land at Whitfield or Whitefield Bottoms, within the District of Crompton aforesaid, belonging to Robert Leach, Esquire, and occupied by Thomas Fielding.

Plan 1, No. 6. Land at Whitfield or Whitefield Bottoms, within the District of Crompton aforesaid, belonging to William Chadwick, Esquire, and occupied by Robert Snowdon.

Plan 1, No. 7. Occupation road at Whitfield or Whitefield Bottoms, within the District of

Crompton aforesaid, belonging to William Chadwick, Esquire, and occupied by Robert Snowdon, and dividing the lands numbered 6 and 8.

Plan 1, No. 8. Land at Whitfield or Whitefield Bottoms, within the District of Crompton aforesaid, belonging to William Chadwick, Esquire, and occupied by Robert Snowdon.

Plan 1, No. 9. Land and footpath at Whitfield or Whitefield Bottoms, within the District of Crompton aforesaid, belonging to Joshua Crompton, Esquire, John Crompton, Esquire, and Abram Crompton, Esquire, and occupied by John Nixon.

Plan 1, No. 10. Public road belonging to Crompton Local Board.

The following are for easements or rights of roads for access to the above lands.

Plan 1, No. 11. Occupation road within the District of Crompton aforesaid, belonging to Robert Leach, Esquire, and occupied by Thomas Fielding.

Plan 1, No. 12. Occupation road, public footpath and bridge situate within the Township of Butterworth, in the Parish of Rochdale in the County of Lancaster, belonging to Samuel Berry, and occupied by Samuel Berry.

Plan 1, No. 13. Private road situate within the Township of Butterworth, in the Parish of Rochdale and County of Lancaster, belonging to Robert Leach, Esquire, and occupied by Thomas Fielding and others.

Plan 1, No. 14. Road and public footpath situate within the Township of Butterworth, in Parish of Rochdale aforesaid.

Plan 1, No. 15. The River Beal, belonging to Edmund Albert Nuttall Royd, Esquire, William Clegg, Esquire, and George Taylor Chadwick, Esquire.

Plan 2, No. 1. Road and public footpath at Cowlshaw, within the Township of Crompton, in the Parish of Prestwich-cum-Oldham, in the County of Lancaster, belonging to the representatives of the late John Cocker.

Plan 2, No. 2. Occupation road, situate within the Township of Crompton aforesaid, belonging to the representatives of the late John Cocker, and occupied by James Whitehead.

Plan 2, No. 3. Occupation road, situate within the District of Crompton aforesaid, belonging to the representatives of the late John Cocker.

Plan 2, No. 4. Close of land called Millfield, within the Township of Crompton aforesaid, belonging to the representatives of the late John Cocker, and occupied by James Whitehead.

Plan 2, No. 5. Part of a close of land called Newfield, within the Township of Crompton, belonging to the representatives of the late John Cocker, and occupied by James Whitehead.

Plan 2, No. 6. Part of a close of land situate within the District of Royton (in the Parish of Prestwich-cum-Oldham, in the County of Lancaster) belonging to the representatives of the late John Cocker, and occupied by James Whitehead.

Plan 2, No. 7. Part of a field called Cowgate, situate in the Township of Royton aforesaid, belonging to the representatives of the late John Cocker, and in their own occupation.

Plan 2, No. 8. Part of a field, situate within the Township of Royton aforesaid, belonging to the representatives of the late John Cocker, and in their own occupation.

Plan 2, No. 9. Occupation road, between lands marked 4 and 8 on the plan, belonging to the representatives of the late John Cocker.

Plan 2, No. 10. Line of conduit from the

before-named lands to the River Irk, near the mill known as Cocker's Cotton Mill.

Plan 2, No. 11. River Irk, belonging to the representatives of the late John Cocker.

The quantities of land required and proposed to be taken do not exceed thirty statute acres, of which all parties have notice.

And notice is hereby further given, that plans and sections showing the lines, situation, and levels of the works and lands and other property which may be taken compulsorily by or under the powers of the Provisional Order, together with books of reference to such plans, and a copy of this notice, as published in the London Gazette, will forthwith be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and that a copy of so much of the said plans, sections, and books of reference as relates to each parish and extra-parochial place in or through which the intended works, or any of them, will be made, or in which any lands or other property intended to be taken are situate, together with a copy of this notice, will forthwith be deposited in the case of each such parish with the parish clerk thereof at his residence, and in case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

Copies of the above Order will be deposited at the Private Bill Office of the House of Commons on or before the 20th day of December, 1881.

A copy of this notice, together with plans, sections, and books of reference, may be seen at the office of the Crompton Local Board, in High-street, Shaw, within the said district, on and after this date between the hours of ten of the clock in the forenoon and four in the afternoon,

Dated this 10th day of November, 1881.

John Mawson, Clerk to the Crompton Local Board.

In Parliament.—Session 1882.

Oswestry and Llangynog Railway.

(Incorporation of Company, Construction of Railways from Llanyblodwel in the County of Salop, to Llangynog in the County of Montgomery; 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 authorize the Company to make and maintain the Railways hereinafter described or some or one of them 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 (No. 1) wholly in the parish of Llanyblodwel and county of Salop, commencing by a junction with the Porth-y-Waen branch of the Cambrian Railways, at or near the point where the Farmers' Coal and Lime Company's Railway joins the said Porth-y-Waen branch near the Lion Wharf Porth-y-Waen, and terminating by a junction with the line of the Potteries Shrewsbury and North Wales Railway Company at a point distant 390 yards or thereabouts, measured in a north-easterly direction along that line from the bridge by which the public road leading from Oswestry to Llansantffraid is carried over the said last-mentioned line of railway at or near the Llanyblodwel station.

A railway (No. 2) commencing in the parish of Llanyblodwel in the county of Salop by a junction

with the line of the Potteries Shrewsbury and North Wales Railway Company at a point distant 170 yards or thereabouts, measured in a south-westerly direction along that line from the bridge by which the public road leading from Oswestry to Llansantffraid crosses the last-named line of railway at or near the Llanyblodwel station, and terminating in the parish of Llangynog in the county of Montgomery on the easterly side of the public road leading from the village of Llangynog to Llandderfel and Bala at a point 50 yards or thereabouts to the northward of the bridge by which the last-mentioned public road is carried over the River Biarth in the village of Llangynog, 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, Llanyblodwel and Abertanat in the county of Salop, Llangedwyn and Llanrhaiadr-yn-Mochnant in the county of Denbigh, and Llanrhaiadr-yn-Mochnant, Llansantffraid, Pennant Malangell, and Llangynog in the county of Montgomery.

A railway (No. 3) wholly situate in the parish of Llanyblodwel in the county of Salop, commencing by a junction with the line of the Potteries Shrewsbury and North Wales Railway at a point distant 260 yards or thereabouts, measured along that line in a south-easterly direction from the bridge by which the last-mentioned line of railway crosses the River Tanat, and terminating by a junction with the intended railway No. 2 at a point in a field belonging to Henry Leslie and in the occupation of John Davies, such point being 240 yards or thereabouts (measured in a south-easterly direction) from the post-office in the village of Llanyblodwel.

To authorize the Company to deviate laterally from the lines of the intended railways and works to the extent shown on the plans hereinafter mentioned or as may be provided by the Bill; and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To authorize the Company to purchase and take by compulsion and also by agreement lands, houses, and other property 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 easements, rights, and privileges in any manner connected with the lands, houses, and property so purchased or taken.

To empower the Company to cross, open, or break up, stop up, remove, alter, or divert temporarily or permanently all such railways, tramways, canals, and towing-paths, navigations, rivers, streams, water-courses, turnpike and other roads, lanes, highways, streets, footpaths, bridges, sewers, drains, gas, water, and other pipes, buildings, erections, telegraph apparatus, or other works, within the before-mentioned townships, parishes, and places as it may be necessary and convenient to cross, open, break up, stop up, remove, alter, or divert for the purposes of the intended railways and works or of the Bill.

To authorize the Company to levy tolls, rates, and charges upon or in respect of the intended railways and works, and also upon or in respect of the railways, portions of railways, 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 authorized to take, and to confer exemptions from the payment of tolls, rates, and charges.

To empower the Company on the one hand and the Cambrian Railways Company and the Potteries Shrewsbury and North Wales Railway Company or either of them on the other hand from time to time to enter into and carry into effect and rescind

contracts and agreements for or with reference to the construction, working, use, management, and maintenance of the intended railways 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 railways, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, receipt, and division of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from such traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed, and the conditions to be performed by any or either of the contracting Companies to the other or others of them, for all or any of the purposes of the respective contract 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 railways 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

- (1) The Potteries Shrewsbury and North Wales Railway, or such portion or portions thereof as may be specified in the Bill
- (2) So much of the railway of the Cambrian Railways Company as is situated between the commencement of the intended railway (No. 1) and the station at Oswestry including that station

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 Clauses 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:—27 and 28 Vic., c. 262, and all other acts relating to or affecting the Cambrian Railways Company, and 29 and 30 Vic., c. 201, and all other Acts relating to or affecting the Potteries Shrewsbury and North Wales Railway Company.

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 railways 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 railways delineated thereon, and a copy of this Notice as published in the London Gazette will be deposited

with the Clerk of the Peace for the County of Salop at his office at Shrewsbury in that county, and with the Clerk of the Peace for the County of Denbigh at his office at Ruthin in that county, and with the Clerk of the Peace for the County of Montgomery at his office in Welshpool in that county, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish (and extra parochial place) in or through which the intended railways 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 parish 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, 1881.

Ashurst, Morris, Crisp, & Co., 6, Old Jewry, London, E.C.,

Solicitors for the Bill.

William Bell, 27, Great George Street, Westminster, S.W.,

Parliamentary Agent.

In Parliament.—Session 1882.

South Wales and Severn Bridge Railway. (Incorporation of Company; Construction of Railways between Severn and Wye and Severn Bridge Railway, the Forest of Dean, Abergavenny, and Brecon; Running Powers over other Railways, Working and Traffic Agreements with and Powers to other Companies; Tolls and Charges; Compulsory Purchase of Land; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company (in this notice called "the Company"), and to confer upon the Company all necessary powers for making and maintaining the railways herein-after described, or some of them, with all proper stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith respectively (that is to say):—

1. A railway (No. 1) commencing in the parish of Lydney, in the county of Gloucester, by a junction with the railway of the Severn and Wye and Severn Bridge Railway Company near the Upper Forge, at a point thereon distant 48 yards, measured in a southerly direction along the last-mentioned railway from the 2½ mile-post on that railway, and terminating in the parish of Llanfoist, in the county of Monmouth, by a junction with the London and North-Western Railway Company's Merthyr, Tredegar, and Abergavenny Railway, at a point 34 yards or thereabouts, measured in a south-westerly direction from the 2-mile post on that railway; which said intended railway No. 1 will pass from, in, through, or into, or be situated within the parishes, townships, hamlets, and places of Lydney, Newland, and West Dean, in the county of Gloucester; and Penallt Mitchel-Troy, Monmouth, Rockfield, Llangattock-vibonavel, Treworgan, Grace Dieu, Llanvihangel-ystern-Llewerne, Penrose, Llantillio-Crossenny, Llanvaypley, Llanthewey-rhytherch, Llangattock-juxta-Usk, Abergavenny, and Llanfoist, in the county of Monmouth.

2. A railway (No. 2) commencing by a junction with the said intended railway No. 1 in a field called Castle Meadow, in the parish or township of Abergavenny, numbered 475 on the Tithe Commutation map of that parish or township at a point 42 yards or thereabouts measured in a northerly direction from the River Usk, and 3 furlongs 5 yards or thereabouts measured in an

easterly direction from the western fence of the same field, and terminating in the same field at a point 6 yards or thereabouts measured in an easterly direction from the said western fence thereof, and 33 yards or thereabouts measured in a northerly direction from the River Usk, and which said intended railway No. 2 will be situate wholly within the parish or township of Abergavenny, in the county of Monmouth.

3. A railway (No. 3) commencing in the said parish or township of Abergavenny by a junction with the intended Railway No. 1 before described at a point thereon in a field numbered 702 on the Tithe Commutation map of that parish or township, which said point is situate 198 yards or thereabouts, measured in a southerly direction from the northern fence of such field, and 20 yards or thereabouts, measured in a westerly direction from the eastern fence thereof, and terminating in the same parish or township by a junction with the Newport, Abergavenny, and Hereford Railway of the Great Western Railway Company at a point 135 yards or thereabouts, measured in a northerly direction from the 57½-mile post on the last-mentioned railway, all which said intended Railway No. 3 lies in the parish or township of Abergavenny, in the county of Monmouth.

4. A railway (No. 4) commencing in the said parish or township of Abergavenny by a junction with the said intended Railway No. 2 at its termination in a field called Castle Meadow, numbering 475 on the Tithe Commutation map of that parish or township at a point 6 yards or thereabouts, measured in an easterly direction, from the western fence of such field, and 33 yards or thereabouts, measured in a northerly direction from the River Usk, and terminating in the parish of Llandetty in the county of Brecon by a junction with the Brecon and Merthyr Tydfil Junction Railway at a point 123 yards or thereabouts, measured in a south-westerly direction from the 7-mile post of such last-mentioned railway, which said intended Railway No. 4 will pass from, in, through, or into, or be situated within the parishes, hamlets, townships, or places of Abergavenny and Llanwenarth-citra in the county of Monmouth, and Llanelly, Llangenny, Crickhowell, Saint Michael's-cwmdu, Llangunider, Llandetty, and Talybont in the county of Brecon.

The intended Act will authorize the Company to exercise all or some of the following powers, viz. :—

To cross, stop up, alter, or divert, temporarily or permanently, turnpike and other roads, streets, highways, pipes, sewers, drains, canals, navigations, rivers, streams, watercourses, bridges, railways, and tramways within the parishes and hamlets, townships and places aforesaid, so far as may be necessary in constructing, maintaining, or using the said intended railways and works, or any of them; and to deviate from the lines and levels of the said intended railways and works, as shown upon the plans and sections hereinafter mentioned to such extent as may be authorized by the intended Act.

To enter upon, purchase, take, and use by compulsion or otherwise, for the purposes of the intended railways and works, lands, houses, and hereditaments, and any estates, rights, interests, or easements, in, over, or affecting the same, and to alter, vary, or extinguish all or any rights and privileges connected with such lands, houses, and hereditaments, and to confer other rights and privileges.

To purchase and take for the purposes aforesaid certain lands being, or reputed to be, commons or commonable lands, of which the following are the particulars and estimated quantities proposed to be taken, viz. :—

Llanelly Common, in the parish of Llanelly, in the county of Brecon, ½ an acre.

To demand, take, and recover tolls, rates, and charges upon or in respect of the intended railways and works, and the conveyance of traffic thereon, to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, and charges.

The intended Act will empower the Company and all Companies and persons lawfully working or using the railways of the Company to run over, work over, and use, with engines and carriages, officers and servants, and for the purposes of traffic of every description, the railways and portions of the railways following, with the stations and conveniences thereon, that is to say :—

(a.) So much of the said Severn and Wye and Severn Bridge Railway as is situated between the junction therewith of Railway No. 1, hereinbefore described, and the termini of the said Severn and Wye and Severn Bridge Railway in the parish of Berkeley, in the county of Gloucester.

(b.) So much of the Brecon and Merthyr Tydfil Junction Railway as is situated between the junction therewith, in the parish of Llandetty, of the intended Railway No. 4, before described, and the junction of such Brecon and Merthyr Tydfil Junction Railway with the Neath and Brecon Railway near Brecon.

(c.) So much of the Mid-Wales Railway as lies between the Brecon and Merthyr Tydfil Junction Railway, near Talylyn, and the Hereford, Hay, and Brecon line of the Midland Railway Company, near Three Cocks Junction.

Together with all stations, platforms, buildings, booking and other offices, warehouses, sheds, approaches, telegraphs, signals, water, watering-places and engines, engine-sheds, standing-room for engines and carriages, sidings, machinery, works, and conveniences of or connected with the several portions of railways to be used as hereinbefore mentioned, and also to levy tolls, rates, and charges in respect of passengers and other traffic conveyed over the before-mentioned portions of railway, and to alter the tolls, rates, and charges now taken, or authorized to be taken, thereon respectively.

The intended Act will authorize the Company and all or any of the Midland Railway Company, the London and North-Western Railway Company, the Great Western Railway Company, the Brecon and Merthyr Tydfil Junction Railway Company, the Severn and Wye and Severn Bridge Railway Company, and the Sharpness New Docks and Gloucester and Birmingham Navigation Company, to make and carry into effect contracts and agreements for or with reference to the maintenance, working, and use of the said intended railways, or any part or parts thereof; the supply of engines, carriages, and other rolling stock and plant, and of officers and servants, for the purposes of any such contracts or agreements; the regulation, management, interchange, and transmission of the traffic passing on to or from the railways of the contracting Companies; the fixing, collecting, payment, division, and appropriation of the tolls and other income and profits arising from such traffic, and the payment of rebates, drawbacks, and allowances by one or more of the contracting Companies to any other or others of them.

The intended Act 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 Clauses Consolidation Act, 1845,"

and "The Railways Clauses Act, 1863;" and so far as may be necessary for any of the purposes thereof the intended Act will alter, amend, enlarge, or repeal some of the provisions of the Local and Personal Acts, 7 and 8 Vict., cap. 18, and of all other Acts relating to the Midland Railway Company, 9 and 10 Vict., cap. 204, and of all other Acts relating to the London and North-Western Railway Company, 5 and 6 William 4th, cap. 107, 26 and 27 Vict., caps. 113 and 198, and of all other Acts relating to the Great Western Railway Company, 22 and 23 Vict., cap. 68—28 and 29 Vict., cap. 285, and of all other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company, 22 and 23 Vict., cap. 63, and of all other Acts relating to the Mid-Wales Railway Company; and "The Severn and Wye and Severn Bridge Railway Company's Act, 1879," and any other Acts relating to that Company and their undertaking, 37 and 38 Vict., cap. 181, and all other Acts relating to the Sharpness New Docks and Gloucester and Birmingham Navigation Company.

And notice is hereby given, that on or before the 30th day of the present month of November plans and sections showing the lines and levels of the said intended railways and works and the lands which may be taken for the purposes thereof, together with a book of reference to the 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 Gloucester, at his office at Gloucester; with the Clerk of the Peace for the county of Monmouth, at his office at Usk; and with the Clerk of the Peace for the county of Brecon, at his office at Brecon; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or place from, in, through, or into which the said intended railways and works will be made or situate, together with a copy of the notice published as aforesaid, will be deposited for public inspection with the Parish Clerk of each such parish at his residence, and in case of any extra-parochial place, with the Clerk of the immediately adjoining parish at his residence.

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

Dated this 8th day of November, 1881.

Wiltons and Riddiford, Gloucester, Solicitors.

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

In Parliament.—Session 1882.

Windsor and Ascot Railway.

(Incorporation of Company; Power to make a Railway from Windsor to Ascot, with all necessary Works; Running Powers over parts of Great Western, London and South Western, and South Eastern Railways; Working and other Arrangements; Amendment of Acts).

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

To incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the railways following, with all necessary approaches, sidings, stations, works, and conveniences, connected therewith (that is to say):—

Railway No. 1, wholly in the county of Berks, commencing in the parish of Clewer, by a junction

with the Windsor Branch of the Great Western Railway, at or near the south end of the bridge carrying the said railway over the River Thames, and terminating in the parish of Sunninghill, by a junction with the Ascot and Aldershot Branch of the London and South Western Railway, at a point thereon twenty-eight yards, or thereabouts, measured along the said railway in a northerly direction from a mile post denoting three-quarters of a mile from the junction of the said railway with the Reading Branch of the London and South Western Railway Company, and which intended Railway No. 1 will pass from, in, through, or into the following parishes, townships, extra-parochial, or other places, or some of them, that is to say:—Clewer, New Windsor, Dedworth, Bray, Fifield, Winkfield, Warfield, Winkfield Street, Sunninghill, Ascot Heath, and Ascot Side.

Railway No. 2, wholly in the parish of Clewer and county of Berks, commencing by a junction with the Windsor Branch of the Great Western Railway at a point thereon 360 yards, or thereabouts, measured along the said railway in a south-easterly direction from the south end of the bridge, carrying the said railway over the River Thames, and terminating in the parish of Clewer by a junction with Railway No. 1, at a point in a field belonging to Arthur Stovell, and in the occupation of Thomas Gristwood, which point is situate 95 yards, or thereabouts, west of the north-west corner of the buildings known as Gardner's-cottages.

Railway No. 3, wholly in the parish of Sunninghill and county of Berks, commencing by a junction with Railway No. 1 at a point in a field belonging to and in the occupation of the Honourable Robert Henry Meade, which point is 56 yards, or thereabouts, south-west of the centre of the Reading Branch Line of the London and South Western Railway where the same is crossed on the level by a private road leading to Englemere House, and terminating by a junction with the Ascot and Aldershot Branch of the London and South Western Railway at a point thereon 60 yards, or thereabouts, measured along the said railway in a westerly direction from the western end of Platform No. 4 at Ascot Station.

Railway No. 4, wholly in the county of Berks, commencing in the said parish of Sunninghill by a junction with Railway No. 1 at a point 38 yards, or thereabouts, south of the centre of the road leading from Bracknell to Sunninghill, and 105 yards, or thereabouts, east of the junction of the Blackmoor Stream with Englemere Pond, passing into and terminating in the said parish of Winkfield by a junction with the Reading Branch of the London and South Western Railway at a point 68 yards, or thereabouts, east of a bridge known as the Crow Bridge, carrying the public road leading from Winkfield Row to Bagshot over the said railway.

To empower the Company to purchase and take by compulsion or agreement, and to hold lands, houses, and buildings, and easements, for the purposes of the intended railways and works, and to vary and extinguish all rights and privileges in any manner connected with such lands, houses, and buildings, and to confer, vary, or extinguish other rights and privileges, and to cross, divert, alter, or stop up, whether temporarily or permanently, all such streets, roads, highways, railways, tramways, watercourses, drains, and sewers within the said parishes and extra-parochial or other places as it may be necessary to cross, divert, alter, or stop up for the purposes of the intended Act.

To empower the Company to demand and

recover tolls, rates, or charges for or in respect of the use of the intended railways and works, and for the conveyance of traffic thereon.

To empower the Company, or any other Company or Companies lawfully working or using the railways of the Company, to run over, work, and use with their engines and carriages, for the purposes of traffic of every description, and with their clerks, officers, and servants, 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 or authorized by the intended Act, the following railways, or portions of railway, that is to say:—

1. So much of the said Windsor Branch Railway of the Great Western Railway Company as lies between the intended junction of Railway No. 2, therewith and the terminal station thereof at Windsor, together with the use of the said Windsor Station.
2. So much of the Reading Branch Railway of the London and South Western Railway Company as lies between Sunningdale and the junction of the said Reading Branch with the South Eastern Railway at Wokingham, together with the use of the stations thereon.
3. The Ascot and Aldershot Branch Railway of the London and South Western Railway Company, together with the use of the stations thereon.
4. So much of the Pirbright, Aldershot, and Farnham Branch Railway of the London and South Western Railway Company as lies between the junction of the said Ascot and Aldershot Branch and the termination of the said railway at Farnham, with the use of the stations thereon.
5. So much of the railway of the South Eastern Railway Company as lies between the junction of the Reading Branch Railway aforesaid and Wokingham Station, together with the use of the said Wokingham Station.

To use the booking offices, warehouses, landing places, platforms, water, watering places, and standing room for engines and carriages, sidings, works, and conveniences connected therewith, and with any of the railways or portions of railways and stations aforesaid.

To enable the Company to take and levy tolls, rates, and charges upon or in respect of the said railways or portions of railways and stations so to be run over and used as aforesaid, and if and where necessary to alter or vary the existing tolls, rates, and charges which the aforesaid Railway Companies, or any of them, are now authorized to demand and take in respect thereof.

To enable the Company and the aforesaid Companies, or either of them, to enter into and carry into effect agreements for or with respect to the working, use, management, and maintenance of the intended railways and works, or any part thereof, and with respect to the supply of rolling or working stock, and of officers and servants for the conduct and convenience of traffic on the intended railways, and with respect to the interchange, transmission, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to authorize and provide for the appointment of a Joint Committee for carrying into effect any such agreements as aforesaid, and to confirm and give effect to any agreement which has been or may be entered into between the Company and the said Companies, or

any or either of them, in reference to the matters aforesaid, or any of them.

To alter, amend, vary, extend, enlarge, or repeal all or any of the provisions of the Acts following, or any of them, so far as may be necessary for the purposes of the intended Act, that is to say:—The Acts 5 and 6 Will. IV., cap. 107; 26 and 27 Vic., caps. 113 and 198; 29 and 30 Vic., cap. 356; 39 and 40 Vic., caps. 74 and 143; 44 and 45 Vic., cap. 208; and all other Acts relating to the Great Western Railway Company.

6 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 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, 1881; and any other Act or Acts relating to the South Eastern Railway Company.

4 and 5 Will. IV., 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. 216; 42 and 43 Vic., cap. 25; 44 and 45 Vic., cap. 209; and any other Act or Acts relating to the London and South Western Railway Company.

And notice is hereby also given, that plans and sections of the intended railways and works, showing the lines and levels of the intended railways and the lands and property intended to be taken for the purposes thereof, with a book of reference to such plans and an ordnance map showing the general course and direction of the intended railways, together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1881, be deposited for public inspection with the Clerk of the Peace for the county of Berks, at his office in Abingdon, 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 railways and works are intended to be made, or within which any of the said lands and property intended to be taken are situated, with a copy of this notice, will be deposited for public inspection, as regards parishes, with the parish clerk of each parish at his place of abode, and as regards the township of Dedworth, with the parish clerk of the parish of New Windsor at his place of abode, and as regards any extra-parochial or other place, with the parish clerk of the adjoining parish at his place of abode.

And notice is also hereby given, that on or before the 21st day of December, 1881, 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, 1881.

S. F. and H. Noyes, 1, the Sanctuary, Westminster, Solicitors.

Phillips and Randle Ford, Windsor, Solicitors.

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

In Parliament.—Session 1882.

Llangammarch and Neath and Brecon Junction Railway.

(Incorporation of Company; Power to make Railway from Llangammarch to Devynock; Power to use Railways and portions of Railways belonging to other 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 incorporate a Company (hereinafter called "the Company"), and to authorise the Company to construct the Railway and exercise the powers or some of the powers following (that is to say):—

To make and maintain a Railway, with all proper stations, approaches, works, and conveniences connected therewith, commencing in the hamlet of Tref-lys, in the parish of Llangammarch, in the county of Brecon, by a junction with the Central Wales Extension Railway of the London and North-Western Railway Company, at a point distant 1,250 yards, or thereabouts, measured in a south-westerly direction along the said Extension Railway from the centre of the bridge carrying the said Extension Railway over the River Cammarch, and terminating in the hamlet of Maescar, in the parish of Devynock, in the same county, by a junction with the Neath and Brecon Railway at or near the bridge carrying that Railway over the turnpike road leading from Brecon to Llandovery, which said intended Railway will pass from, in, through, or into, or be situated within the parishes and places of Llangammarch, Tref-lys, Pen-y-bualt, Llandulas or Tyr-yr-abad, Fan, Llandeilor, Llywel, Sclydach, Maescar, and Devynock, all in the county of Brecon.

To deviate from the lines and levels of the Railway shown on the plans and sections herein-after mentioned to such extent as may be provided for by the intended Act, and to cross, divert, alter, or stop up temporarily or permanently turnpike and other roads, streets, highways, bridges, and footpaths, railways, tramways, sewers, pipes, drains, rivers, streams, aqueducts, and watercourses, so far as may be necessary or convenient in constructing, maintaining, or using the said intended Railway and works connected therewith.

To purchase and take by compulsion or otherwise to acquire lands, houses, and other property, and any estate, rights or easements in or over the same for the purposes of the said intended Railway and works, and to vary or extinguish all existing rights and privileges connected with or incident to such lands, houses, and property, and to confer other rights and privileges.

To demand, take, and recover tolls, rates, and charges upon or in respect of the use of the said intended Railway and works, and for the conveyance of traffic thereon, to vary existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges, and to exercise such powers, rights, and privileges as may be defined or conferred by the intended Act.

To empower the Company, and any other Company or Companies, lawfully working or using the Railway of the Company to run over, work over and use with their engines and carriages for the purposes of traffic 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 or authorized by the intended Act, the following Railways and portions of Railway, that is to say:—

- (1) So much of the Central Wales Extension and Central Wales and Knighton lines of the London and North Western Railway Company as are situated between the commencement of the intended Railway and the Craven Arms Station on the Shrewsbury and Hereford Railway, together with the use of that station.
- (2) The Railways of the Neath and Brecon Railway Company.
- (3) The Swansea Vale Railway of the Midland Railway Company.

(4) The Railways of the Neath Harbour Commissioners.

(5) So much of the Brecon and Merthyr Tydfil Junction Railway as is situated between the Neath and Brecon Railway at Brecon and the station on the said Brecon and Merthyr Tydfil Junction Railway at Talybont.

(6) So much of the Railway of the Great Western Railway Company as lies between the Neath and Brecon Railway at Neath, and the authorised Railways or Tramways of the Neath Harbour Commissioners, and the Town and Docks at Swansea.

Together with the use of all terminal and other stations, booking offices, warehouses, landing places, platforms, water, watering places, standing room for engines and carriages, sidings, hydraulic apparatus and appliances for loading and unloading minerals and goods, works, and conveniences connected with any of the Railways or portions of Railways and stations aforesaid, and to enable the Company and any such other Company or Companies as aforesaid to take and levy tolls, rates, and charges upon or in respect of the said Railways or portions of Railways and stations so to be run over and used as aforesaid, and if and where necessary to alter or vary the existing tolls, rates, and charges which the aforesaid Railway Companies or any of them, are now authorised to demand and take in respect thereof.

The intended Act will authorise and provide for agreements between the Company on the one hand and the London and North Western Railway Company, the Great Western Railway Company, the Midland Railway Company, the Neath and Brecon Railway Company, the Neath Harbour Commissioners, or any one or more of those Companies or the said Commissioners, on the other hand, with respect to the working, use, management, and maintenance of the intended Railway and works, or any part thereof, and with respect to the supply of rolling or working stock and plant, and of officers and servants for the conduct and conveyance of the traffic on the intended Railway, and with respect to the interchange, transmission, and delivery of traffic coming from, or destined for, or conveyed on the Railways of the contracting Companies and Commissioners, and with respect to the fixing, collecting, and division of the tolls, rates, and charges, receipts and revenue arising from such traffic, and the intended Act will confirm and give effect to any such agreement as aforesaid which has been or may be entered into between the Company and any one or more of the said other Companies or Commissioners.

The intended Act 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 Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, and so far as may be necessary for any of the purposes thereof the intended Act will alter, amend, vary, enlarge, or repeal the provisions of the local and personal Acts following, or some of them, viz.:—9 and 10 Vic., cap. 204, and all other Acts relating to the London and North-Western Railway Company, 5 and 6 Wm. IV., cap. 107, 26 and 27 Vic., caps. 113 and 198, and all other Acts relating to the Great Western Railway Company, 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company, 25 and 26 Vic., cap. 193, 26 and 27 Vic., cap. 130, and 32 and 33 Vic., cap. 145, and all other Acts relating to the Neath and Brecon Railway Company, 6 and 7 Vic., cap. 71, 37 and

38 Vic., cap. 145, and all other Acts relating to Neath Harbour.

And notice is hereby given that plans and sections, showing the line and levels of the intended Railway, and the lands and property which may be taken for the purposes thereof, with a book of reference to the plans, an Ordnance map, having the line of the intended Railway delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of this present month of November, be deposited for public inspection with the Clerk of the Peace for the county of Brecon, at his office, in the town of Brecon. And on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or place in or through which the intended Railway and works will be made, together with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of the adjoining parish, at his residence.

Printed copies of the 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 8th day of November, 1881.

Geo. Davis and Co., 63, Coleman-street,
London, Solicitors.

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

In Parliament.—Session 1882.

Ennerdale Railway,

(Incorporation of Company; Construction of Railway; Working and Traffic Arrangements with the London and North Western and Furness Railway Companies; Incorporation and Amendment of Acts; And other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to incorporate a Company for making, constructing, and maintaining the railway hereinafter mentioned, together with all necessary stations, sidings, depôts, approaches, bridges, roads, communications, buildings, sheds, works, and conveniences connected therewith, and to confer on the Company to be incorporated by the intended Act (hereinafter called "the Company") all necessary powers for effecting the following objects, or some of them, viz. :—

To enable the Company to make and maintain a railway commencing in the parish of Arlecdon and township of Frizington, by a junction with the Eskett Siding of the London and North-Western and Furness Joint Railway, which siding originally formed a part of the main line of the Whitehaven, Cleator, and Egremont Railway, at or near a point thereon 458 yards or thereabouts, measured in a north-easterly direction along the main line and said siding of the London and North Western and Furness Joint Railway from the north-eastern corner of the signal cabin, situated between the Mowbray Branch Junction and the Eskett Siding Junction of the said joint railway, and terminating in the township of Ennerdale and parish of Saint Bees (Detached) at or near a point on the foot road leading from Buttermere over Scarth Gap and Black Sail to Wastwater, 20 yards or thereabouts, measured in a south-easterly direction along the said footpath from the centre of the River Liza, at the point marked "Ford" on Sheet 69 of the published six inch Ordnance maps of the county of Cumberland, which railway and works connected there-

with will be made in or pass into, through and from the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Arlecdon, Frizington, Lamplugh, Kelton, Ennerdale (Detached), Salter and Eskett, Saint Bees and Saint Bees (Detached), Ennerdale and Kinniside, all in the county of Cumberland.

To deviate laterally from the line of the intended railway to the extent shown on the plans hereinafter mentioned, or to be defined by the intended Act, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, divert, alter, or stop up temporarily or permanently, all such turnpike and other roads and highways, footways, railways, canals, water-courses, streams, rivers, and becks within the aforesaid parishes, townships, extra-parochial, and other places, or any of them, as it may be necessary so to do by reason or for the purposes of the intended railway and works, or any of them, or for the said intended Act.

To purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, or rights, and easements over lands, houses, tenements, and hereditaments respectively without acquiring the freehold thereof for the purposes of the said intended railway and works situated within the aforesaid parishes, townships, and extra-parochial or other places and to vary or extinguish all rights and privileges connected with or appurtenant to the lands, houses, tenements, and hereditaments so purchased or taken, and to sell any surplus land after the Company have acquired the same.

To raise money by the creation and issue of shares, and by borrowing upon mortgage or bond, or cash credit, and to fund or issue debenture stock in lieu of the money so borrowed or authorised to be borrowed.

To levy tolls, rates, and duties upon or in respect of the intended railway and works, and to alter existing tolls, rates, or duties, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To confer, vary, or extinguish other rights and privileges.

To empower the London and North-Western Railway Company, and the Furness Railway Company, or either of those Companies, and the Company from time to time to make, enter into, and carry into effect contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies of the intended railway and works, or any part thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, or of any one or more of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the railways and works of the contracting parties, or of any one or more of them, or any part thereof, and of the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement which has 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 intended Act, or such contracts or arrangements, and to confer other rights and privileges.

To empower the Company to purchase or acquire so much of any property as they may require for the purposes of the intended railway and works, without being subject to the liability imposed by the 92nd section of the "The Lands Clauses Consolidation Act, 1845," or otherwise.

To incorporate with the intended Act all or some of the powers and provisions of the Acts following, or some of them, namely:—"The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts, 1863 and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863," and with such modifications of the provisions of any of those Acts as may be deemed expedient or necessary.

To amend or repeal so far as may be necessary or expedient the local and personal Act 9 and 10 Vic., cap. 204, relating to the London and North-Western Railway Company, the London and North-Western and Furness Railway Companies (Whitehaven, Cleator, and Egremont Railway vesting) Act, 1878, the Act 18 and 19 Vic., cap. 173, relating to the Furness Railway Company, and all other Acts relating to, or affecting those Companies, or either of them.

And notice is also given, that on or before the 30th day of November instant, plans and sections in duplicate of the intended railway and works, and showing the lands, houses, and other property which may be taken compulsorily for the purposes thereof, 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 Cumberland, at his office in Carlisle, in that County, and on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which any portion of the said intended railway or works connected therewith, is or are intended to be made or to pass; together with a copy of this Notice as published in the London Gazette, will be deposited in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence, and 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 3rd day of November, 1881.

Lumb and Howson, Solicitors, Whitehaven.
Holmes, Anton, and Greig, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

Mersey Docks and Harbour Board.

(Repeal of the Mersey Docks and Harbour Board Overhead Railways Act, 1878, and Cancelling of the Agreement with the Corporation of Liverpool Scheduled to and Confirmed by that Act—Construction of Overhead or High Level Railways—Purchase of Lands—Tolls—Construction, Lease, or Sale of Railways, &c., by or to or working thereof by other Companies, Corporations, Bodies, or Persons—Further Money and Borrowing Powers—Powers to charge Differential Rates—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 Mersey

No. 25040.

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Docks and Harbour Board (in this notice called "the Board"), for leave to bring in a Bill for effecting the purposes, or some of the purposes, following, that is to say:—

1. To repeal the Mersey Docks and Harbour Board (Overhead Railways) Act, 1878, and to cancel and annul the agreement between the mayor, aldermen, and burgesses of the borough of Liverpool (therein and in this notice called "the Corporation") of the one part, and the Board of the other part.

2. To authorise the Board to make and maintain the overhead, or high level railways, hereinafter mentioned, or one of them, or some part or parts thereof respectively, together with all proper and sufficient viaducts, columns, bridges, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

(1) A Railway (No. 1) commencing in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, in the county palatine of Lancaster, at a point about 150 feet southward from the northern boundary of the Board's Liverpool Dock Estate, and about 250 feet south-westward from the southern end of Fort-road and terminating in the extra-parochial place of Toxteth Park, in the county aforesaid, at or near the southern end of the East Quay of the Herculanum Half-Tide Dock, which intended Railway No. 1 will be made or pass from, in, through, or into the townships of Bootle-cum-Linacre and Kirkdale, in the parish of Walton-on-the-Hill, the parish of Liverpool, and the extra-parochial place of Toxteth Park, all in the county palatine of Lancaster.

(2) A Railway (No. 2) wholly in the parish of Liverpool aforesaid, commencing by a junction with the intended Railway No. 1, at a point about 150 feet from and to the south-eastward of the south-eastern corner of the Nelson Dock, and terminating by a junction with the said intended Railway No. 1, at a point about 100 feet from and south-eastward of the north-eastern corner of the Clarence Dock.

3. To authorise lateral deviations from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also vertical deviations from the levels shown on the sections hereinafter mentioned, and in either case whether beyond the limits of lateral and vertical deviation prescribed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

4. To authorise and empower the Board to cross and alter, and temporarily to stop up, take up, and divert, so far as may be necessary for the purposes of the intended railways and works, and of the Bill, but under and subject to such conditions and restrictions as may be provided by the Bill, roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes and townships and the extra-parochial place aforesaid.

5. To authorise the Board 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 the Bill will or may vary or extinguish all or any rights or privileges connected with the lands, houses, tenements, and hereditaments so purchased or taken.

6. To empower the Board to take, demand, and recover tolls, rates, rents, and charges for or in respect of traffic of every description, using or passing, or conveyed over the intended railways,

or either of them, or any part or parts thereof respectively, or any works or conveniences connected therewith respectively, or any lands, buildings, or property of the Board, and for and in respect of any services rendered by the Board, their officers, and servants, in connection with any such traffic, and to confer exemptions from such tolls, rates, rents, and charges.

7. To authorise and empower the Board from time to time to demise, lease, sell, or transfer to any railway or other Company, corporation, body, or persons the proposed railways and the works, lands, buildings, and conveniences connected therewith, or any or either of them, or any part or parts thereof respectively, and all or any of the rights, powers, and privileges (including powers of compulsory purchase of lands, tenements, and hereditaments for, and the construction and maintenance of the proposed railways and works, or any of them, or any part or parts thereof respectively, and of taking, demanding, levying, and recovering tolls, rates, and charges) to be conferred on the Board by the Bill upon such terms (pecuniary or other) and conditions, and in the case of a lease or demise for such period or periods as may have been or may be agreed, or as may be prescribed by the Bill, and to authorise and empower the Board and any such company, corporation, body, or persons from time to time to enter into, carry into effect, vary, and rescind contracts, agreements, or arrangements for any such purpose or for the construction, working, use, maintenance, and management of the intended railways or either of them, or any part or parts thereof respectively by any such company, corporation, body, or persons, the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the intended railways, or either of them, or any part or parts thereof respectively, 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 undertakings of the contracting parties, or any or either of them, and the employment of officers and servants, and to confer all necessary powers on any such company, corporation, body, or persons, for carrying into effect any of the above objects, or of any such agreement as aforesaid, and to sanction, confirm, and give effect to any agreement or agreements which have been or may be made with respect to any of the matters aforesaid.

8. To authorise the Board for the purposes of the intended railways and works and of the Bill, to apply the income and any other moneys of the Board, and to borrow, and from time to time to re-borrow further money by bonds or otherwise.

9. To renew and to make permanent the powers of the Board to charge differential rates in respect of their docks.

10. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

11. And it is intended so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following, that is to say: 20 and 21 Vic., cap. 162; 21 and 22 Vic., caps. 90 and 92; 22 Vic., cap. 20; 23 and 24 Vic., cap. 150; 24 and 25 Vic., cap. 188; 26 Vic., cap. 54; 27 and 28 Vic., cap. 213; 29 Vic., cap. 84; 29 and 30 Vic., cap. 103; 30 and 31 Vic., cap. 206; 34 and 35 Vic., cap. 197; 36 and 37 Vic., caps. 143 and 144; 37 and 38 Vic., cap. 30; 38 Vic., cap. 19; 39 and 40 Vic., cap. 69; 40 Vic., cap. 2; 41 and 42 Vic.†

cap. 198; 43 and 44 Vic., cap. 14; "The Mersey Docks Act, 1881," and all or any other Acts relating to the Board.

12. 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 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 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 that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference, as relates to each parish and extra-parochial place in or through which the said works or any part thereof are or is intended to be made or will be situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence, and in the case of the extra-parochial place of Toxteth Park aforesaid, 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, 1881.

A. T. Squarey, Dock Solicitor, Liverpool.

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

In Parliament.—Session 1882.

North Yorkshire and Lancashire Railway. (Incorporation of Company; New Railways in West Riding and North Riding of County of York; Powers over Undertakings of Lancashire and Yorkshire, Midland, and North Eastern Railway Companies; Working Traffic and other arrangements with those Companies; Compulsory purchase of Lands, including Commonable Lands; Transfer of Powers of Skipton and Kettlewell Railway Company to the Company to be incorporated; Dissolution of the Skipton and Kettlewell 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 objects and powers:—

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

A railway (No. 1) commencing in the Township of Hellifield and parish of Long-Preston, in the West Riding of the county of York, by a junction with the Chatburn and Hellifield Extension Line of the Lancashire and Yorkshire Railway at or near a point 200 yards or thereabouts south of the bridge carrying that line over the public road called Boggart-lane, in the township of Hellifield, and terminating in the township of Constable Burton and parish of Fingall, in the North Riding of the county of York, by a junction with the Northallerton and Hawes Branch of the North Eastern Railway, at or near a point about 410 yards measured along that branch eastward of the bridge carrying that branch over the public road leading from Spennithorne to

Constable Burton, which intended railway will pass through or into the several parishes, townships and places, or some of them, of Long Preston, Hellifield, Staincliffe, Kirkby-Malhamdale, Otterburn, Well Head, Dambers, Calton, Gargrave, Eshton, Flasby-with-Winterburn, Winterburn, Burnsall, Hetton, Langdales, Rilstone or Rylstone, Rylstone-with-Conistone, Cracoe, Linton, Mires, Threshfield, Grassington, Conistone, Conistone-with-Kilnsey, Old Pasture, Kettlewell, Langliffe, Kettlewell-with-Starbottom, Scale Park and Whernside, all in the West Riding of the county of York, and through or into the several parishes, townships and places, or some of them, of Coverham, Great Hunters Stone, Hazlebank, Coverhead Moor, Cover Head Bents, Woodale, Woodale Bents, Carlton-Highdale, Bradley Bents, Bradley Moor, Bradley, Horsehouse Woods, Horsehouse, Gammersgill, Carlton Town, Carlton Flats, Melmerby, Agglethorpe, Coverham-with-Agglethorpe otherwise Agglethorpe-with-Coverham, Cotescoe Park, Middleham, Middleham Low Moor, Spennithorne, Hallwith, Fingall and Constable Burton, all in the North Riding of the county of York.

Railway (No. 2) wholly in the said township of Hellifield, commencing by a junction with the intended Railway No. 1 at a point thereon 527 yards or thereabouts measured along the line in an easterly direction from the level crossing on the Midland Railway, which carries Haw-lane across the Midland Railway, and in a field belonging to Thomas Hartley Preston, and occupied by Elias Woodrup and John Benson, and terminating by a junction with the Midland Railway 167 yards or thereabouts measured along that railway north-westward of the said level crossing.

Railway (No. 3), situate in the townships of Hetton and Cracoe, and parish of Burnsall, in the said West Riding, commencing in the said township of Hetton in a field belonging to the Rev. Henry Wilkinson, and in the occupation of William Lucas, by a junction with the intended Railway No. 1 at a point about 80 yards measured in a north-easterly direction from Moor-lane, in the township of Hetton, and terminating in the township of Cracoe by a junction with the authorized line of the Skipton and Kettlewell Railway at a point in that township marked 5 miles 5 furlongs 5 chains upon the plans deposited with the Clerk of the Peace for the said West Riding, in respect of the said last-mentioned railway.

Railway (No. 4) wholly situate in the township and parish of Linton, in the said West Riding, commencing in a field belonging to the Rev. Thomas Whitaker Nowell, and in the occupation of Richard Atkinson, by a junction with the intended Railway No. 1 at a point thereon 60 yards or thereabouts measured in a northerly direction from the public road called Moor-lane, in the said township of Linton, and terminating by a junction with the authorized line of the Skipton and Kettlewell Railway at a point thereon marked 7 miles 6 furlongs on the said deposited plans of that railway.

2. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, and if permanently to appropriate the site and soil of roads, tramways, drains, sewers, pipes, navigations, canals, rivers, streams

and watercourses, and to remove and interfere with telegraphic apparatus, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the line and level of any work to any extent within the limits of deviation to be shown on the deposited plans; to purchase or acquire lands (including in that expression houses and other property) compulsorily and by agreement, for the purposes of the said intended railways and works, and particularly to purchase compulsorily about forty acres of the Common known as Woodale Bents, in the township of Carlton-Highdale, in the parish of Coverham, and about thirty-two acres of the Common, known as Bradley Bents, in the said township of Carlton-Highdale; and about twenty-four acres and a-half of the Common, known as Middleham Low Moor, in the township and parish of Middleham; and to extinguish all manorial, commonable, and other rights in, over, and under the lands so purchased or acquired.

3. To authorize the Company to levy tolls, rates, and charges in respect of such railways and works, and to exercise other rights and privileges.

4. To enable the Company on the one hand, and the Lancashire and Yorkshire, the Midland and the North Eastern Railway Companies (hereinafter referred to as the three Companies) or any or either of them on the other hand, from time to time to enter into and carry into effect agreements with respect to the working, use, management, construction and maintenance of the said intended railways and works, 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.

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

So much of the Lancashire and Yorkshire Railway as lies between the junction therewith of Railway No. 1, and the Hellifield Station of the Lancashire and Yorkshire Railway Company, and also that station.

So much of the Midland Railway as lies between the junction therewith of Railway No. 2 and the Hellifield Station of the Midland Railway Company, and also that station, and also so much of the Midland Railway as lies between the said junction

and the Skipton Station, and also that station.

So much of the said Northallerton and Hawes Branch Railway as lies between the said junction therewith of Railway No. 1 and the Spennithorne Station of the North Eastern Railway Company, and also that station.

And to require the Companies owning the said portions of railways and stations respectively to afford all requisite facilities for the purpose, and to receive, book through, forward accommodate and deliver on and from the same and at the stations, warehouses, and booking offices thereof, all traffic of every description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as, failing agreement, may be determined by arbitration or defined by the Bill, and to enable the Company and all other Companies and persons as aforesaid to levy and receive tolls, rates, and charges in respect of the conveyance of passengers, animals, and things over the before-mentioned railways and portions of railway, and to alter the tolls, rates, and charges, to be taken thereon, and to confer exemptions from such tolls, rates, and charges.

6. The Bill will or may authorise the three Companies, or any or either of them, to execute the works hereinbefore described and to exercise the powers hereinbefore specified, instead of the Company to be incorporated by the Bill; or it may authorise the three Companies, or any or either of them, to execute the said works and to exercise the said powers jointly with the Company, in such proportions and upon such conditions and subject to such restrictions as the Bill may define or Parliament may prescribe.

7. To transfer to and vest in or to provide for the transfer to and the vesting in the Company of the lands, rights, powers, and privileges of the Skipton and Kettlewell Railway Company incorporated by "The Skipton and Kettlewell Railway Act, 1880," for such consideration and upon such terms and conditions as may be agreed on between the said Companies, or defined by the Bill or prescribed by Parliament, and to provide for the appropriation of such consideration, the winding-up of the affairs of the Skipton and Kettlewell Railway Company, and their ultimate dissolution, and to enable the Company to apply to all or any or either the purposes mentioned in this paragraph, any of the capital authorised to be raised under the powers of the Bill.

8. 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:—1 and 2 William IV., cap. 60, and 22 and 23 Vict., cap. 110, and any other Acts relating directly or indirectly to the Lancashire and Yorkshire Railway Company; and 7 and 8 Vict., cap. 18, and all other Acts relating directly or indirectly to the Midland Railway Company; 17 and 18 Vict., cap. 211, and all other Acts relating directly or indirectly to the North Eastern Railway Company; and the "Skipton and Kettlewell Railway Act, 1880."

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, also an ordnance map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection as follows, that is to say: as regards the works in the West Riding of the county of York, with the Clerk of the Peace for the said West Riding, at his office in Wakefield; and as regards the works in the North Riding of the said county, with the Clerk of the Peace for the said North Riding, at his office at Northallerton; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish 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.

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 16th day of November, 1881.

Nelson, Barr, and Nelson, 29, Abingdon-street, Westminster, S.W., and 4, South Parade, Leeds;

Topham and Burrill, Middleham;

Solicitors.

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

In Parliament.—Session 1882.

Southampton Harbour.

(Powers to Southampton Harbour Board for Construction, Extension, Maintenance, and Use of Tramways, Quays, Pier, Jetty, and other Works; Powers as to Light Ship and Warehouses; Powers to Lease Tramways to Railway Companies; Agreements with those Companies and with Street Authorities; Power to Levy Rates, &c., and Alteration of Existing Rates, &c.; Power to Borrow Further Moneys; Amendment of Acts, and other matters.)

NOTICE is hereby given, that the Southampton Harbour Board (hereinafter called "the Board") intend to apply to Parliament in the ensuing Session for an Act for all or some of the following objects and purposes (that is to say):—

To empower the Board to execute, make, and maintain the works, and to exercise the powers following or some of them (that is to say):—

(1.) To lay down a double line of tramway (No. 1), commencing on the foreshore, at a point 20 yards or thereabouts west of the southern corner of the building used as baths, at Cuckoo-lane, and passing thence in a south-easterly direction to a point opposite the south end of French-street, and for the purposes of the said tramway to alter and widen the existing wharfs and premises on the foreshore, to the north-west of the Royal Pier.

(2.) To lay down an additional line of Tramway No. 2, commencing at the end of Tramway No. 1, and thence alongside the exist-

ing tramways of the Board on the Town Quay and the Platform to and terminating at or near the western end of the Custom House at the eastern end of the Platform.

- (3.) To make and maintain a short branch double line of tramway (No. 3), commencing by a junction with the Board's existing tramway, at a point thereon 100 yards or thereabouts in a south-westerly direction from the western corner of the boundary wall of the Southampton Docks, and passing thence in an easterly direction to and terminating at the western boundary of the Southampton Dock Company's property.
- (4.) To alter and remove or to appropriate to or for the purposes of the said tramways, or one of them, the existing tramways of the Board on the Town Quay, between the Royal Pier and a point opposite the end of High Street.
- (5.) To widen on the north-west side thereof the existing Royal Pier, and to lay down a double line of tramway, commencing at the point of commencement of Tramway No. 1, hereinbefore described, and passing thence along the said pier as so widened, to the seaward end thereof, with all necessary buildings, works, pontoons, and other conveniences, at the said seaward end of the said pier.
- (6.) To widen and extend for a distance of 80 yards or thereabouts from its present seafront, the portion of the existing Town Quay lying between the Royal Pier and Watergate Quay, opposite the end of High-street, and to extend for a further distance of 120 yards or thereabouts in a south-easterly direction into the Southampton Water, that part of the Town Quay Extension which is situate below low watermark in the said Water.
- (7.) To empower the Board to construct and maintain a jetty, with all proper works, approaches, and conveniences connected therewith, for the purpose of berthing ships at or near the site of the present Hard commencing at or near the eastern end of the Town Quay, and extending thence for a distance of 135 yards or thereabouts in a south-westerly direction into the Southampton Water.

All the works hereinbefore referred to will be situate in the parishes of St. Michael, St. John Holy Rood, All Saints, and St. Mary, some or one of them, all in the town and county of the town of Southampton.

- (8.) To dredge, deepen, and improve the channel of the Southampton Water, and to remove in whole or in part the bar situate to the north-west of the entrance to the River Itchen and the bank known as the Knock, both in the said Water, and to dredge and deepen the said Water adjoining the Royal Pier and Town Quay, as proposed to be widened and extended, and the said intended jetty and other works.
- (9.) To provide and maintain a lightship, or to erect and maintain a lighthouse or other means of exhibiting a light or lights at a convenient place for marking the western entrance to the Southampton Water.

To empower the Board to deviate laterally from the lines of the intended works (other than the tramways), as shown in the plans herein-after mentioned, and deviate from the levels of those works as shown on the sections herein-

after mentioned to such an extent as may be authorised by the intended Act.

To empower the Board to stop up, alter, cross, or divert (either temporarily or permanently) all roads, ways, approaches, cuts, streams, water-courses, and drains, and to make all accommodation works which may be necessary for the purpose of the proposed works or any of them.

To authorise the Board to construct and erect bonded and other warehouses, and vaults and sheds, and to provide hydraulic and other machinery, cranes, and other conveniences in connection with such warehouses, vaults, and sheds, and to receive goods therein, and to issue certificates and warrants, and to grant bonds in respect of such goods and of such warehouses, vaults, and sheds, and to make regulations with reference to the receipt and deposit of goods therein, and to lease the said warehouses, vaults, and sheds, and to make such other provisions with reference to the matters aforesaid as may be thought expedient.

To empower the Board to purchase and acquire by agreement or compulsion, and to retain and hold lands for all or any of the purposes of the intended Act, or of the Southampton Harbour Acts, 1863 and 1877, and to sell, or let, or otherwise dispose of any lands acquired, or to be acquired by them, and not required for any of such purposes.

To authorise the use upon the tramways of the Board, or any part thereof, of locomotives, steam or other engines, or of mechanical power in addition to or in lieu of animal power, and to confer upon the Board with reference to the said tramways all or some of the powers, and to incorporate with the intended Act all or some of the provisions of the Tramways Act, 1870.

To authorise the Board to lease the said tramways, and any other tramways belonging to them, and all or some of their rights and powers with reference thereto, to the London and South Western and the Didcot, Newbury, and Southampton Junction Railway Companies, and to any other company, body, or persons, or to any or either of such railway or other companies, bodies, or persons, and to sanction and confirm any such lease which may have been or may be made prior to the passing of the intended Act.

To empower the Board on the one hand, and the London and South Western and the Didcot, Newbury, and Southampton Junction Railway Companies, or either of them, or any other company, body, or persons on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance, and management of the tramways of the Board, including the tramways proposed to be authorised by the intended Act, or part or parts thereof, the procuring and supply of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges, and all incidental matters, and to confirm or give effect to any contracts, agreements, or arrangements made or to be made with respect to any of the matters aforesaid.

To authorise and give effect to agreements between the Board and the Corporation of Southampton, and any other body, Company, or persons having the control or management of, or interested in the streets or roads along which any such tramways are or may be laid, with reference to the construction, maintenance, repair,

working, or use thereof, and otherwise in relation thereto.

To authorise the Board to levy and take tolls, rates, and duties upon or in respect of their tramways, and of the piers, quays, jetty, and other works to be authorised by the intended Act, and in respect of all vessels using the same, and of passengers, goods, and luggage embarked or disembarked thereat or therefrom respectively, and also to levy light dues or other charges in respect thereof on vessels exceeding 100 tons register entering or leaving Southampton Water in respect of any light ship or other light provided or erected under the authority of the intended Act.

To empower the Board from time to time to alter and vary all or some of the tolls, rates, and duties now leviable by them, or to be authorised by the intended Act, and to confer, vary, or extinguish exemptions therefrom, and to compound and agree with any person or persons with respect to the payment of any such tolls, rates, and duties, or of annual or other sums in lieu thereof, or of part thereof.

To amend and extend the provisions of the said Act of 1863 with reference to tonnage and boomage dues and duties and to rates on goods, and to empower the Board to demand and recover dues, duties, and rates in respect of all vessels using, and all passengers and goods landed or shipped at or from any quay, wharf, pier, pontoon, landing stage, or other work of the Board, whether such vessel or such passengers or goods shall be trading to or from or be proceeding or exported to or arriving or imported from any place within or without the port as defined by the said Act, and to otherwise amend the said Act with reference to the payment of boomage dues or duties, and to vary the rates, dues, and duties leviable thereunder, and to grant exemptions from the payment thereof.

To enlarge the borrowing powers of the Board and to authorise them to raise further moneys for all or any of the purposes authorised by their existing Acts, or by the intended Act, on the security of the tolls, rates, dues, and duties, and other revenues and property now belonging to or leviable or receivable by the Board, or which they may be empowered by the intended Act to levy or receive, and to provide for the application of the whole or part of the said tolls, rates, dues, duties, and revenues in or towards payment of the interest on the moneys so borrowed, and to make further and other provision with reference to the application of such tolls, rates, dues, duties, and revenues.

To alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the Southampton Harbour Acts, 1863 and 1877, and any other Act or Acts relating to the Board, or to the port or harbour of Southampton, and of the Act, Local and Personal, 4 and 5 William 4, cap. 88, and any other Act or Acts relating to the London and South Western Railway Company, or their undertaking, and of the Didcot, Newbury, and Southampton Junction Railway Act, 1873, and any other Act or Acts relating to the Didcot, Newbury, and Southampton Junction Railway Company, or their undertaking.

And notice is hereby further given, that on or before the 30th day of November, 1881, plans and sections relating to the purposes of the intended Act, with a book of reference to the said plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Hants, at

his office at Winchester, and with the Clerk of the Peace for the town and county of the town of Southampton at his office in Southampton; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish in which any part of the intended works will be situate, with a copy of the said notice, will be deposited with the parish clerk of such parish at his residence.

And that on or before the 21st day of December, 1881, 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, 1881.

Hickman and Son, Southampton, Solicitors.

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

In Parliament.—Session 1882.

North British Railway.

(New Railways and widening of existing Railways in Fife, Kiuross, and Perth; Transfer of Powers of Forth Bridge Railway Company to North British Railway Company with respect to Railway from Inverkeithing to Burntisland; Abandonment of part of that Railway, and of Railway No. 3 authorized by "The North British Railway (Fife Railways) Act, 1876"; Additional Capital; Extension of Time for Compulsory Purchase of Land and Completion 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 authorize the North British Railway Company (hereinafter called "the Company") to make and maintain, with all proper stations, approaches, works, and conveniences connected therewith respectively, the following railways and works, or some of them, that is to say:—

1. A railway in the county of Fife (hereinafter called Railway No. 1), to be wholly situate in the parish of Inverkeithing, otherwise Inverkeithing and Rosyth (hereinafter called "Inverkeithing"), commencing by a junction with the Dunfermline and Queensferry branch of the Company at or near a point on the said branch 370 yards, or thereabouts, measured along that branch northward of the booking office of the Inverkeithing Station of the Company and within the Royal Burgh of Inverkeithing, and terminating by a junction with the railway authorized by "The Forth Bridge Railway Act, 1873," and therein called "Railway No. 2," at a point thereon 1 mile, or thereabouts, from the commencement thereof, as shown on the plans relating to the Forth Bridge undertaking deposited with the Principal Sheriff Clerk for the county of Fife in or about the month of November, 1872.
2. A railway, in the county of Fife, hereinafter called "Railway No. 2," commencing in the parish of Dunfermline by a junction with the Company's Dunfermline and Queensferry branch, at a point thereon 1,240 yards, or thereabouts (measured along the said branch), north-westward of the booking office of the said Inverkeithing Station, and terminating in the parish of Inverkeithing, by a junction with Railway No. 1, at a point in a field belonging to the Honourable Robert Preston Bruce, and tenanted by James Eaw, 150 yards, or thereabouts, eastward of the junction of the Pinkerton Burn with the Keithing Burn, and which point is also 430 yards, or thereabouts, westward of the west end of

the dwelling-house of Scott's Mill. Railway No. 2 will pass from, through, or into, or be situate within the parishes of Dunfermline and Inverkeithing and Royal Burgh of Inverkeithing, or some or one of them.

3. A railway in the county of Fife (hereinafter called "Railway No. 3"), commencing in the parish of Aberdour by a junction with the Company's Thornton and Dunfermline branch, at a point 1,300 yards, or thereabouts (measured along the said branch), south-westward from the booking office of the Cowdenbeath Station thereon, and terminating by a junction with the Kinross-shire Railway of the Company at a point in the parish of Beath 480 yards, or thereabouts (measured along that railway), south-eastward from the booking office of the Kelty Station of the Company. Railway No. 3 will pass from, through, or into, or be situate within the parishes of Aberdour, Dunfermline, Auchertool, Auchterderran, Ballingry, and Beath, or some or one of them.

4. A railway, in the counties of Fife, Kinross, and Perth (hereinafter called "Railway No. 4"), commencing in the parish of Strathmiglo, in the county of Fife, by a junction with the Fife and Kinross Railway of the Company at a point 80 yards, or thereabouts, north-eastward (measured along that railway) from the booking office of Mawcarse Station on the said railway, and terminating in the parish of Dunbarney, in the county of Perth, by a junction with the Edinburgh, Perth, and Dundee Railway of the Company at a point 350 yards, or thereabouts, north-westward of the western face of the bridge carrying the Great North Road over the railway at Bridge of Earn Station. Railway No. 4 will pass from, through, or into, or be situate within the parishes of Strathmiglo, Arngask, and Abernethy, in the county of Fife; Orwell, Portmoak, Kinross, and Arngask, in the county of Kinross; and Abernethy, Arngask, Dron, Forgandenny, and Dunbarney, in the county of Perth, or some or one of them.

5. A widening and enlargement, with deviations, in the counties of Fife and Kinross, of the Company's Kinross-shire Railway, from its junction with the said Thornton and Dunfermline branch, in the parish of Ballingry, in the county of Fife, to its junction with the Company's Fife and Kinross Railway, in the parish and county of Kinross, and of that part of the said Fife and Kinross Railway which lies between its junction with the Kinross-shire Railway to the point hereinbefore described as the commencement of Railway No. 4, in the parish of Strathmiglo, in the county of Fife. The said widening, enlargement, and deviations will pass from, through, or into, or be situate within the parishes of Ballingry, Beath, Auchterderran, and Strathmiglo, in the county of Fife; and Kinross, Orwell, Portmoak, Cleish, and Arngask, in the county of Kinross, or some of them.

And it is proposed to authorize the abandonment or relinquishment of the construction of so much of the said railway authorized by "The Forth Bridge Railway Act, 1873," and therein called "Railway No. 2," as lies between the commencement thereof and the junction therewith of the proposed Railway No. 1, and also the construction of the railway authorized by "The North British Railway (Fife Railways) Act, 1876," and therein called "Railway No. 3," and to release and indemnify the Company from and against all penalties and forfeitures under the last-mentioned Act for not

constructing the said railway, or otherwise in relation thereto.

And it is proposed by the intended Act to transfer to and vest in the Company all or some of the powers conferred on the Forth Bridge railway Company for the construction of the said Railway authorized by "The Forth Bridge Railway Act, 1873," and therein called "Railway No. 2," or so much thereof as will not be abandoned under the powers of the intended Act, together with the rights, privileges, and authorities, and the duties and liabilities conferred or imposed by the same Act upon the Forth Bridge Railway Company with respect to the construction, use, working, and maintenance of the said Railway No. 2, and the benefit of all contracts and enactments relating to such construction, use, working, and maintenance, and, among them, the power of taking land compulsorily, of executing works, and of levying tolls, rates, and charges, for such considerations, and upon such terms and conditions, as may be or may have been agreed upon, or as the intended Act may define or Parliament sanction, and to enable the Company and the Forth Bridge Railway Company to enter into and carry into effect any agreement with reference to the matters aforesaid, and confirm any agreement which may have been made with reference thereto prior to the passing of the intended Act.

And it is proposed to authorize the Company for the purposes last before-mentioned, with respect to the said Railway No. 2, to apply any capital or funds belonging to or authorized to be raised by them under the intended Act or otherwise, or to transfer to and vest in the Company the capital created and issued by the Forth Bridge Railway Company, on the guarantee of the Company, in respect of the said Railway No. 2.

And it is proposed to extend the time limited by "The Forth Bridge Railway Act, 1879," for the purchase of land and construction of works, so far as relates to that part of the railway authorized by "The Forth Bridge Railways Act, 1873," and therein called "Railway No. 2," which will not be abandoned under the powers of the intended Act, and also the time limited by "The North British Railway (No. 2) Station Enlargement and Railways Act, 1877," for the completion of the railway therein called "Railway No. 4," and the works thereby authorized.

And it is proposed to take powers of lateral and vertical deviation to any extent that may be authorized by the intended Act, also for the compulsory purchase and taking of lands and buildings, rights and easements, for the purposes of the intended railways and works, and to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, footways, rivers, streams, waters, water-courses, sewers, drains, pipes, telegraph and other posts, wires, and apparatus, and works of any description which it may be convenient to stop up, alter, or divert for any of the purposes of the intended Act; and 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, or charges.

Also to authorize the Company to apply to the purposes of the intended Act any of their existing or authorized funds, and to raise more money by the creation of ordinary, guaranteed, preference, or debenture shares or stock, or by mortgage, or cash credit, or by such other ways and means as may be prescribed by the intended Act for the purposes of the said Act.

Also to vary or extinguish all existing rights and privileges 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.

And it is proposed to repeal or alter or amend all or some of the provisions of the several Acts of Parliament following, or some of them, that is to say:—"The North British, Edinburgh, Perth, and Dundee and West of Fife Railways Amalgamation Act, 1862," and the several other Acts following relating to the North British Railway Company, and to the undertakings belonging to, amalgamated with, or held on lease by, or vested in, or worked, or authorized to be worked by that Company, that is to say:—Acts passed in the Sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George the 3rd; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the 4th; the 1st, 3rd, 4th, 4th and 5th, 5th and 6th, 6th and 7th, and the 7th years of the reign of King William the 4th; the 2nd and 3rd, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th, the 15th and 16th, the 16th and 17th, the 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, the 34th and 35th, the 35th and 36th, the 36th and 37th, the 37th and 38th, the 38th and 39th, the 39th and 40th, the 40th and 41st, the 41st and 42nd, the 42nd and 43rd, the 43rd and 44th, and the 44th and 45th years of the reign of Her present Majesty, also the Forth Bridge Railway Acts, 1873, 1876, 1878, and 1879, also the Acts relating to the Burntisland Harbour and Dock, viz., "The Burntisland Harbour and Dock Act, 1866," and "The Pier and Harbour Orders Confirmation Act, 1870" (No. 3) relating to the Harbour of Burntisland, "The Burntisland Harbour Act, 1875," and "The Burntisland Harbour Act, 1881," and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the Companies or harbour hereinbefore mentioned or referred to, or any of them.

A plan and section in duplicate of the intended railways and works, a plan in duplicate of all lands which may be taken under the compulsory powers of the intended Act, a book of reference to the plan, and a published map with the line of the proposed railways marked thereon, so as to show their general course and direction, will be deposited as follows (that is to say): so far as relates to Railway No. 4, with the Principal Sheriff Clerk for the county of Fife, at his offices at Kirkcaldy, Dunfermline, and Cupar respectively, with the Principal Sheriff Clerk for the county of Kinross, at his office at Kinross, and with the Principal Sheriff Clerk for the county of Perth, at his offices at Perth and Dunblane; so far as relates to the proposed widening and enlargement, with deviations, of the Kinross-shire Railway and part of the Fife and Kinross Railway, with the Principal Sheriff Clerks for the counties of Fife and Kinross respectively, at their respective offices, hereinbefore mentioned; and so far as relates to all other railways and works in the county of Fife, with the Principal Sheriff Clerk for that county, at his offices aforesaid; and a copy of so much of any such plan, section, and book of reference as relates to any parish, or to the Royal Burgh of Inverkeithing, will be deposited as follows, that is to say: in the case of a parish, with the Session Clerk of such parish, at his usual place of abode,

and in the case of the said Royal Burgh with the Town Clerk thereof, at his office in Inverkeithing. Each such deposit will be made on or before the 30th day of November, 1881, 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, 1881.

Dated 10th November, 1881.

Wm. White Millar, Edinburgh, Solicitor for the Bill.

Sherwood and Co., 7, Great George Street, Westminster, S. W., Parliamentary Agents.

In Parliament.—Session 1882.

Glamorganshire Canal.

(Construction of Railway, Sidings, Retaining Wall, Wharves, Warehouses, Staithes, Landing Slips, Stations, Approaches, Cranes and other Appliances; Dredging of Canal; Lateral and Vertical Deviation; Stopping up of Roads, &c.; Levying of Tolls, Rates, Duties and Charges; Leasing of Wharves, Warehouses, &c.; Application of Moneys; Additional Capital; Working and other Agreements with Great Western Railway Company; Repeal, Alteration or Amendment of Sections 26 and 30 of 30 Geo. III, cap. 82; Varying or Extinguishing Rights and Privileges and Conferring of Other Rights and Privileges; 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 Company of Proprietors of the Glamorganshire Canal Navigation (hereinafter called the Company) for leave to bring in a Bill for the following or some of the following among other purposes (that is to say):

To authorise the Company to make and maintain the railway and works following, or some part or parts thereof (that is to say):

A railway to be wholly situate on lands belonging to the Company in the parish of St. Mary Cardiff, in the county of Glamorgan, commencing (by a junction with a siding about to be constructed by the Great Western Railway Company, in pursuance of Articles of Agreement between that Company and the Company made and entered into on the 22nd day of June, 1880) at a point distant 60 yards or thereabouts, measured in a straight line in a south-easterly direction from the north-western corner of the Bute Chain and Anchor Testing House, and terminating on the western bank of the Glamorganshire Canal, at a point on that bank distant 240 yards or thereabouts, measured in a straight line in a southerly direction from the north-eastern corner of the said Bute Chain and Anchor Testing House, and also distant 25 yards or thereabouts, measured in a straight line in a northerly direction from the north-eastern corner of a wooden shed used by the Bute workmen.

To authorise the Company from time to time, in connection with the said railway, and as incidental to the working and use thereof, and on lands now belonging to the Company, to make and maintain and from time to time to pull down, rebuild, alter and renew all such retaining and other walls, wharves, warehouses, shipping places, staithes, landing slips, stairs and stages, dredging and other machines, engines and apparatus, stations, approaches, sidings, cranes, drops, dolphins, moorings, and other works, appliances and conveniences as may be found

necessary or expedient, and also to dredge the Canal.

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

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such courts, passages, footpaths, ways, main and other pipes, telegraph wires, tubes and apparatus, sewers, canals, navigations, rivers, streams, on the aforesaid lands belonging to the Company within the said parish of St. Mary Cardiff, 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 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 wharves, warehouses, staiths, landing slips, machines, engines, cranes, moorings 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.

To lease or grant the use or occupation of any 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

To enable the Company to apply to the purposes of the Bill, or some of them, such portion of their capital and other moneys as they shall think expedient, and to raise for such purposes and for the general purposes of their undertaking additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by the creation and issue of debenture stock, and by borrowing, or by either of such means, and particularly to raise money by borrowing on mortgage, debentures, or debenture stock, in respect of their present authorised share capital.

To empower the Company and the Great Western 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 the intended railway and of the intended retaining wall, wharves, warehouses and other works, buildings and appliances to be authorised by the Bill, 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.

To repeal, alter or amend Section 26 of the 30 Geo. III, cap. 82, and to enact that three

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members instead of five shall constitute a quorum of the Committee for managing the affairs of the Canal.

To repeal, alter or amend Section 30 of 30 Geo. III, cap. 82, and to enact that a General Assembly shall consist of persons present as principals or proxies holding in the aggregate 100 shares, instead of 300 shares as at present, in the capital of the Company.

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

To alter, amend, extend and enlarge, and if need be to repeal the powers and provisions of the following Acts, local and personal (that is to say): 30 Geo. III, cap. 82, and 36 Geo. III, cap. 69, and any other Act or Acts relating to the Company; 5 and 6 Will. IV., cap. 107, and any other Act or Acts relating to the Great Western Railway Company.

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 Consolidation Act, 1845" and "The Railways Clauses Act, 1863."

And notice is hereby also given, that on or before the 30th day of November, 1881, plans and sections of the works proposed to be authorised by the Bill, showing the line and levels thereof, the plans showing the lands to be taken 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 Glamorgan, at his office at Cardiff, in that county, and with the parish clerk of the parish of St. Mary Cardiff, 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 14th day of November, 1881.

Dalton, Spencer, Corbett and Evans, Cardiff,
Solicitors for the Bill.

Wyatt, Hoskins and Hooker, 28, Parliament
Street, Westminster, Parliamentary
Agents.

In Parliament—Session 1882.

South Essex Waterworks Company.

(Extension of Limits; Power to Levy Rates and to Modify or Increase Rates; New Works; Compulsory Purchase of Lands; Additional Capital; Supply in Bulk to Local Authorities; 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 effecting the purposes, or some of the purposes, following, that is to say:—

To extend the limits within which the South Essex Waterworks Company (in this notice called the "Company") are authorized to supply water, and to enable them to supply water for public and private 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:—Upminster, Chadwell, West Tilbury, East Tilbury, Mucking, Stánford-le-Hope, Corringham, Ossett, Bulpham and Horndon-on-the-Hill, all in the county of Essex.

To enable the Company to have and exercise, within such extended limits of supply, all or some of the powers and authorities in reference to or in connection with the supply of water or otherwise which the Company now have or may exercise within their existing district of supply, or any parts thereof, and to demand, take and levy rates, rents and charges for and in respect of the supply of water within such extended limits, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges respectively.

To vary, modify, and increase the rates, rents, and charges which the Company now have power to demand and take within their present limits of supply, and to empower the Company to demand and take increased rates, rents, and charges within the whole, or any part of their district as proposed to be extended.

To authorise the Company to make and maintain in the county of Essex the Waterworks and other works and conveniences following, or some of them, or some part or parts thereof, that is to say:—

A reservoir situate in the parish of Dagenham, in a piece of land which forms part of Fox Burrows Farm, and is in the occupation of Mr. John Alison, and is bounded on the south-west by the public road from Romford to Chigwell-row, on the north-west by a farm road leading from the said public road (at a point therein nearly opposite to the entrance gate of Hainhault Lodge) to Fox Burrows Farm, on the north-east side by an imaginary line parallel to the said public road, and about 4 chains therefrom, and on the south-east side by an imaginary line parallel to the said farm road, and about 5 chains therefrom.

A line of main pipe wholly in the said parish of Dagenham, commencing in and out of the said intended reservoir, and terminating by a junction with the Company's existing mains in the high road from Great Ilford to Romford, at a point about 20 chains westward, measured along the said road from the point at which the boundary between the parishes of Dagenham and Romford crosses the said road.

To authorise the Company to deviate laterally from the lines of the intended works within the limits shown upon the plans hereinafter mentioned, or to such extent as may be prescribed by the Bill, and to deviate vertically from the levels of those works shown upon the sections hereinafter mentioned.

To authorise the Company to make and maintain in the parishes, townships, and places aforesaid, or within the Company's limits of supply as already authorised, and every or any of them in connection with the intended works hereinbefore described, all necessary and convenient approaches, embankments, drains, weirs, culverts, cuts, bridges, roads, ways, wells, tunnels, adits, reservoirs, tanks, filtering or receiving beds, dams, gauges, sluices, outfalls, channels, conduits, drains, pipes, engines, works, and conveniences for obtaining, collecting, filtering, or otherwise treating, storing, and distributing water.

To empower the Company to lay down, maintain, take up, alter, or repair mains, pipes, cul-

verts, and other works, for the distribution of water within such extended limits of supply, and for that purpose and other purposes of the Bill, from time to time to open or break up, alter, divert, or stop up, temporarily or permanently, any turnpike or other roads, streets, highways, footpaths, bridges, canals, towing-paths, streams, watercourses, sewers, drains, railways, and tramways within all or any of the parishes and places aforesaid.

To authorise the Company to purchase and take by compulsion or otherwise, and to hold lands, houses, springs, streams, waters, and other hereditaments in the parishes, townships, and places aforesaid, or any estate, right, interest, or easement therein, 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, and will or may incorporate with itself, and apply to the works to be thereby authorised, and the Company in respect thereof, the provisions or some of the provisions of the "Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands near the railway during the construction thereof.

To enable the Company for all or any of the purposes of the Bill, to apply their corporate funds and revenues, and for those purposes, and for the general purposes of their undertaking, to raise further money by the creation and issue of new shares or stock (ordinary or preferential, or both) and debenture stock, and by borrowing on mortgage or otherwise.

To empower the Company to enter into and carry into effect contracts and agreements for the supply of water in bulk or otherwise, without as well as within the limits of supply, with any sanitary, local, or other authority, and any railway or other company, corporation, person or persons, and to vary, suspend, or rescind any such contracts or agreements.

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

To alter, amend, enlarge, or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions or some of the provisions of the "South Essex Waterworks Act, 1861," and any other Act or Acts relating to the Company; and 47 Geo. 3, session 2, caps. 5 and 72, and any other Act or Acts relating to the East London Waterworks Company.

And notice is hereby also given, that on or before the 30th day of November, 1881, plans and sections of the works proposed to be authorised by the Bill, showing the situation and levels thereof, the plans showing also the lands intended to be compulsorily taken under the powers of the Bill, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in that county, and with the parish clerk of the parish of Dagenham, at his residence.

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

Dated this 14th day of November, 1881.

T. H. Devonshire, 1, Fredericks-place, Old Jewry, London, Solicitor for the Bill.

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

In Parliament—Session 1882.

London Tilbury and Southend Railway.

(New Railway between Barking and Pitsea; Extension to Shoeburyness; Purchase of Lands in the Parishes of St. Mary Whitechapel, and St. George-in-the-East; Branch Railway there-to; Compulsory Purchase of Lands; Power to Purchase part only of Houses, Buildings and Manufactories; Sale and Lease of Land; Additional Capital; New Body of Directors; Agreement with East and West India Dock Company, and with Great Eastern, London and Blackwall, Midland, Great Northern, North London, London and North Western, and Great Western Railway Companies; Altering date of Company's Meetings; Limiting Compensation in respect of Workmen's Trains; Amendment of Acts.)

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

1. To enable the London Tilbury and Southend Railway Company (hereinafter called the Company) to make and maintain with all such stations, sidings, approaches and other works and conveniences as may be necessary or expedient in connection therewith, respectively, the following railways, or some or one of them, viz.:—

(1.) A Railway No. 1, called the "Barking and Pitsea Railway," wholly situated in the county of Essex, commencing in the parish of Barking, by a junction with the London Tilbury and Southend Railway, on the west side of the Barking Station, at or near the east side of the bridge carrying Queen's Road over the said railway, and terminating in the parish of Pitsea, by a junction with the same railway, at a point 475 yards or thereabouts, measuring along the said railway, in an easterly direction from the eastern end of the platforms at Pitsea Station;

Which railway is intended to be made to pass from, through, or into the following parishes, liberties and places, or some of them, viz.:—Barking, Ripple, Dagenham, Hornchurch, Havering-atte-Bower, Upminster, Cranham, Great Warley, Little Warley, Childerditch, East Horndon, West Horndon, Dutton, Fobbing, Laindon Hills otherwise Langdon Hills, Little Burstead, Laindon, Lee Chapel, Basildon otherwise Bassildon, Vange, and Pitsea.

(2.) A Railway No. 2, called the "Shoeburyness Extension," wholly situated in the county of Essex, commencing in the parish of Prittlewell, by a junction with the London Tilbury and Southend Railway at or near its termination in Southend Station, and terminating in the parish of South Shoebury, at a point on the west side of High Street, Shoeburyness, 100 yards or thereabouts north of George-street;

Which railway is to be made to pass from, through, or into the following parishes, viz.:—Prittlewell, Southchurch, North Shoebury, and South Shoebury.

(3.) A Railway No. 3, called the "Whitechapel Goods Branch," wholly situated in the county of Middlesex, commencing in the parish of Saint George-in-the-East, by a junction with the London and Blackwall Railway, at or near a point thereon 132 yards or thereabouts, measured along the said railway east of the centre of Back Church Lane, where crossed by the said railway, and terminating in the parish of Saint Mary Whitechapel, at a point on the south side of Commercial-road, at or near the junction therewith of Goodman's Stile;

Which railway is to be made to pass from,

through, or into the parishes of Saint George-in-the-East, and Saint Mary Whitechapel.

2. To enable the Company to purchase by compulsion or agreement (for station and siding purposes, yards, warehouses, and other accommodation), certain lands, houses and buildings, bounded by the London and Blackwall Railway on the south, Commercial-road on the north, Lambeth-street and Gowers-row on the west, and in part by Gowers-walk and in part by Back Church Lane on the east, and situate partly in the said parish of St. Mary Whitechapel, and partly in the said parish of St. George-in-the-East, and shown on the plans hereinafter mentioned.

3. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all or any roads, streets, thoroughfares, passages and places, railways, tramways, drains, sewers, pipes, rivers, streams and watercourses, which may be shown upon the plans hereinafter mentioned, or which it may be necessary or convenient to cross, divert, alter or stop up in constructing or maintaining the said intended railways and works; to deviate from the lines and levels of the railways to such an extent as may be necessary or expedient; to purchase lands, houses, and other property, compulsorily and by agreement, for the purposes of the said intended railways and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

4. To enable the Company if they think fit to purchase so much of any house, building or manufactory, as they may require for any purpose without being subjected to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

5. To enable the Company, notwithstanding anything in the last-mentioned Act, to 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 or vested in them, and may not be required for the purposes of the Bill, and to sell and dispose of any building, paving, or other materials, and to empower the Company to build on any land which they may purchase, or take on lease, dwelling houses for persons of the labouring class, who may be displaced under the powers of the Bill, and to sell or lease land for the purpose of such building, and to enter into contracts relating thereto.

6. To authorise the Company to apply, to the purposes of the Bill, their existing funds, and any monies which they have still power to raise, and for the same purposes, and for their general purposes, to raise additional capital by shares or by stock, debenture stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage, or to provide for the issue of such capital or any part thereof, with such deferred or other dividend, and generally on and subject to such terms and conditions as the Bill may define.

7. To alter and amend, and, if thought fit, to repeal so much of the London Tilbury and Southend Railway Act, 1862, and of any other Act of the Company as relates to the appointment and election of the Directors of the Company by the Company, the Great Eastern Railway Company, and the London and Blackwall Railway Company respectively, and to provide for the retirement of the present Directors of the Company, or some of them, and the appointment of a new body of Directors.

8. To authorise the Company on the one hand, and the East and West India Dock Company on the other hand, to enter into and carry into effect

an agreement or agreements with respect to all or any of the following matters, the conveyance, interchange, and accommodation of traffic coming to or going from the undertakings of the two Companies, whether as now existing or as hereafter extended or authorised, the division and appropriation of revenue arising from that traffic, the appointment by the Dock Company of Directors of the Railway Company, and any other matters incidental thereto; and the Bill may seek to confirm any agreement relating to the matters aforesaid, or any of them.

9. To authorise the Company on the one hand, and the Great Eastern, the London and Blackwall, the Midland, the Great Northern, the North London, the London and North Western, and Great Western Railway Companies, or any of them, on the other hand, to enter into and carry into effect agreements with respect to the following matters or any of them:—

The use of or running powers over any part or parts of the respective undertakings of the said Companies.

The supply of officers and servants for the conduct of the traffic forming the subject of such agreement.

The payments to be made and the conditions to be performed with respect to such use or the exercise of such powers.

The interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the Companies parties to any such agreement and the division and appropriation of revenue arising from that traffic, and

To confirm or give effect to any agreement or agreements which may have been made or may be made prior to the passing of the intended Act in relation to any of the matters aforesaid.

10. To alter the date for holding the general meetings of the Company as fixed by section 22 of The London Tilbury and Southend Railway Act, 1862.

11. To make provision as to the carriage by the Company of workmen or persons belonging to the labouring classes at special fares, and to limit the liability of the Company to make compensation in respect of injury or accident to passengers so carried.

12. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, it will or may incorporate with itself, with such exceptions or modifications as may be deemed expedient, the 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, and if need be repeal, some of the powers and provisions of the following Acts, namely:—15 and 16 Vict. cap. 84, 17 and 18 Vict. cap. 133; 19 and 20 Vict. cap. 15 and 76; 25 and 26 Vict. cap. 8; 26 and 27 Vict. cap. 69; 38 and 39 Vict. cap. 18 and 57; and 43 and 44 Vict. cap. 69, and any other Act or Acts relating to the Company; 1 and 2 Will IV. cap. 52; 1 Vict. cap. 9; the East and West India Dock Company Act, 1874, and any other Acts relating to the East and West India Dock Company; the Great Eastern Railway Act, 1862, and any other Act relating to the Great Eastern Railway Company; the London and Blackwall Railway (Lease) Act, 1865, and any other Act relating to the London and Blackwall Railway Company; 7 & 8 Vict. cap. 18, and any other Act relating to the Midland Railway Company; the Great Northern Railway Act, 1846, and any other Act relating to the Great Northern Railway Company; 9 & 10 Vict.

cap. 396, and any other Act relating to the North London Railway Company; 9 & 10 Vict. cap. 204, and any other Act relating to the London and North Western Railway Company, 5 & 6 Will. IV. cap. 107, and any other Act relating to the Great Western Railway Company.

13. Duplicate plans and sections describing the line, situation and levels of the proposed railways, and the lands, houses and other property in or through which they may be made; and plans of the other lands which may be acquired under the Bill, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an Ordnance map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this Notice will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; with the Clerk of the Peace for the county of Essex, at his office at Chelmsford; with the Clerk of the Peace for the Liberty of Havering-atte-Bower, at his office at Romford; 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 will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice will be deposited as follows:—as regards the parish of St. Mary Whitechapel, with the Clerk of the Board of Works for the Whitechapel District, at his office, 15, Great Alie-street, Whitechapel; as regards the parish of St. George-in-the-East, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Castle-street, St. Georges-in-the-East, E.; and as regards every other parish, with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 16th day of November, 1881.

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

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

In Parliament.—Session 1882.

Swindon Marlborough and Andover Railway.
(Construction of Railways in County of Southampton; Additional Capital; Compulsory Purchase of Lands; Taking of Common or Commonable Land; Tolls; Separate Undertaking; Running Powers over portions of Great Western, Marlborough, Berks and Hants Extension, and London and South Western Railways, and use of Stations at Swindon, Savernake, Andover, Redbridge, Totton, and Southampton Docks; Level Crossings in lieu of Bridges; Reduction of Quorum of Directors; Working and other Agreements with Swindon and Cheltenham Extension Railway Company; Modifying or Cancelling Agreements with London and South Western and Great Western Railway Companies; New Agreements with those Companies; Amendment of Acts.)

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

and ensuing session by the Swindon Marlborough Andover Railway Company (hereinafter referred to as "the Company") for an Act for the following purposes or some of them (that is to say):

1. To authorise the Company to construct the railways hereinafter described, or one of them, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):

A Railway No. 1, commencing in the parish of Eling, by a junction with the Southampton and Dorchester Branch of the London and South Western Railway, at a point thereon, one hundred and seventy-five yards or thereabouts, measuring along that branch railway in an easterly direction from the mile or distance post on that branch railway, denoting eighty-four miles and a quarter-of-a mile from London (Waterloo Station), and terminating on the foreshore, at or near the bridge carrying the private road leading from Lepe to Eaglehurst over the sluice or stream at Stone Point, in the parish of Fawley, which intended Railway No. 1 will pass from, in, through or into, or be situate within the parishes, townships or places of Totton, Rumbidge, Ealing, Marchwood, Dibden, Hythe, New Forest, Denny Lodge, Ipersbridge, Rough Down, Exbury Stone, and Fawley, or some or one of them, all in the county of Southampton.

A Railway No. 2, commencing in the parish of Millbrook by a junction with the Andover, Romsey, and Redbridge Branch of the London and South Western Railway at a point thereon three hundred and seventy-four yards or thereabouts, measuring along that branch railway in a southerly direction from the mile or distance post on that branch railway denoting twenty-three miles from the junction of that branch railway with the main line of the London and South Western Railway at Andover, and terminating in the parish of Eling by a junction with the Southampton and Dorchester Branch of the London and South Western Railway, at a point thereon one hundred and sixty-six yards or thereabouts, measuring along that branch railway in an easterly direction from the mile or distance-post on that branch railway denoting eighty-three miles and three-quarters of a mile from London (Waterloo Station), which intended Railway No. 2 will pass from, in, through, or into, or be situate within the parishes or places of Millbrook, Redbridge, Totton, and Eling, or some or one of them all in the county of Southampton.

2. To purchase by compulsion or agreement lands, buildings, and other property for the purposes of the intended Act, and to alter, vary, and extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with such purposes, or which would be inconsistent with the same, and to confer, vary, or extinguish other rights and privileges.

3. For the purposes of the intended Railway No. 1, a portion estimated to contain 177 acres or thereabouts of common or commonable lands, part of the New Forest, and known as King's Copse, Rowdown and Blackwell, in the township or parish of Denny Lodge, in the county of Southampton, and for the purposes of the same railway, a portion estimated to contain one acre or thereabouts of the common or commonable lands, also part of the New Forest known as Blackfield, in the parish of Fawley, in the same county, are intended to be taken by the Company.

4. To cross, stop up, alter, or divert, either

temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footways, ways, and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and watercourses which it may be necessary to cross, stop up, alter, or divert for the purposes of the intended Act.

5. To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

6. To enable the Company to apply to the purposes of the intended Act any capital or funds now or hereafter belonging to them or under their control, and to raise for such purposes, and for the general purposes of their Undertaking additional capital, by the creation of shares or stock, with or without a preference or priority, in payment of dividends, and by mortgage, or borrowing, or by any of such means.

7. To provide, if need be, for the formation of the railways and works to be authorised by the intended Act and the capital to be raised for the purposes thereof into a separate undertaking of the Company, and to make all needful provisions with respect thereto.

8. To authorise the Company and all companies and persons lawfully working or using the railways of the Company, or the intended railways, or any part thereof, to run over and use with their engines and carriages, waggons, officers, and servants, and for the purposes of traffic of all kinds:—

- (a) So much of the Great Western Railway (Main Line) as lies between the junction of the Swindon Marlborough and Andover Railway therewith, near the bridge carrying the Great Western Railway over the turnpike road leading from Swindon to Wootton Bassett, in the parish of Swindon and the Great Western Railway Station at Swindon;
- (b) Also so much of the Marlborough Railway as lies between the intended junction of the Swindon Marlborough and Andover Railway therewith, near the Marlborough Railway Station at Marlborough, and the junction of the Marlborough Railway with the Berks and Hants Extension Railway at or near-Savernacke;
- (c) Also so much of the Berks and Hants Extension Railway as lies between the junction of that railway with the Marlborough Railway at or near Savernacke and the junction of the Berks and Hants Extension Railway with the Railway No. 2, authorised by the Swindon Marlborough and Andover Railway Act, 1873, near Wolf-hall-road in the parish of Great Bedwin.
- (d) Also so much of the London and South-Western Railway as lies between the termination of Railway No. 2, in the parish of Abbots Ann, in the county of Southampton, and the Andover Junction Railway Station of the London and South Western Railway;
- (e) Also so much of the Andover Romsey and Redbridge and Southampton and Dorchester Branch Lines of the London and South Western Railway as lies between the Andover Junction Railway Station of the London and South Western Railway Company, and the Southampton Docks Station of that Company;
- (f) Also so much of the Southampton and Dorchester Branch of the London and South Western Railway as lies between the junction of the intended Railway No. 1 above-described therewith, and the Redbridge.

Station on the said Southampton and Dorchester Branch;

Together with the use of the stations at Swindon, Savernake, Andover, Redbridge, Totton, and Southampton Docks; and all other stations, sidings, platforms, points, signals, junctions, and roads, water, engines, engine-sheds, standing room for engines, booking and other offices, warehouses, machinery, works and conveniences connected with such portions of railway as aforesaid, on payment of such tolls, rates, rent, or other consideration, and on such charges, terms and conditions as may be agreed on or as shall be prescribed or provided by the intended Act.

9. To authorise the Company to make and maintain the Railways Nos. 1 and 2, authorised by the "Swindon Marlborough and Andover Railway Act, 1873," across, and on the level instead of by means of bridges, the public roads next hereinafter mentioned, shown on the plans deposited with the respective clerks of the peace for the counties of Wilts and Southampton, for the purposes of, and referred to in that Act (that is to say):

No. on deposited Plans.	Parish.	Description of Road.
	Railway No. 1.	
7	Ogbourné St. George ..	Public road
	Railway No. 2.	
21	Ludgershall	Public road
15	Kimpton	Public road
19	Kimpton	Public road
7	Monxton	Public road

10. To reduce the quorum of directors of the Company.

11. To confirm or provide for the confirmation of any agreement or agreements made, or which may be made between, or on behalf of the Company, and the Swindon and Cheltenham Extension Railway Company in relation to the undertakings of the said Companies respectively, or the working by the Company of the railways or undertaking of the Swindon and Cheltenham Extension Railway Company or any part thereof and of any acts done by the said two Companies or either of them in contemplation or anticipation of, or in any way relating to, any of the objects of the intended Act, and to authorise agreements between the said two Companies.

12. To alter, vary or modify any existing agreements between the Company and the London and South Western Railway Company or the Great Western Railway Company respectively, with reference to the construction, working and use of the Company's Railways or the Railways of the London and South Western Railway Company, or the Great Western Railway Company, or the stations connected with such railways; and the accommodation of the Company therein, and the payments to be made therefor; and to enable the Company and the London and South Western Railway Company and the Great Western Railway Company, or either of them, to make, enter into, and carry into effect, agreements for any of those purposes, or to confirm any agreement which may have been, or may hereafter be entered into, between the Company and those two Companies or either of them.

13. To vary and extinguish all rights and privileges which would in any manner interfere

with the objects and purposes of the intended Act; and to confer other rights and privileges.

14. To repeal, alter, or amend; all or some of the provisions of "The Swindon Marlborough and Andover Railway Act, 1873;" "The Swindon Marlborough and Andover Railway Act, 1878;" "The Swindon Marlborough and Andover Railway Act, 1879;" "The Swindon Marlborough and Andover Railway Act, 1880;" and any other Acts relating to, or affecting the Company; also the local and personal Acts following: 5 and 6 Will. IV, cap. 107; and any other Acts relating to or affecting the Great Western Railway Company; 4 and 5 Will. IV, cap. 88, and any other Acts relating to or affecting the London and South Western Railway Company; 22 and 23 Vict., cap. 105; 26 and 27 Vict., cap. 3, and any other Acts relating to the Berks and Hants Extension Railway Company, "The Marlborough Railway Act, 1861," and "The Swindon and Cheltenham Extension Railway Act, 1881."

15. And notice is hereby also given, that a plan and section in duplicate of the intended railways, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan, and an ordnance map with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the clerk of the peace for the county of Southampton, at his office at Winchester, and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place, will be deposited in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place, with the parish clerk of some adjoining parish at his residence, and that all such deposits will be made on or before the thirtieth day of November one thousand eight hundred and eighty-one, and will be accompanied by a copy of this notice.

16. 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 twenty-first day of December next.

Dated this 15th day of November, 1881.

J. C. Townsend, Swindon, Solicitor for the Bill.

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

Board of Trade.—Session 1882.

St. Ives Harbour.

(Application to the Board of Trade by the Corporation of St. Ives for a Provisional Order, constituting the Corporation the Harbour Authority of the Harbour of St. Ives; for vesting in the Corporation all the Property, Rights, Powers, and Authorities of the St. Ives Harbour Commissioners; Provisions for dissolving the said Commissioners, and Winding up their Affairs; Extinguishment of Mortgages and Bonds of the said Commissioners, and all Arrears of Interest thereon, and other Special Powers affecting Mortgagees, Bondholders, and Creditors; Powers to Corporation for the extension of Pier and construction of Breakwater and other works for the Improvement of the Harbour of St. Ives; Extension of Limits of Harbour; Levying of Rates and Alteration of Existing Rates; Making of Bye-laws; Appointment of Harbour Masters, &c.; Raising of Money; Agreements and Arrangements with Great Western Railway Company; Other Powers; Amendment or Repeal 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 St. Ives, in the county of Cornwall

(hereinafter referred to as "the Corporation"), pursuant to the provisions of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for a Provisional Order for the following, or some of the following, among other purposes, that is to say:—

1. To constitute the Corporation the Harbour Authority for the Harbour of St. Ives,

2. To transfer to and vest, or to provide for the transfer to and vesting in the Corporation, the undertaking, harbour, piers, works, property, rights, powers, privileges and authorities, of what nature or kind soever, of the St. Ives Harbour Commissioners (hereinafter called the Commissioners), whether with reference to the construction, maintenance, removal, or discontinuance of works, the raising of money, the levying of tolls, rates or duties, or otherwise howsoever.

3. To relieve the Commissioners and the Corporation from all debts, liabilities, claims, obligations, penalties, actions, suits, or other proceedings of or against the Commissioners, upon such terms and conditions as the Order shall prescribe.

4. To provide for the dissolution or abolition of the Commissioners, and the winding-up of their affairs.

5. To extinguish or to provide for the extinguishment, upon such terms and conditions as shall be prescribed by the Order, of all or some of the mortgages, bonds, and other securities of the Commissioners, and of all rights to principal money and interest secured thereunder, and to reduce, or to provide for the reduction of the nominal amount of principal money and interest secured by such mortgages, bonds, or other securities, and to authorise the Corporation to issue, and to authorise and require the holders of such mortgages, bonds, or other securities to accept in lieu thereof and in exchange therefor, bonds or other securities of the Corporation, of such nominal amount, and bearing such rate of interest as the Order may prescribe, and to authorise the Corporation and the holders (including trustees, executors, and administrators) of such mortgages, bonds, or other securities, to enter into and carry into effect agreements and arrangements for or with respect to all or any of such purposes, and to sanction, confirm, and give effect to any such agreement or arrangement already made, or which prior to the passing of the Bill confirming the intended Order may be made or entered into.

6. To authorise the Corporation to make and maintain the following works or some of them, or some part or parts thereof respectively, for the improvement of the harbour of St. Ives, in the county of Cornwall, and for affording accommodation therein, together with all proper works and conveniences connected therewith, or incidental thereto, situate within the said harbour and in the parish and borough of St. Ives, in the county of Cornwall, and in the bed and shore of the sea, that is to say:—

(1.) An extension of the old pier or quay, commonly called Smeaton's Pier, for a length of 400 feet or thereabouts in a south-south-easterly direction.

(2.) The construction of a breakwater from Pednolver Point, commencing at a point 60 feet, measured in a north-easterly direction, from the north-east corner of Engine House Ruin, such breakwater to be constructed to a length of 600 feet in a north-north-easterly direction.

(3.) All necessary and convenient entrances, culverts, roads, approaches, slips, quays, shipping-places, stairs, stages, wharves, sheds, railways, tramways, cranes, drops, dolphins,

buoys, mooring posts, walls, warehouses, buildings and conveniences in connection with the intended works, or any of them, or any part or parts thereof respectively.

7. To authorise the Corporation from time to time, in the construction of the intended works, and for the maintenance and improvement thereof, or any of them, to dredge, scour, and deepen the bed of the harbour and the approaches thereto.

8. To extend and define the limits of the harbour, so as to include the harbour as defined by the "St. Ives Harbour Act, 1858," and all the foreshore thereof.

9. To authorise the Corporation to exercise the following powers, or some of them (that is to say), to purchase, by agreement, and hold, sell, demise, let and exchange lands, houses, tenements, and hereditaments; and to purchase or extinguish all rights of way and easements in, through, under, or over all lands and hereditaments required for the purposes of the Order; to deviate from the lines and levels of the intended works as shown on the plans and sections hereinafter mentioned; to levy tolls, rates, duties, and charges upon or in respect of the harbour and all or any of the existing and intended works, buildings, and conveniences; to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges; to let on lease or otherwise any of their tolls, rates, duties, charges, works, or property; to make, alter, vary, and rescind bye-laws, rules, and regulations for the management, working, use, regulation, and protection of their harbour works and property, and the regulation and control of vessels, persons, animals, goods, and vehicles using, frequenting, or resorting to the same, and the conduct of officers and servants of the Corporation; and to impose penalties for the breach or non-observance of any such bye-laws, rules, and regulations; and to appoint and remove harbour-masters, pier-masters, meters, weighers, pilots, and other officers and servants; and the Order will define the limits within which the powers of such harbour-masters, pier-masters, meters, weighers, pilots, officers, and servants may be exercised.

10. To authorise the Corporation to apply to the purposes of the Order, or any of them, any funds, moneys, rates, or rents now belonging to them, or which they have power to raise; and to raise additional funds for all or any of the purposes of the Order, by borrowing on the security of their harbour, piers, and works, and of the tolls, rates, and duties now leviable, or to be levied, or created by or to arise under the powers of the Order, or by mortgage of the borough fund and borough rate, or by bond, or by way of annuity, or by debenture stock charged on the rates and revenues of the Corporation, or by all or any of the aforesaid means; and to make provision for the repayment of the sums borrowed or raised under the Order, and to define and declare the funds, revenues, and property liable to such debts, and upon which the same shall attach or be charged.

11. To extend and apply to the intended works, or some of them, and to incorporate with or to re-enact in the Order, all or some of the provisions of the Acts and Order relating to the harbour; and to confer upon the Corporation all such powers, rights, authorities, and privileges which are or may become necessary or expedient for carrying the powers of the Order into execution; to vary and extinguish all powers, rights, authorities, and privileges inconsistent with, or which would in any manner impede or interfere with the carrying into complete effect any of the

objects and purposes of the Order, and to confer other rights, authorities, and privileges.

12. To authorise the Corporation and the Great Western Railway Company, from time to time, to enter into and carry into effect contracts, agreements, and arrangements for, or with reference to the construction, use, maintenance, and working of the harbour and works and of railways or tramways to connect the harbour and works of the Corporation with the railways of the Great Western Railway Company in the St. Ives station; the contribution of funds and all matters incidental thereto.

13. The Order will or may incorporate with itself all or some of the provisions of the "Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Harbours, Docks, and Piers Clauses Act, 1847;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and will alter, amend, extend, enlarge, and, if need be, repeal the provisions, or some of the provisions, of the following Acts and Order relating to the harbour and the Commissioners (that is to say:—) "The St. Ives Harbour Act, 1853;" "The Pier and Harbour Orders Confirmation Act, 1862;" "The St. Ives Harbour Order, 1862;" and all other Acts and Orders, if any, relating to the Commissioners and the Corporation, or to the harbour, or which may relate to or be affected by the Order.

And notice is hereby also given, that on or before the 30th day of November, 1881, plans and sections of the proposed works, and a copy of this notice will be deposited, for public inspection, with the clerk of the peace for the county of Cornwall, at his office, at Bodmin; at the custom house of the port of Hayle, at Hayle, in the county of Cornwall; and at the office of the Board of Trade, Whitehall, London.

On and after the 23rd day of December, 1881, printed copies of the draft provisional Order may be obtained, by all persons applying for them, at the price of one shilling each, at the offices of either of the undermentioned.

Dated this 17th day of November, 1881.

E. Pender Tyacke, St. Ives, Solicitor;
John Charles Ball, 16, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

Thames and Severn Canal.

(Construction of Railways in Part upon the Site of the Canal from the Stroud Branch of the Midland Railway to the Swindon and Cheltenham Extension Railway, near Cirencester; Abandonment of Canal, Compulsory Purchase of Lands; Sale of Superfluous Lands; Redemption of Rent-Charges; Further Money Powers; Regulation of Capital; Change of name of Company; Working and other Agreements with the Midland and Swindon and Cheltenham Extension Railway Companies; Confirmation of Agreements; Joint Station at Stroud; Running Powers over Portions of Midland and Swindon and Cheltenham Extension Railways; Repealing or modifying Agreements with Company of Proprietors of Stroudwater Navigation; Amendment of Acts).

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

To authorize the Company of Proprietors of the Thames and Severn Canal Navigation (hereinafter called "the Company") to make and maintain the several railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all needful works, stations, approaches and conveni-

ences connected therewith respectively, that is to say:—

1. A railway (No. 1) commencing in the parish of Rodborough, in the County of Gloucester, by a junction with the Stroud Branch Railway, authorized by "The Midland Railway (Additional Powers) Act, 1880," at or near the point where the last-mentioned railway is shown on the plans deposited with the Clerk of the Peace for the county of Gloucester, for and referred to in that Act, as intended to cross the public road leading from Rowcroft through Wallbridge to Rodborough, and being at or near the point indicating on the said plans 6 furlongs 4 chains and 70 links from the commencement of such last-mentioned railway, and terminating at Chalford, in the parish of Bisley, in the county of Gloucester, near the canal bridge called Chalford Chapel Bridge, at a point on the Thames and Severn Canal Navigation 30 yards or thereabouts from and on the Inglesham side of the stone in the parish of Bisley at the side of that Navigation, marked "Wallbridge 4 miles, Inglesham 24½ miles."

2. A railway (No. 2) commencing at Chalford, in the parish of Bisley, by a junction with the intended railway (No. 1) at the termination thereof above described, and terminating in the parish of Siddington, in the county of Gloucester, by a junction with the railway (No. 1) authorized by "The Swindon and Cheltenham Extension Railway Act, 1881," at or near the point indicating on the plans of that railway deposited with the Clerk of the Peace for the county of Gloucester, for and referred to in the last-mentioned Act, 12 miles 7 furlongs and 3 chains from the commencement of that railway.

Which intended railways will be made, or will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Rodborough, Wallbridge, Stroud, Minchinghampton, Brimscombe, Brimscombe Port, Bisley, Chalford, Sapperton, Frampton Mansell, Coates, Tarlton, and Siddington, all in the county of Gloucester, and Kemble, Ewen, and Somerford Keynes, all in the county of Wilts.

To authorize 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 intended Act, and also to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned.

To relinquish and stop up the Thames and Severn Canal Navigation from the River Thames at or near Lechlade to its termination at Wallbridge, at or near Stroud, and also the collateral cut from the said canal at or near Siddington to or near the town of Cirencester, and to relieve the Company from any obligation or liability to maintain and keep open for public traffic the navigation of the said canal and collateral cut, or the works connected therewith respectively, or any part thereof, or otherwise in relation thereto, and to extinguish all rights and privileges upon, over, or along, or in relation to the same or any part thereof, or of the wharfs, quays, aqueducts, feeders, towing-paths, or other works connected therewith, and to empower the Company to use and appropriate the site of the said canal, and the wharfs, quays, aqueducts, feeders, towing-paths, or works connected therewith, or of any part thereof, and to extinguish all other rights and obligations, if any, affecting the Company, or their undertaking, and to make such provisions in relation thereto respectively as may be provided in the intended Act.

To repeal or, if need be, vary the provisions, or

some of the provisions, of the 60th, 63rd, and 64th sections of the Act 23 Geo. 3rd, cap. 38, relating to the rates and duties to be taken by the Company of Proprietors of the Stroud Water Navigation for coals, &c., passing from their canal into the Thames and Severn Canal, and to vary or extinguish the rights, powers, and privileges of the last-mentioned Company of Proprietors over or with reference to the navigation, works, and undertaking of the Company, and to vary, modify, or annul the agreements between the said Company of Proprietors and the Company mentioned or referred to in the said Act of the 23 Geo. 3rd, cap. 38, or some part or parts of the said agreement, and all or any other agreements or agreement between the said Company of Proprietors and the Company.

To purchase by compulsion or agreement lands, buildings, and other property for the purposes of the intended Act, and to alter, vary, and extinguish all existing rights and privileges connected therewith which would in any manner impede or interfere with such purposes, or which would be inconsistent with the same, and to confer, vary, or extinguish other rights and privileges, and, notwithstanding anything contained in section 92 of "The Lands Clauses Consolidation Act, 1845," to render it unnecessary for the Company to purchase any portion not actually required for the construction of the intended railways and works, or for the purposes of the intended Act, of any house or other building or manufactory.

To cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footways, ways and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and watercourses which it may be necessary to cross, stop up, alter, or divert for the purposes of the intended Act.

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

To sell and dispose of the site of so much of the said canal as is intended to be relinquished and as will not be required for the purposes of the intended railways, and of the works and buildings connected therewith or some part or parts thereof, and other lands and property of the Company.

To redeem compulsorily or by agreement all rent-charges, chief rents, or other annual or periodical payments affecting the undertaking or property of the Company to which any bodies or persons are now entitled, and to prescribe or direct the mode of effecting such redemption, and the ascertaining the sums in gross or other compensation to be paid or made for the release of such rent-charges, chief rents, or annual or periodical payments, and the intended Act will confer on all bodies and persons the powers necessary for effecting such redemption and release.

To apply the existing funds of the Company, and to raise further money for the purposes of the intended Act by borrowing on mortgage or debenture, and by the creation and issue of new shares in the capital of the Company, and to attach to all or any of such new shares any preference or priority in payment of interest or dividend, or other special privileges, and to make other arrangements with regard to the capital and debts of the Company. To extinguish any existing shares in the Company, and to authorize the conversion of the existing shares of the Company into shares or stock bearing a preferential dividend or otherwise, and to regu-

late and define the capital and the application of the income of the Company.

To authorize the change of the name and style of the Company.

To apply to the undertaking of the Company, as varied by the intended Act, the powers and provisions, or some of the powers and provisions, of the Acts of Parliament relating to the Company.

To authorize the Company, and all Companies and persons lawfully working or using the intended railways, or any part thereof, to run over and use with their engines and carriages, waggons, officers, and servants, and for the purposes of traffic of all kinds:—

- (1.) So much of the said Stroud Branch of the Midland Railway as extends from Rodborough to its junction with the Stonehouse and Nailsworth Railway, and also the Stonehouse and Nailsworth Railway from the said junction to the station at Stonehouse of that railway.
- (2.) So much of the said Stroud Branch already authorized, or as may be authorized in the ensuing Session of Parliament as extends or may extend from Rodborough to the station or intended station at Stroud of the Midland Railway.
- (3.) So much of the Railway (No. 1) authorized by "The Swindon and Cheltenham Extension Railway Act, 1881," as lies between the intended junction therewith of the intended Railway (No. 2) above described, and Cirencester and any station to be constructed at Cirencester.

Together with all stations, sidings, platforms, points, signals, junctions and roads, water, engines, engine sheds, standing room for engines, booking and other offices, warehouses, machinery, works, and conveniences connected with such portions of railway as aforesaid, on payment of such tolls, rates, rent, or other considerations, and on such charges, terms, and conditions as may be agreed on, or as shall be prescribed or provided by the intended Act:

To enable the Company on the one hand and the Midland Railway Company on the other hand to make and carry into effect contracts and agreements with reference to the construction of so much of the works for carrying the said intended Railway No. 1 as shall be adjoining or parallel to the authorized Railway, or as may be authorized in the ensuing Session of Parliament, of the last-mentioned Company; and also for the construction, use, and management of a joint station at Stroud, with suitable approaches, works, and conveniences for the accommodation of the traffic of the Companies respectively; or, failing such agreement, to make provision for the construction, maintenance, and working of such joint station at the expense of the Company and the Midland Railway Company jointly, or in such proportions as may be provided by the intended Act, and for the management, use, and apportionment of the same, and for the appointment of a joint Committee with all usual and necessary powers for the regulation, control, and management of such station.

To enable the Company on the one hand and the Midland Railway Company and the Swindon and Cheltenham Extension Railway Company, or either of them, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the use, working, management, construction, and maintenance of the intended railways and works of the Company, or any part or parts thereof respectively; the supply of rolling stock and machinery,

and of officers and servants for the conduct of the traffic of the said intended railways; the payments to be made and the conditions to be performed with respect to such working, use, management, construction, maintenance, and supply; the interchange, accommodation, conveyance and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic; 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; and to confirm, and, if thought fit, to vary any such contract or agreement which may have been, or which, previous to the passing of the intended Act, may be entered into.

To incorporate with the intended Act (so far as may be applicable and except so far as may be expressly varied thereby) 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," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and the Acts amending those Acts or any of them, with such variations of such powers and provisions as may be thought expedient or may be provided by the intended Act.

And powers may be taken, in so far as may be necessary, for all or any of the purposes of the intended Act, to alter, amend, and repeal the powers and provisions of the local and personal Acts following, or some of them, that is to say, 23 Geo. 3rd, cap. 38; 31 Geo. 3rd, cap. 67; 36 Geo. 3rd, cap. 34; 49 Geo. 3rd, cap. 112; 53 Geo. 3rd, cap. 181; 42 and 43 Vic., cap. 71, and all other Acts relating to or affecting the Company; 16 Geo. 3rd, cap. 21, and all other Acts relating to or affecting the Company of Proprietors of the Stroud Water Navigation; 1 and 2 Geo. 4th, cap. 97; 5 and 6 Wm. 4th, cap. 9; 39 and 40 Vic., cap. 59, and all other Acts relating to or affecting the Company of Proprietors of the Wilts and Berks Canal Navigation; the Act 7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company and "The Swindon and Cheltenham Extension Railway Act, 1881."

And notice is hereby also given that a plan and section in duplicate of the intended railways and works, and of the lands which may be taken under the compulsory powers of the intended Act, a Book of Reference to such plan, and an Ordnance Map with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the Clerk of the Peace for the County of Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the County of Wilts, at his office at Marlborough, and that a copy of so much of the said plan, section, and Book of Reference as relates to any parish or extra-parochial place will be deposited, in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place with the parish clerk of some adjoining parish at his residence; and that all such deposits will be made on or before the 30th day of November, 1881, and will be accompanied by a copy of this Notice.

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 12th day of November, 1881.

Mullings, Ellett, and Co., Cirencester,
Solicitors for the Bill.
Martin and Leslie, 27, Abingdon-street,
Westminster, Parliamentary Agents.

Board of Trade—Session 1882.

Salisbury Gas.

(Application to the Board of Trade under "The Gas and Water Works Facilities Act, 1870," for power to raise Additional Capital, Amendment of Act, and other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next, by the Salisbury Gas Light and Coke Company (hereinafter called "the Company") for a Provisional Order under "The Gas and Water Works Facilities Act, 1870," to authorize the Company to raise additional capital by the creation and issue of new shares or stock, and by borrowing on mortgage, or debenture, 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 all or some of the provisions of "The Salisbury Gas Act, 1864," 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 day of November next, a copy of this notice, 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 Wilts, at his office at Marlborough, in the said county, and at the office of the Board of Trade, Whitehall, London.

On or before the 23rd day of December aforesaid, printed copies of the Draft Provisional Order will be deposited at the office of the Board of Trade, and on and after that date copies thereof will be supplied to all persons applying for the same, at the price of 1s. each, at the offices of the undersigned, Mr. Kelsey and Mr. Pead respectively.

When the Provisional Order has been made by the Board of Trade, printed copies thereof will be deposited for public inspection with the said Clerk of the Peace at his office at Marlborough aforesaid, and copies will be supplied to all persons applying for the same at the offices of the said Mr. Kelsey and Mr. Pead respectively, at the price of 1s. each.

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, on or before the 15th day of January next, at the same time delivering copies of their representations or objections to the promoters, at the office of the said Mr. Pead, and in forwarding to the Board of Trade any such representations or objections the objectors, or their agents, must state that a copy of the same has been forwarded to the promoters, or their agent.

Dated this 26th day of October, 1881.

E. F. Kelsey, Solicitor, 82, Catherine-street, Salisbury.
Robert J. Pead, 20, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament—Session 1882.

Eastern and Midlands Railway.

(Amalgamation of the Lynn and Fakenham, Yarmouth and North Norfolk (Light), Yarmouth Union, Midland and Eastern, and Peterborough Wisbeach and Sutton Railway Companies; Amendment of Acts.)

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

To amalgamate (from and after such period or periods, and upon such terms and conditions as may have been or may be agreed upon, or as may be fixed and determined under the provisions of the intended Act, and subject to the respective rights of the Midland and Great Northern Railway Companies), the Peterborough Wisbeach and Sutton, the Midland and Eastern, the Lynn and Fakenham, the Yarmouth and North Norfolk (Light), and Yarmouth Union Railway Companies (hereinafter called "the five Companies"), or any of them, or to provide for the amalgamation of all or any two or more of them into one Company (hereinafter called "the Company"), under the name of the Eastern and Midlands Railway Company (or such other name as may be given by the intended Act).

To provide for the union and consolidation into one undertaking of the undertakings of the five Companies respectively, or of any two or more of them, [but subject, as regards the Midland and Eastern, and Peterborough Wisbeach and Sutton Railways, to any rights of the Midland and Great Northern Railway Companies, or either of them, subsisting therein,] including all railways, canals, docks, land, property, estates and effects, rights, powers and privileges, liabilities and obligations of what nature and kind soever of the said five Companies, and each of them; and whether with reference to the separate undertakings, works or property of the said five Companies respectively, or to the undertaking, works or property of any other Company, body or persons in which the said five Companies respectively, or any of them, may have any interest.

The Bill may provide that all rights, powers, privileges and authorities of the five Companies, or each and any of them which may belong to or be vested in them respectively at the date of the amalgamation, whether with reference to the purchase of lands and houses, construction and maintenance of works, levying of tolls, rates and duties, creation and issue of capital by shares or stock, borrowing of money, or otherwise, except as otherwise provided by the said intended Act, shall become vested in and belong to and be exercised, enjoyed and fulfilled by the Company, as from such date and on such terms and conditions as may be defined in the intended Act.

To provide upon such amalgamation for the dissolution of the five Companies, or some or any of them, as separate and independent Companies, and for the incorporation of the proprietors therein into the Company, 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 Company, and the rights, powers, 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 empower the Company for the construction of stations, sidings, and other works, and for the construction or completion of any railways and works which any of the said five Companies may have power to execute, and for any other general purposes connected with the undertaking

of the Company, to create and issue additional capital by shares or stock, with or without any preference or priority of dividend or other rights or privileges attached thereto, and to create and issue debenture stock, and to borrow upon mortgage of the undertaking of the Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will so far as may be deemed necessary or expedient for the purposes aforesaid, amend and enlarge or repeal the powers and provisions of the following local and personal Acts, that is to say:—"The Lynn and Sutton Bridge Railway Act, 1861"; "The Lynn and Sutton Bridge Railway Act, 1863"; "The Lynn and Sutton Railway (Cross Keys Bridge) Act, 1864"; "The Lynn and Sutton Bridge Railway Act, 1865"; "The Norwich and Spalding Railway Act, 1853"; "The Norwich and Spalding Railway Act, 1859"; "The Spalding and Bourne Railway Act, 1862"; "The Norwich and Spalding Railway Act, 1867"; "The Peterborough, Wisbeach and Sutton Railway Act, 1863"; "The Peterborough, Wisbeach and Sutton Railway Act, 1864"; "The Peterborough Wisbeach and Sutton Railway (Capital) Act, 1866"; "The Lynn and Sutton, Spalding and Bourne, and Norwich and Spalding Railway Companies Act, 1866"; "The Midland and Eastern, and Norwich and Spalding Railways Act, 1867"; and other Act or Acts relating to or affecting the Midland and Eastern, and Peterborough, Wisbeach and Sutton Railway Companies, or either of them; "The Lynn and Fakenham Railway Act, 1876"; "The Lynn and Fakenham Railway (Extensions) Act, 1880"; "The Lynn and Fakenham Railway Act, 1881"; and any and every other Act relating to or affecting the Lynn and Fakenham Company or their undertaking; "The Great Yarmouth and Stalham (Light) Railway Act, 1876"; and "The Yarmouth and North Norfolk (Light) Railway Acts, 1878 and 1879", and every other Act relating to or affecting the Yarmouth and North Norfolk (Light) Railway Company, or their undertaking; and "The Yarmouth Union Railway Act, 1880"; "The Sutton Bridge Dock Act, 1875"; "The Sutton Bridge Dock Act, 1876"; and "The Sutton Bridge Dock Act, 1880".

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

Dated this 16th day of November, 1881.

F. C. Mathews, 110, Cannon-street,
London, E.C., Solicitor for the Bill.

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

Board of Trade—Session 1882.

High Wycombe Gas.

(Application to the Board of Trade under "The Gas and Water Works Facilities Act, 1870," for a Provisional Order for Powers for amalgamation of Gas Company with the High Wycombe Water Works, Baths, and Washhouses Company, Limited, or purchase of their undertaking; Enlargement of Works; Laying Mains and Pipes, and Breaking up Streets and Roads; Levying Rates and Charges; Additional Capital; Regulations with respect to Price and Dividends; Incorporation of Acts; and other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December, 1881, by the High Wycombe Gas Light and Coke Company, Limited (hereinafter called "the Com-

pany"), for a Provisional Order under "The Gas and Water Works Facilities Act, 1870," for all or some of the following purposes, that is to say:—

To confer upon the Company all needful powers for supplying with gas the borough and parish of Chepping Wycombe (otherwise High Wycombe), and the parish of West Wycombe, in the county of Buckingham.

To authorise the Company to maintain and continue, and from time to time enlarge, alter, and repair their existing gasworks, situate in the said borough and parish of Chepping Wycombe (otherwise High Wycombe), upon the lands hereinafter described, and now belonging to them, that is to say:—

Land situate in the borough and parish of Chepping Wycombe (otherwise High Wycombe) aforesaid, and bounded on the north by the public road or street known as Newland Street or Water Lane; on the south by land belonging to the Right Honourable Charles Robert Lord Carrington, and in the occupation of William Thomas Fenner and others; on the east by land belonging to the said Lord Carrington, in the occupation of Edwin Priest and others; and on the west by premises belonging or reputed to belong to Eton College, and in the occupation of William Bateman and John Priest.

To authorise the Company upon all or any of such lands to manufacture, store, supply, and sell gas and residual and other products, and carry on the business usually carried on by Gas Companies, or which is or may become incident thereto.

To authorise the Company to purchase and the High Wycombe Water Works, Baths, and Wash-houses Company, Limited (hereinafter called the "Water Company"), to sell their undertaking to the Company, or to amalgamate with the Water Company, or enter into working and other arrangements with that Company, for such considerations and upon such terms and conditions as may be agreed upon or the said Provisional Order may prescribe, and to provide for the transfer to, vesting in and exercise by the Company of the undertaking of the Water Company, and to enable the two Companies to enter into and to carry into effect agreements, and to confer upon them all necessary powers for carrying out such purchase, sale, transfer, or amalgamation, and (if need be) to dissolve the Water Company, and, so far as may be necessary for all or any of such purposes, to repeal, alter, or amend the provisions of the "High Wycombe Water Order, 1874."

To authorise the Company to purchase by agreement, take on lease, or otherwise acquire, and hold lands at Chepping Wycombe (otherwise High Wycombe) aforesaid for the general purposes of their undertaking.

To enable the Company to maintain, alter, or renew any existing mains and pipes within the limits to be supplied with gas and water, and to lay down and maintain mains and pipes in, through, across, along, under, or over, and to break up or interfere with streets, roads, lanes, bridges, rivers, streams, railways and tramways, and other passages and places within such limits, and also (if need be) to interfere with and remove or alter any sewers, drains, pipes, telegraph wires and posts in, over, or under the same.

To enable the Company from time to time to alter the maximum price of gas and water chargeable by them, and to alter and regulate the dividends of the Company,

To authorise the Company to raise additional capital by shares or stock or both, and by borrowing upon mortgage, debenture, debenture stock, or otherwise, with power to issue any new

shares or stock with a preference or priority of dividend, and upon such other terms and conditions as may be prescribed in the Provisional Order.

To incorporate with the Provisional Order all or some of the provisions of "The Gas Works Clauses Act, 1847;" "The Gas Works Clauses Act, 1871;" "The Water Works Clauses Acts, 1847 and 1863;" "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869" (except the provisions thereof relating to the purchase and taking of lands otherwise than by agreement), and so much of "The Railways Clauses' Consolidation Act, 1845;" as relates to the temporary occupation of lands, and the recovery of damages and penalties.

To vary or extinguish all existing rights and privileges which would interfere with the powers intended to be sought for as aforesaid, and to confer, vary, or extinguish other rights and privileges.

On or before the 30th day of November instant a map showing the lands on which the said gasworks are situate and now used for the manufacture of gas and residual products, 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 Buckingham, at his office at Aylesbury, in the said county, and at the office of the Board of Trade, Whitehall, London.

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 furnished to all persons applying for the same at the offices of the undersigned Daniel Clarke and Robert J. Pead respectively on payment of one shilling for each copy.

When the Provisional Order has been granted by the Board of Trade, printed copies thereof will be deposited for public inspection with the said Clerk of the Peace, at his office at Aylesbury aforesaid, and copies will be furnished to all persons applying for the same at the offices of the said Daniel Clarke, or of the said Robert J. Pead, on payment of one shilling for each copy.

Any Company, Corporation, or persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, 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, 1882, at the same time delivering a copy of their representations or objections to the Promoters, at the office of the said Robert J. Pead, and, in forwarding to the Board of Trade any such representations or objections, the objectors or their agents must state that a copy of the same has been forwarded to the Promoters or their agent.

Dated this 15th day of November, 1881.

D. Clarke, Solicitor, High Wycombe.

Robert J. Pead, 29, Parliament-street, Westminster, Parliamentary Agent.

In Parliament—Session 1882.

Teign Valley Railway.

(Abandonment of portion of Railway authorized by "The Teign Valley Railway (Extension) Act, 1875;" Release of Parliamentary Deposit; Definition of the Company's Undertaking; Amendment or Repeal of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Teign Valley Railway Com-

pany (hereinafter called the Company,) for an Act for all or some of the following purposes (that is to say):—

To authorize and require the Company to abandon and relinquish the construction of so much of the Extension Railway authorized by "The Teign Valley Railway (Extension) Act, 1875," (hereinafter called "The Act of 1875,"), as amended by "The Teign Valley Railway Act, 1878," and "The Teign Valley Railway Act, 1880," as is situate and lies between a point near Ready Bridge, in the parish of Dunsford, marked seven miles two furlongs on the Parliamentary plans of the said extension railway deposited with the Clerk of the Peace for the county of Devon, with reference to the Act of 1875, and the termination, as described in section four of that Act, of the said Extension Railway, in the parish of Doddiscombsleigh, all in the county of Devon; and to release the Company from all liabilities, penalties, and obligations in respect of the non-completion thereof, and to declare null and void all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference to the said portion of railway, and to provide for the transfer and payment out of court of so much of the stocks and moneys deposited in respect of the application to Parliament for the Act of 1875, and now in the Chancery Division of the High Court of Justice, as security for the completion of the railway thereby authorized, as may be applicable to the said portion of railway now intended to be abandoned, and for the appropriation of so much thereof as may be necessary in payment of the costs, charges, and expenses of and incident to this application, and the proposed Act, and of carrying out the purposes thereof.

To define the undertaking of the Company for all purposes:

To alter, amend, enlarge, or to repeal, so far as may be necessary for the purposes of the intended Act, all or some of the provisions of "The Teign Valley Railway Act, 1863," "The Teign Valley Railway (Extension) Act, 1875," "The Teign Valley Railway Act, 1878," "The Teign Valley Railway Act, 1880," and any other Acts relating to or affecting the Company:

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

Dated this 4th day of November, 1881.

Lake, Beaumont, and Lake, 10, New-square, Lincoln's-inn, London, Solicitors for the Bill.

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

In Parliament.—Session 1882.

London Parochial Charities.

(Application of Income and Moneys: Extension of Existing Objects and Creation of New Objects; Appointment and Incorporation of Commissioners and Trustees; Extinguishment of certain Rights and Privileges and the Creation of other Rights and Privileges; and other purposes.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for leave to introduce a Bill, and to pass an Act for all or some of the following among other purposes, that is to say:—

1. To appoint and incorporate a body of Commissioners (hereinafter referred to as "the Commissioners"), with all the requisite powers to enable them to ascertain the nature, tenure, and value of all the property and endowments be-

longing to the several charities set out in the schedule to this notice, and of any other charities within the City of London (and hereinafter called "the Parochial Charities"), and also to enable them to ascertain and determine which of those properties were given for ecclesiastical or spiritual purposes and those which were given for general or charitable purposes, and also to enable the Commissioners to ascertain and determine the rights of parties interested in any of the lands and property belonging to any parish within the City of London, and in like manner to determine whether such lands and property, or any part thereof, is charity property, and if so to deal with the same as any other charitable property, and to ascertain and determine how much of the existing charity property and income can be properly applied to existing objects, and how much is surplus charity property and income, and to transfer the surplus income, and, if need be, in certain cases the surplus property of any existing governing body to a new governing body, and to otherwise deal with such property as shall be provided for by the said Bill.

2. To enable the Commissioners to prepare a scheme or schemes for the future application and management of the whole, or any part or parts, of the charity property and endowments of the parochial charities so proposed to be dealt with under the powers of the said Bill, and for preserving and defining the rights and interests of all bodies or persons having any interest in such property or endowments.

3. To incorporate one or more body or bodies of Trustees (hereinafter referred to as "the Trustees") with perpetual succession and a common seal, with the requisite power to hold lands and other property for the purposes of the intended Act, and for managing and administering the surplus property and income of the parochial charities or some of them.

4. To authorise the raising and borrowing upon the security of the surplus lands, property, and income of the parochial charities, or any part thereof, or the surplus income of all or any of the parochial charities, subject to conditions and limitations, such moneys as may from time to time be required for the purpose of carrying into execution the provisions of the intended Act and of any scheme made in pursuance thereof.

5. To provide in certain cases for the union of any existing governing bodies having the control of any property or endowments forming part of the parochial charities, and to authorise the creation of a new governing body or bodies for the management of the property or endowments of the governing bodies so to be united, with or without conditions or restrictions, and, so far as may be necessary, to repeal, alter, extend, or enlarge existing rights and interests.

6. To authorise the recovery of all arrears of the funds, property, or income of the parochial charities and all accumulations and investments thereof, and all monies under the control of the Trustees or other governing bodies of any of the parochial charities, and to give effectual receipts for the same.

7. To enable, and if need be, to require the Trustees or other governing bodies of the parochial charities, their clerks, agents, and all other persons concerned to render accounts and to give such information as may be necessary for carrying into effect the objects and purposes of the intended Act.

8. To authorise the conversion of any of the parochial charities distributable in kind into

money and for the dealing with that money as if the charity had been originally distributable in money.

9. To enable the several Trustees or persons concerned to pay or make over to the Trustees or other governing body to be named in the Bill any obsolete or disused charity or the income thereof to be applied in accordance with the provisions of the intended Act.

10. To enable the Trustees or such other governing body as aforesaid to purchase and acquire lands and buildings, and to erect, alter, or repair buildings for all or any of the objects and purposes of the intended Act.

11. To enable the Commissioners and Trustees to make rules, regulations, and bye-laws for the better carrying into effect the objects and purposes of the intended Act.

12. To repeal, alter, annul, confirm, extend, or otherwise affect as far as may be necessary for all or any of the objects and purposes of the intended Act, the following Acts of Parliament, viz.:—19 Chas. 2, cap. 3; 22 Chas. 2, cap. 11; 6 Geo. 2, cap. 21; 21 Geo. 3, cap. 71; 39 and 40 Geo. 3, cap. 89; 44 Geo. 3, cap. 89; 59 Geo. 3, cap. 12; 6 Geo. 4, cap. 195; 2 and 3 Vic., cap. 107; 5 and 6 Vic., cap. 101, and all or any other public, local, or personal Acts relating to or affecting the said parochial charities, and all deeds, wills, charters, grants, gifts, decrees, orders, schemes, and instruments, whereby any of the parochial charities are created, constituted or governed, or under which they are administered.

13. To confer upon the Commissioners, Trustees, or other governing body all such other powers, rights, and privileges as may be necessary or expedient for carrying into effect the objects and purposes of the intended Act, and if need be, to exempt them from any power or jurisdiction which the Charity Commissioners, or Courts of Law, may have in connection with the parochial charities or any or either of them.

14. The Bill will also vary or extinguish all existing rights, powers, and privileges which would in any manner interfere with the objects of the intended Act, and will confer other rights and privileges.

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

Dated this 11th day of November, 1881.

Freshfields and Williams, 5,
Bank-buildings, E.C.,
Baylis and Pearce, 1, Church-
court, Old Jewry, E.C.,
H. D. Phillips and Son, 11,
Abchurch-lane, E.C.,
J. B. Tippetts and Son, 4, Great
St. Thomas Apostle, E.C.,
Wyatt, Hoskins, and Hooker, 28, Parlia-
ment-street, Westminster, S.W., Parlia-
mentary Agents.

Solicitors
for the
Bill.

The Schedule to which the foregoing Notice refers.

St. Alban, Wood-street:—Peel, Ibell, Hndson, Staveley and others, Snow-hill Estate, Davies, Crawford.

Allhallows, Barking:—Hickson, Berry, Martyn, Allen and others, Jeffrey, Poulstead, Haynes, Andrews, Bennett, R. Fursland and others, Bullock, Turville, M. and T. Covell, M. Dane, B. Hyde, Burnell, Wilson, Goldsmith, Hickson, Sir J. Jolles, Sir T. Chitty, Bethell, Lucas, Gordon, Houses in Seething-lane or the Parish

Estate, Death, Fowke, Dunkald, Bright, Sir Thomas Campbell.

Allhallows, Bread-street:—Cordwainer and Bread-street Wards Charity Schools, Hitchcock, Whistler, Cock, Price, Elliott, Every-Parker and others, Wood.

St. John the Evangelist.

Allhallows-the-Great:—Brykles, B. Hyde, Waddington (Bishop), Frankland, Campion, Lady A. Hope, Whatman, Parish Estate.

Allhallows-the-Less:—Daniell, Banister, Trevillian, Goldsmith, Lady A. Hope, Forster, Waddington (Bishop).

Allhallows, Honey-lane:—Saywell or Sewell, and Parish Estate.

Allhallows, Lombard-street:—A. Smith, M. Dane, R. Wright, A. Wright, Carter, Symonds, Horsepool, Ferrers, Edwards and Elwood, Cambden, Sir T. Cullum, Pett, Packwood, Parish Estate.

Allhallows, London-wall:—M. Dane, Campe, King, Hammond, Bowyer, Dawes, B. Hyde, Broad-street Ward School.

Allhallows Staining:—Winter, Costyn, Claymond, Parratt, Bayneham, W. and M. Harrison, Handson, M. Dane, Bewley, Dorrien, Lady Holford, Sir J. Percival, Ironmongers' Company Payment, Hayes, Barker.

St. Alphage:—St. Alphage Society School, Sion College, Chamberlain, Evans, Sir R. Hayward, Sir R. Hayward, Sir J. Hayward, Sir J. Swinnerton, B. Hyde, Hitchin, Parish Estate.

St. Andrew, Holborn:—Lady Nevill and Hull, Palmer and others, Parochial School, Thavie, Barton, Duckett, B. Hyde, J. Alston, Petyt, Palmer, Ewer, Wright, Hunt, Skydmore, Spence, Champion, Thorney, Leese, Mynn, Williams, Unknown, or Cock and Hoop Charity, or Hosiers, Owen, Acham, Collyer, Oldfield, Charles, Lady E. Hatton and others, Whitlock, M. Dane, Bromfield.

Middlesex Liberties:—Lady E. Hatton, Roper.

Upper Liberty:—Stafford, Morton.

Saffron Hill Liberty:—Hoxton Estate, Anonymous.

St. Andrew Hubbard:—Green, Jacob, Webster, B. Hyde, M. Dane, Lady Howe, Church Estate.

St. Andrew Undershaft:—Wareham, Carter, M. Dane, Burton, Woodroffe, Moore, Offley, Hanbury, Lady Ramsay, J. Hyde, Sir W. Craven, Hill and others, Sir H. Lee, Parker, Sir C. Clitherow, Sir T. Rich and Chetham, T. Rich, Buckford, East India Company, Hart, Innes, Boak and Nash, or Denison, Coventry, Datchelor, Chetham, R. and C. Buck, Warner, Land Tax Redemption Account, The Black House or Parish Estate, Denison.

St. Andrew by the Wardrobe:—Lee, or the Thames Street Estate, Hammond, Cleave, B. Hyde, Randolph, Paradyne, Cater, Corbett, Grosby, Packer, Bye.

St. Anne, Blackfriars:—Joye, Bathurst or Burnham, Corbett, Skydmore or Scudamore, Nevitt, B. Hyde, Russell, Cater, Joy, Harwood or Hayward, Packer, Bye, Betton, the Rectory Estate, the Watchhouse Estate, Whetenhall.

St. Anne and St. Agnes, Aldersgate:—Bristowe and others, Gregory, Werk, Gooch or Gough, Adams, Lady Cheney, Peacock, Hille, Barrett, otherwise Lady E. Read, Minge, M. Dane, Old Workhouse.

St. Antholin:—Lady E. Martin, Dauntsey, Draper, Sir W. Craven, R. Parker, Coventry, W. Parker, the Lecturer's Estate.

St. Augustine:—Burton, Wollie, Harrison, Lady Hart, Hassell.

St. Bartholomew the Great:—Dissenters' Charity School, Whiting and others, Parochial or Free School, Lady Say and Sele, Wyatt, Burgess, Roycroft, Richardson, Johnson, Woodward, Elston, Bridges, Elliot.

St. Bartholomew the Less:—Meredith, Cartwright, Potts.

St. Bartholomew, Royal Exchange:—Wilford, Humble, Ormston, M. Dane, Sir G. Barnes, Bromley, Fishborne, Croshaw and others, Yeoman, Webb and others, Jesson and others or Parish Stock, Parish Estate, Perry.

St. Bartholomew, Moor-lane:—Share of the Charities of St. Giles Without, Cripplegate.

St. Benet Fink:—Sir T. Allen, M. Dane, Shield, Bennett, Woodward, Thricross, Gregory, Townsend.

St. Benet, Gracechurch-street:—Jordaine, Anonymous, Clarveaux, Sir J. Garrard, Sir T. Foot, Dudson.

St. Benet, Paul's Wharf:—Randolph or Randall, Paradine, D. Smith, W. Smith, Pope, Chamberlain, Straw, Parr, Broderick, Lady Hunsden and others, Addle-hill or Pools Estate, Nevitt, Banks, Winn, Arnold, Sir Leoline Jenkins.

St. Benet Sherehog:—Davison.

St. Botolph, Aldersgate:—Aldersgate Ward School, Dame Ann Packington, Cripps, M. Dane, Skydmere, Morley, Conyers, Osmotherlaw, Taylor, Henry Smith, Kempster, Tamworth, Gadbury, Dawtrey, Fryer, Snow, Ward, Pease, Normansed, Carter, B. Hyde, Turner, Lady Ramsey, Cureton, Church and Poor Estate.

St. Botolph, Aldgate:—Aldgate Ward Charity School, Sir John Cass, Sir S. Starling, Parochial School, Martyn and others, or Feoffees Estate, Jordeyn, Holligrave or Hollingrave, Skydmere, Tirrell, Rich, B. Hyde, Dowe, Sir J. Fenner, Lady Lumley, Nepton, Humston, Trelawney, White, Green, Cooch, Sir J. Leman or Reynolds, Rowse, Warren, Webster, Bailey, Garford, Petter, Dean, Radford, Seas, Roberts, Holbrook, Parish Estate, Butler.

St. Botolph, Billingsgate:—Billingsgate Ward School, Sir J. Leman, Barber, Sir J. Austin, M. Dane, Lady Howe, Hussey and Fellows, Wardall, Stokes, Parish Estate.

St. Botolph, Bishopsgate:—The Ward or Charity School, Turner and Seymour, Stewart, M. Dane, M. and P. Wilkinson, Skydmere or Scudamore, Campion, Webster, Ibell, Sir J. Fenner, Griffin and others, Rogers and Palin, Sir W. Alyn, Collett, Thomas, Bailey, R. Pindar, Earl of Devonshire, Marshall, Carter, Booth, Symonds, or Pitt, Quince, Curson, Greenhill, Tutchin, Russon and Marriott, Willow, Brereton, Mulford, Saunders, Drigue, Armstrong, Alleyn, E. and J. Underwood, Lady Lumley, Woode, Forde, B. Hyde, Dandy, Fyge, Grigman, Sander-son, Gorsuch, Reeve, Sir P. Pindars and others or Sevenoaks Estate, Owen and others, Andrews, Avenon, Batts, Butler, Carter, Nash, Paradine, Peter Street Estate, Scambler, Witton.

St. Bride:—Neale's Mathematical School, Lambert and others Parochial School, Jordon, or Jordeyn, Davidson, M. Dane, Flycke, Skydmore, J. Hyde, Craythorne, B. Hyde, Trussell, Sandbach, Atkinson, White, Johnson, Woodhill and Raymond, Acham, Thatcher, Jumper, Parratt, Lowman, Holden, Nicholls, Ridout, Strahan, Arnold, Sir T. and Lady Trevor, Cale, Pitt, Woodward, Wilson, Earl of Dorset, or Annuity Fund, Church Estate, or Parochial Property, Ulsthorpe.

St. Catherine Coleman:—M. Dane, Evans, Ripley, Isaacson, B. Hyde, Lambert and Stiles, Dizen, Delabar, Sir J. Dear, Ewer, Taddy, Cole;

St. Catherine Cree Church:—Waddis, Gilborne, Lee, M. Dane, Heatlersall, Roberts, Lingham, Harker and another, Blackwell and others, Sir J. Gayer, Rennie, Wilford and Bland, Hiet, Smith, Dunn, Jordeyn, Rich, B. Hyde, Lewis, Charnock and Jackson, Gardner, Groves, Phillips, Sir William de Bouverie, Parker, Parish Property, Whiteside, Owfield or Oldfield, Bury-street Chapel.

Christ Church, Newgate-street:—Farrington Ward School, M. Dane, Charles, Lady M. Ramsey, Banks, Henry Smith, Sir K. Digby, Harris, Needler, Bannister, Barnes, Waade, Hamey, Stretchley, Robinson, Cater, Brown, Stock, Bowerman, Crowder, Coutts, Parish Estate.

St. Christopher-le-Stock:—Cudner, Horsepool, Le Maire, D. and S. Brewster, Unknown or Harlewyn, Kendrick, Foreman, Heath, Parsons, M. Dane, Parish Estate.

St. Clement, Eastcheap:—Halliday, Jackson and others, Parish Lands, Barnham, Cotton, Nicholson, J. Hall, Hackley, Keeling, Middlemore, J. Hall.

St. Dionis, Backchurch:—Tindall, Lady Harvey Hewett, Sir R. Clarke, Wareham, M. Dane, Dame M. Osborne, Sir J. Percival, Tyson, Abdy, Jones, Pope, Celsy and others or Gilles de Kelseye, Sir R. Geffery, Orme, Philpot Lane or Derby's Haddocks, Langbourn Ward School.

St. Dunstons-in-the-East:—Tower Ward Charity School, Sir J. Moore, Barrett, Sevenoak, Sir B. James, Ernest, Sir W. Herriott, Herdson, Cuttall and Hanger, Goldstone, Sir R. Champion, M. Dane, Haynes, Sir T. Hunt, Bennett, A. Hyde, Bateman, Keate, Keate, Fowke, W. Hunt, Lady Conway, Turville, Sir W. Russell, Sir T. Chitty, B. Hyde, Parish House, Laing David.

St. Dunstan-in-the-West:—Knapp, Peigham, Morley, Elsing, Bowsar and Street, Crouch, Webb, Meredith, Sir M. Carewe, Jenkinson, Adams, Mawditt, Read, White, Latimer, Blake or Blaque, Johnson, C. Tirrell, E. Tirrell, Bell and Lowman, Warner, Sir R. Hoare, Arnold, Fisher, Dame A. Packington, Brown, Land, Unknown or Black Talbot Estate, Hoare, Charity School, Liberty of the Rolls, Baldwin, Worrall, Master of the Rolls' Gift, Fisher, Strode's Gift to Parochial Schools, Grimbaldson's, Hyndman, Webb.

St. Edmund King and Martyr:—Long Roysso, Lowen Watson, Taylor and Vanse, Williams, Sir N. Rainton, Meynell, Whitmore, M. Dane, Sir J. Percival, Hollingpriest.

St. Ethelburga:—Society School or St. Ethelburga and Ward of Bishopsgate Within, Stewart, M. Dane, Jenyns, Jennings, Kitchin, Gibbs, Dawson, Glover, Austin, Dawes, Hammond, Young, Parish Estate.

St. Faith:—Randolph or Randall, Norton, Trussell, Samms, Midwinter or Midwinker.

St. Gabriel, Fenchurch:—A. Smith, M. Dane, Bayworth, Montgomery, Herring, Hayes.

St. George, Botolph-lane:—Monnford, Gale, M. Dane, Lady Howe, Parish Houses, Stokes.

St. Giles, Cripplegate:—Trotman, Boys' Charity School in Red Cross-street, Girls' ditto, or Lady Holles, Hinton, D. Taylor, Sir W. Staines, Henry Smith, Deamer, Dickinson, Astill, Hitchins, A. and R. Mills, Sir J. Fenner, Palmer, Sir B. Maddox, Jones, J. Alston, Gervies, Duckett, Dandy, B. Hyde, M. Dane, Sworder, Bushy, Unknown, Bleyton, Rochdale, Mason, Day, R. Smith, Hanberry and Budd, Mayner, Langley, Harvest, Webb, Lady Bartlett, Bishop of Winchester and others, Laurence and Marshall, Budd, Bishop of Ely, Blith or Blythe, Glazebrook, Snow, Nightingale, Heath, Unknown, Whittles;

Noakes, Townsend, Davis, Unknown, House in Whitecross-street, Bush, Cowper, Skydmore, Tirrell, Barnes, Potter, Wheeler, Astill, Ward, Bailey, Jumper, R. Rochdale, Trotman, D. Taylor, Gouldsmith, Woodward, Bread-street Charity.

St. Gregory by St. Paul:—Randall or Randolph, Corbett, J. and M. Deacles, Jones, Thompson, Sion College.

St. Helen's, Bishopsgate:—J. Robinson, E. Fennor, Prior, Sir M. Lumley, W. Robinson, T. Fennor, Featley, Sir J. Lawrence, Hutchins, Pennoyre, Dingley, Hanson and others, Smith, M. Dane.

St. James, Duke's-place:—Sir E. Barkham, Poor's Land.

St. James, Garlick Hythe:—Vintry Ward Charity School, Hart, Parrott, Heydon, W. James and others, Daniel, Parris, Osmotherlaw, Barron, Platt, M. Dane, Phillips, Parish Estates.

St. John the Baptist upon Walbrook:—Scales, Smith, Colborn, Campe, Exchequer Annuity, Lock, Parish Estates.

St. John the Evangelist:—Sir Wm. Craven, W. de Angre.

St. John Zachary:—Hille, Sir B. Reade, Barratt or Dame E. Read, Strelley, Jenner, Sir J. Wollaston, Walter, Sir J. Drax, Robinson, Smith or Crane, Austin, M. Dane, Snart, Fickett, Parish Estate.

St. Lawrence Jewry:—Smith, Robins, De Kelsey, Sir L. Duckett, Lady Gresham, Appowell, A. Blundell, Bayley, Fowler, Sir E. Barkham, Astell, Lady Camden, Elborough, Scott, Upper Thames Street Estate, Lower Thames Street Estate, City Estates.

St. Lawrence Pountney:—Wilkinson, Harvey, Parish Estates.

St. Leonard, Eastcheap:—Colfe, Lady Howe, Parish Estate.

St. Leonard, Foster Lane:—M. Dane, Lady Cheyne, Read, Smith or Crane, Minge, Jenner, Sir J. Trott.

St. Magnus-the-Martyr:—Exchequer Annuity, Chambers, Jenyns, Wooller, Petty, Arnold, Parish Estate.

St. Margaret, Lothbury:—King Henry VIII, Sir T. Rivett, Bramley, M. Dane, Barnes, Chapman, Church Fund, Parish Fund.

St. Margaret-Moses:—Bush, Scott, Pook.

St. Margaret, New Fish-street:—Jenyns, Parris, Wyberd, Rogers, Lady Howe, Poor's land.

St. Margaret Pattens:—Lady Howe, M. Dane, Collyer, B. Hyde, Cromer, Salter, Milsop, Camden, Sir P. Vanderfent, Parish Houses, &c., Wilson.

St. Martin, Ironmonger-lane:—Stoddart, Stoddart.

St. Martin, Ludgate:—Cock, Sir S. Peacock, Griffin, Caldwell, Swedell, Lowman, Corbett, Cater, Evans, Cross, Baldwin, Leach, Lock, Nicholls.

St. Martin Orgar:—Sir W. Cromer, Sir H. Browne, Wollaston, Walwyn, Beusteyn, Sir A. Cotton, King Edward VI.

St. Martin Outwich:—Sir H. Rowe, Churchman, M. Dane, Taylor, Sandys, Anselin, Vaughan.

St. Martin, Vintry:—Fellows, Trevillian, Heydon and Barret, Billage or Billanger, Swayne, Amyas, Thomegay or Thornegay, Rand, M. Dane, Hody, Parish Estate.

St. Mary, Abchurch:—Creek and others, Hyde, Evans, Watson, Stocker, Astelyn, Hill or Maurlay, Parish Estate.

St. Mary, Aldermanbury:—Lady Gresham,

Sir J. Davy and Ecclestone, Winne, Parish Estates.

St. Mary Aldermary:—Barton, Watson and Hollygrave, Shield, Hawes and Rodway, Pifowen or Soen, Catcher, Brown, Unknown, Kemp, Sprott, Rowe, Garrett, De Balton, Parish Estate.

St. Mary Bothaw:—Unknown, Parish Estate, Morning Lecturer Fund.

St. Mary-le-Bow:—Parish Estates Sacrament Money.

St. Mary Colechurch:—Edmonds, Jackson, Clark, Hearne.

St. Mary-at-Hill:—B. Hyde, Lady Howe, Webb, M. Dane, Revell, Sir J. Leman, Maddox, Harvey, Maughan, Joseph Moseley, Advowson of Rectory, Weekly Divinity Lecture, Parish Estate.

St. Mary Magdalen, Old Fish-street:—Lockington, Berry, Kendal, Jenyns, Randolph, Halsey, Randolph or Randall, Arnold, T. Lockington, Swardeby, Church Estate.

St. Mary Magdalen, Milk-street:—De Kelsey, Lady Camden, Smith.

St. Mary Mounthaw:—Randolph or Randall.

St. Mary Somerset:—Jenyns, North, Wilford or Cox and Jacobs, T. and W. Fringe, B. Hyde, Randolph or Randall, Anonymous.

St. Mary Staining:—Hille, Barrett or Read, Lawnde, M. Dane.

St. Mary Woolchurch-Haw:—Bearbinderlane Estate, J. and F. West, Pelter, S. N. Rainton, M. Dane.

St. Mary Wolnoth:—Sir J. and Lady Percival, M. Dane, Lady Ramsey, Sir M. Bowes, Cheney, Humble, Meynell, Sir T. Viner and others, Smith, Anselim, Smith, Lambe, McPherson.

St. Matthew, Friday-street:—All charities.

St. Michael Bassishaw:—Baker, Richardson, Lady A. Bacon, R. and M. Adams, Rose and Rogers, Vaskerfield, Bancks, Sir W. Dixie, Cyolls, Elkins, Lock, Bird, Evans, Delahaize, Swanson, Haylin, Townsend, M. Dane, Leman, Fish, Sir W. Dixie, Vaughan, Frizby, Wolfe.

St. Michael, Cornhill:—Church Estate, Russe and others, Gunter, Lute, Bailey, Vernon, Parsons, Caldwell, Abbott, Martin and others, Unknown, Cowper, Rayner, Swartz, Partridge, Rainey, M. Dane, Huitson.

St. Michael, Crooked-lane:—Bridge, Candlewick, and Dowgate Wards Charity School, Parish Estates, Edward the 3rd and others, F. and A. Withins, Lightfoot, T. Withins, A. Wood, Cotton, Cooke, Welch, Fishmongers' Composition Money, Ware, Waller, Mowse, Hilson, Burnell, Leman, Harris, Jennings, King, Anni-son, Townsend.

St. Michael Paternoster Royal:—Unknown Donor (Parish Estate), E. Juxon, T. Juxon, Poor and Parish Stock, Heydon, Barrett, Lady Bayley, Hody.

St. Michael, Queenhithe:—Thompson, Bridges, Hyde, Randolph, Spilman.

St. Michael-le-Quern:—Walker, Leyland, Barnardiston, Davenport, Barnes, Sir J. Johnson, Buckland, Brown, Parish Houses.

St. Michael, Wood-street:—Parish Estate, Hille, Barrett.

St. Mildred, Bread-street:—Parish Estate, Langham, Simmond, Simmond, Unknown Donor, Brightwell, Gittin, Ireland, Crisp, Lady Nicholas, Thwaites, Copynger, Hawes, Spiers.

St. Mildred the Virgin:—Sir W. Butler, Hale, Thomlinson, Lane, Hawes, Tudnam, Tudnam, Dixon, Clarke.

St. Nicholas - Acons:—Sir J. Allen, Sir J. Percival, M. Dane, Lloyd.

St. Nicholas Cole Abbey:—Queenhithe Ward School, Weston, Bromsgrove, Jenyns, T. Hazlefoot, H. Hazlefoot, Randolph, Haydon, Hockley, Wood, Cheshunt House, Unknown.

St. Nicholas - Olave:—Leonard, Randolph, B. Randolph, Field, Hedger, Church Estate.

St. Olave, Hart-street:—Lord Sudbury, Hull, Wolstenholme, Lowen, Bayneham, Deane, Hylord, Cheney, Windsor, Dane, Smith, Evans, Lambert, Williams, Tunnard, Barton.

St. Olave, Old Jewry:—Stoddart, M. Dane, Dame M. Weld, Huett, Bennett and Campbell, Sir J. Frederick and Parish Money, Vaughan, Vaughan, Sir T. Foot, Crook, Smith.

St. Olave, Silver-street:—Lambrace, Morell, B. Hyde, Burt.

St. Pancras, Soper-lane:—Chapman, Cotton, Parish Estate.

St. Peter, Cornhill:—Cornhill and Lime-street Ward School, Cooling, Thompson, Warden, Dwight, Hinde, Baldwin, Dane, Symonds, William of Kingston, Edge, Taylor and Gibbs, Rev. J. Taylor, Church Estate.

St. Peter, Paul's Wharf:—Randolph, Wyatt, Laleham Estate, Unknown, St. Peter's-hill Estate.

St. Peter-le-Poer:—Lady Bacon, M. Dane, Lady Ramsay, Quarles, Lady Cockaigne or Daire, Dame E. Rich, Scott.

St. Peter, West Cheap:—Walton, Barrett, or Read, Baskerfield, Duckett, Unknown, Sparrow, Wrigglesworth, Church Lands.

St. Sepulchre:—Reeve, Newcastle, Jefferie at Church, Holmes, Shawe, Heron, Ashton, Garrett, Richmond, Creswell, Bucke, Soule, Branch, Smallman, Glassbrook, Parish Money, Loane, Hawkes, Holborn Bridge Estate, Newton, Jervis, H. Smith, Ellesdon, Ridge, Bell, Watson, Fenner, R. Smith, Janvaring, Adams, May, Dickenson, Chard, Buck, Dane, Lambert and Styles, Hyde, Dandy, Bush, Skydmore, Tirrell, Meredith, Ashton, Heron, Barrett, Potter, Perryn, Stevens, Cowper, Bathurst, Hudson, Bayley, Ray, Turner or Tanner, Bull, Farrington, Golde, Lowman, Dowe, Turner, King, Hodson, Mavnsfield, Pennell, Pemerton, Dove, Berry, Drinkwater, Motet, Baker, Wilkes, Pettit, Boys' School, Ladies' School, Bowcock, Watlington.

St. Stephen, Coleman-street:—Coleman-street Ward School, White, Skydmore, Taylor, Goddard, Wroth, Bradbury, Eyre, Floyd, Capp, Dane, Hyde, Barnes, Smith, Precious, Woodward, Bayley, Parish Estate, Chapman, Simons.

St. Stephen, Walbrook:—Parish Estate, Dickenson.

St. Swithin:—Sir J. Hart, Manning, Southwick, Elways, Whetenall, Hill and Reeve, Glover and Cradock, Hovenor, Wynne, J. West, A. West, Lady Slaney, Parish Estates, Whetenall.

St. Thomas Apostle:—Bromwell and Champneys, Hindman, Howse, Heydon, Spencer, Beeston, Lawrence, Beard, Shipman, M. Dane.

St. Vedast Foster:—Foster, Lady Gresham, H. Smith, Perrin, Barrett or Reade, Hill, Greigman, Johnson, Johnson, Tempest, Barnes, Brown, Church Lands, Gutter-lane Premises.

Trinity-the-Less:—Sir J. Gore, Owfall, Randolph.

Trinity, Minories:—Hyde, Pritchard, Lindsey, Richardson, Wrigglesworth, Robinson, Parish Estate.

In Parliament—Session 1882.

Gateshead and District Tramways Company.
(Abandonment of portion of Authorised Works and Release of the Deposit; Reduction of

No. 25040.

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Capital; Altering Number of and Times for holding General Meetings; Extension of Time for Construction of Authorised Tramways; Alteration and Amendment of Special Act; and other purposes.)

TAKE notice, that application is intended to be made to Parliament next session, by the above-named Company, for leave to bring in a Bill for the following or some of the following purposes, that is to say:—

To empower the Company to abandon the construction of such and so much of the proposed tramways and works authorised by the Gateshead and District Tramways Act, 1880, and situate in the township of Nether-Heworth, in the parish of Jarrow and county of Durham, as are next hereinafter specified, that is to say—so much of Tramway No. 4 as lies between a point 190 yards or thereabouts west of the south-west corner of the Swan Inn, at Nether-Heworth (being the point shown on the plans deposited for the purposes of that Act as the commencement of Tramway No. 4A) and its termination, Tramway No. 4B and Tramway No. 4C, and the works connected therewith respectively, or such portion thereof as the Bill may prescribe or Parliament may sanction; and to provide for the release and repayment of a proportionate part of the deposit fund paid into the Chancery Division of the High Court of Justice on the application to Parliament for the said Act, and to reduce the capital of the Company.

To extend the time for constructing the Company's authorised tramways or some of them, or some part thereof for such period or periods as the Bill may prescribe or Parliament may sanction.

To alter the number of the general and other meetings of the Company and the periods prescribed for holding such meetings, and to make other provision for conducting the business and affairs of the Company.

To vary, alter, or repeal the provisions of the Gateshead and District Tramways Act, 1880, so far as may be necessary for effecting the foregoing purposes.

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 the 14th day of November, 1881.

Durnford and Co., 38, Parliament-street,
Westminster, S. W., Parliamentary
Agents.

In Parliament—Session 1882.

Ventnor Gas and Water.

(Extension of Limits, to include Whitwell and Niton; Powers as to Electricity, &c.; Agreements for Supply of Gas and Water in bulk; Purchase of Land by Agreement; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session by the Ventnor Gas and Water Company (in this notice called "the Company") for leave to introduce a Bill for the following, or some of the following, purposes:—

1. To extend the limits within which the Company are authorised to supply both gas and water, so as to include the parishes of Whitwell and Niton, in the Isle of Wight, and county of Southampton, or some part or parts thereof, and to enable the Company to supply gas and water in those parishes, and to exercise therein all the powers with respect to the breaking up of roads and streets, and the laying of pipes and mains which the Company have within their present limits, and to demand and collect such rents, rates and charges for the supply of gas and water

within those parishes, as may be defined in the Bill, or as Parliament may prescribe.

2. To authorise and empower the Company to enter into contracts or agreements for the sale or supply of gas and water or either of them, in bulk to any local or sanitary authority, or any company or body of persons.

3. To enable the Company to purchase by agreement for the purposes of their Undertaking, additional lands to an extent to be defined by the Bill, and to hold and use such lands for the purposes of their gasworks or waterworks, and to sink wells, shafts and adits therein, and to erect thereon pumping and other engines, reservoirs, tanks, gasholders and other works and apparatus.

4. To empower the Company to produce or generate 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 the lands, buildings, works, machinery, conveniences and apparatus at any time belonging to them; also to acquire and hold patent rights, and licenses to use and exercise patent rights, and to levy and collect rents or charges in respect of such supply, and so far as practicable to apply to such supply all powers which the Company possess in relation to gas or water.

5. To incorporate in the Bill, with any such modifications or exceptions as may be deemed expedient, "The Lands Clauses Consolidation Acts, 1845, 1863 and 1869;" "The Waterworks Clauses Acts, 1847 and 1863;" and "The Gasworks Clauses Act, 1847," as amended by "The Gasworks Clauses Act, 1871;" and to vary and extinguish any existing rights and privileges which may interfere with the objects of the intended Act, and to confer, vary and extinguish other rights and privileges.

6. To amend and extend, and so far as necessary or expedient for the purposes aforesaid, to repeal some of the provisions of "The Ventnor Gas and Water Act, 1866," and "The Ventnor Gas and Water Order, 1879," confirmed by "The Gas and Water Orders Confirmation Act, 1879," and any other Act relating to the Company, and "The Isle of Wight Waterworks Act, 1861."

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 14th day of November, 1881.

Hamilton Urry and Marsh, St. John's Chambers, Ventnor, Isle of Wight, Solicitors for the Bill.

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

In Parliament—Session 1882.

Coventry and District Tramways Company.
(Power to Company to Construct an Additional Tramway, and to Deviate Portions of their Authorised Tramways in Broadgate and Cross-cheaping, in the city of Coventry; Application of Funds thereto; Interference with Streets, Tolls, Steam and Mechanical Power; to Alter the Number of and Times for Holding General Meetings; to Extend the Time for Constructing their Authorised Tramways; Incorporation, Alteration and Amendment of Acts, and other purposes.)

A PPLICATION will be made to Parliament next session, by the above-named Company, for leave to bring in a Bill for the following, or some of the following purposes, that is to say:—

To empower the Company to make and maintain a tramway, to be situate wholly in the

parish of St. Michael, Coventry, commencing in the Warwick-road by a junction with the Company's authorised tramway, at a point about 30 yards northward of the centre line of the roadway of Stonleigh-terrace, turning thence into and along Eaton-road, leading to the passenger station of the London and North-Western Railway, and terminating at the city boundary, in the last-named road, at or near its termination at the railway station-yard.

The said tramway will consist of a single line, except for a distance of about 60 yards from its termination, where it will consist of a double line.

To empower the Company to abandon the construction of Tramway No. 1A, authorised by the Coventry and District Tramways Act, 1880, and in lieu thereof to make and maintain a single line of tramway, to be wholly situate in Broadgate, and Cross-cheaping, in the parishes of St. Michael and Holy Trinity, Coventry, commencing by a junction with Tramway No. 1, by that Act authorised, at a point opposite the south-east corner of the City Hotel, and terminating by a junction with the same tramway at a point opposite the passage leading to the Dolphin Inn, which said proposed tramway is intended to form with that tramway a double line of tramway between those points, and also to empower the Company to deviate the centre line of the said Tramway No. 1 (as laid down on the deposited plans thereof) between the said points in the said parishes.

The said tramways will be laid on a gauge of 3 feet 6 inches.

To empower the Company to maintain the said intended tramways as part of their authorised undertaking, and to incorporate with and make applicable to or for the purposes of the said intended tramways all or some of the powers and provisions of the Coventry and District Tramways Act, 1880, and the Acts incorporated therewith, and to enable the Company to apply their authorised capital to constructing the said intended tramways, and other purposes of the said Bill; to levy tolls, rates, and charges in respect of the said intended tramways, and to confer exemptions from payment of such tolls, rates, and charges; to break open and interfere with streets and roads, and with pipes, sewers, and drains, under the same, for the purpose of laying down, constructing, and maintaining the said intended tramways in and along the same; to use and dispose of any road materials obtained or excavated in constructing the tramways; to make additional crossings, sidings, passing places, turnouts, and other works in addition to those above specified; to discontinue (temporarily or permanently) any tramway when constructed, and when necessary to lay down in lieu thereof temporary tramways; to use steam and other mechanical power upon the intended tramways; to sell and transfer their undertaking to any local or road authority and other companies, bodies, or persons, and to make all other necessary provisions for the making and maintaining the said intended tramways, and for the exclusive user thereon by the Company of carriages with flanged or other wheels specially adapted to run on an edged or a grooved rail.

To alter the number of the general and other meetings of the Company, and the periods for holding such meetings, and to make other provisions and regulations for conducting the affairs of the Company.

To extend the time for constructing the Company's authorised tramways, or some of them, or some part or parts thereof for such period or

periods as the Bill may prescribe or Parliament may sanction.

To vary or extinguish all rights and privileges which may in any way impede or interfere with the purposes of the intended Bill, and to confer other rights and privileges.

To alter, amend, extend, or repeal all or any of the provisions of the Coventry and District Tramways Act, 1880, so far as may be necessary for effecting the foregoing purposes, or any of them.

Duplicate copies of the plans and sections of the said proposed new tramways and deviation, and a book of reference to the said plans, 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 with the clerk of the peace for the county of Warwick, at his office, in Leamington, 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 which the proposed tramways and deviation, or either of them will be constructed, with a copy of this notice, published as aforesaid, will be deposited with the parish clerk of each such parish, at his residence.

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 the 14th day of November, 1881.

Dewes, Son and Wilks, Coventry, Solicitors.
Durnford and Co., 38, Parliament-street,
Westminster, S.W., Parliamentary
Agents.

Board of Trade.—Session 1882.

Southend Pier.

(Extension of Time and Revival of Powers for Construction of Works authorised by the Southend Piers Order, 1878; Powers to Lease Existing and Proposed Undertaking; Confirmation of Lease and Agreements; Incorporation and Amendment of Acts, and other Powers.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Local Board for the district of Southend, in the county of Essex (hereinafter called the Local Board), pursuant to the provisions of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for a Provisional Order for the following, or some of the following, amongst other purposes (that is to say):—

1. To revive the powers and extend the time conferred and limited by the Southend Piers Order, 1878, confirmed by the Pier and Harbour Orders Confirmation Act, 1878 (No. 1), for the making of all or some of the works authorised by that Order, which works are situate in the parish of Prittlewell, in the county of Essex, and the bed and shore of the sea, and are described in the said Order as follows (that is to say):—

A new Pier, commencing at or near high water mark at ordinary spring tides, at a point adjoining and east of the existing Pier, and thence proceeding seaward in a southerly direction parallel with and terminating at or near the termination of the existing Pier.

An enlargement of the existing pierhead on the east and west sides thereof respectively for a distance of 50 feet, and on the north side thereof for a distance of 40 feet or thereabouts.

A new Pier, commencing at or near high-water mark at ordinary spring tides, at a

point near and to the east of the Castle public-house, and proceeding seaward in a southerly direction for a distance of 350 feet or thereabouts.

2. To revive and extend and apply to the intended works, or some of them, and to incorporate with, or re-enact in the Order, all or some of the provisions of the said Southend Piers Order, 1878, and of the Acts relating to the existing pier and works of the Local Board, and to confer upon the Local Board all such powers, rights, authorities, and privileges which are or may become necessary or expedient for carrying the powers of the Order into execution; to vary and extinguish all powers, rights, authorities and privileges inconsistent with or which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the Order, and to confer other rights, authorities and privileges.

3. To authorise the Local Board from time to time to lease either in perpetuity or for a limited period their existing Pier and the works and conveniences connected therewith, and the intended new Piers and works, and any of their existing authorised or intended tolls, rates, duties, charges, works or property (all of which are hereinafter included in the expression "the Undertaking"), or any or either of them, or any part or parts thereof, to such person or persons or company upon such terms (pecuniary and otherwise) and conditions, and under and subject to such restrictions and regulations as they think fit, and to vest in such lessee during the continuance of the lease all or any of the powers, rights, privileges and authorities of the Local Board, whether with reference to the maintaining and carrying on of the Undertaking, the levying, recovery and enforcing of rents, tolls, rates, dues, charges, damages and penalties, or otherwise, and to sanction, confirm and give effect to any such lease or agreement for the same already granted or made, or which may be granted or made prior to the passing of the Bill confirming the intended Order.

4. The Order will or may 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 alter, amend, extend, enlarge and, if need be, repeal the provisions or some of the provisions of the following Acts relating to the Pier, that is to say:—10 Geo. 4, cap. 49; 5 and 6 Wm. 4, cap. 90, and 38 and 39 Vic., cap. 29; The Pier and Harbour Orders Confirmation Act, 1878 (No. 1), and all other Acts, if any, relating to the Pier or which may relate to or be affected by the Order.

And notice is hereby also given, that on or before the 30th day of November, 1881, plans and sections of the said intended works, the powers for making which are proposed to be revived, and a copy of this notice will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, at the Custom-house of the port of Maldon, at Maldon, in the county of Essex, and at the office of the Board of Trade, Whitehall, London.

On and after the 23rd day of December, 1881, printed copies of the draft Provisional Order may be obtained by all persons applying for them, at the price of one shilling each, at the offices of either of the under-mentioned.

Dated this 16th day of November, 1881.

William Gregson, Southend, Solicitor.

John Charles Ball, 16, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

London and North Western Railway.

(New Railways and Widening of Railway, New and Alterations of existing Roads and Foot-paths and other Works, and Acquisition of Lands in the counties of Middlesex, Buckingham, Warwick, Northampton, Stafford, Lichfield (city and county of city), Chester, Lancaster, York (West Riding), Carmarthen, Flint, Denbigh, and Carnarvon; Acquisition of portion of Bickershaw Railway; Construction of Railways by Company and Lancashire and Yorkshire Railway Company in counties of Lancaster and York (West Riding); Construction of Railways and other Works, and Acquisition of Lands by Company and Great Western Railway Company in county of Chester; Superfluous Lands and Lands of Birkenhead Railway; Tolls on Carnarvonshire Railway; Amendment of London and North Western Railway (New Railways) Act, 1881; Sale of certain Shares in Shropshire Union Railways and Canal Company; Further Provisions as to Holyhead Old Harbour; Contribution to Provident Society; Agreements with Lancashire and Yorkshire, Great Western, Midland, and Manchester, Sheffield, and Lincolnshire Railway Companies; Additional Capital; Amendment of Acts.)

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

To empower the Company to make and maintain the new railways and the widening of (including in that term the alteration and improvement of, and the laying down of additional lines of rails upon) the portion of their existing railway hereinafter respectively described, with all proper stations, sidings, approaches, works, and conveniences connected therewith (viz.) :—

A railway to be called the Willesden Curve, commencing in the parish of Acton, in the county of Middlesex, by a junction with the North and South Western Junction Railway at a point 120 yards, or thereabouts, south of the junction therewith of the Company's Hampstead Junction Railway, known as the Old Oak Junction, and terminating in the parish of Hammersmith, in the same county, by a junction with the Company's Willesden loop-line connecting their Hampstead Junction Railway with the West London Railway at a point on the said loop-line 45 yards, or thereabouts, south-east of the Willesden Junction High-Level Station thereon, which intended railway will be wholly situate within the said two parishes of Acton and Hammersmith.

Two railways, to be called the New Railways, at Rugby :—

No. 1, commencing in the parish of Rugby, in the county of Warwick, by a junction with the Company's London and Birmingham Railway at or near the junction therewith of their Rugby and Stamford Railway, and terminating in the parish of Clifton-on-Dunsmore, in the same county, by a junction with the said Rugby and Stamford Railway at a point 55 yards, or thereabouts, south-west of the Clifton Mill Station thereon, which intended railway will be wholly situate within the said two parishes of Rugby and Clifton-on-Dunsmore.

No. 2, commencing in the parish of Rugby, in the county of Warwick, by a junction with the said intended Railway No. 1 at a point

30 yards, or thereabouts, south-east of the bridge carrying Clifton-road over the Company's London and Birmingham Railway, and terminating in the parish of Hillmorton in the same county, by a junction with the Company's Bletchley, Northampton, and Rugby Railway No. 2, now in course of construction, at a point 900 yards, or thereabouts, south-east of the last-mentioned bridge, which intended railway will be wholly situate within the said two parishes of Rugby and Hillmorton.

A railway, to be called the New Junction, at Nechells, to be wholly situate in the parish of Aston-juxta-Birmingham, in the county of Warwick, commencing by a junction with the Company's Grand Junction Railway at a point 110 yards, or thereabouts, north of the bridge carrying Nechells Park-road over that railway, and terminating at a point 55 yards, or thereabouts, south-west of the junction of Johnson-street with Cattell's-grove.

A railway, to be called the Wednesbury Curve, to be wholly situate in the parish of Wednesbury, in the county of Stafford, commencing by a junction with the Tipton Branch of the Company's South Staffordshire Railway at a point 100 yards, or thereabouts, west of the bridge carrying the Great Western Railway over the said South Staffordshire Railway, and terminating by a junction with the Darlaston Branch of the last-mentioned railway at a point 35 yards, or thereabouts, south of the bridge carrying Victoria-street, Wednesbury, over that branch.

A railway, being a deviation of the Denton and Saddleworth Railway No. 2 authorized by "The London and North Western Railway (New Railways) Act, 1879," to be wholly situate in the township of Staley, in the parish of Mottram-en-Longdendale, in the county of Chester, commencing by a junction with the said authorized railway at a point 770 yards, or thereabouts, south of Spring-grove Mill, and terminating by a junction with the same railway at and on the south side of the public road known as Micklehurst-road, Mossley. And to abandon the construction of so much of the said authorized railway as lies between the commencement and termination of the said intended deviation. And to repeal, alter, or amend the proviso to sub-section 1 of section 4 and section 10 of the said last-mentioned Act.

The widening, in the township and parish of Liverpool, in the county of Lancaster, of the Company's Liverpool and Manchester Railway, between their Lime-street Station and Back Brownlow-street, Liverpool.

To revive and extend the powers granted by "The London and North Western Railway (New Lines and Additional Powers) Act, 1876," for the construction of, and for the purchase of lands for, and otherwise relating to the Llanelly Station Railway, being a railway to be wholly situate in the parish of Llanelly, in the county of Carmarthen, commencing by a junction with the railway of the Llanelly Railway and Dock Company at or near the north end of the Dock Station on that railway, and terminating at or near a point on the public carriage-road known as the New Dock-road, 120 yards, or thereabouts, south of the junction of that road with the road known as the Copper Works-road.

To empower the Company to execute the works and acquire the lands (in which term in this

notice houses and buildings are included) and exercise the powers following (that is to say):—

In the parish of St. John, Hampstead, in the county of Middlesex—

To widen, to the extent of 7 yards, or thereabouts, on the north-west side thereof, the bridge which carries the Company's Hampstead Junction Railway over the Midland Railway, near West End-lane.

In the township of Bolehall and Glascote, in the parish of Tamworth, in the county of Warwick—

To divert and carry under the Company's Trent Valley Railway the footpath which now crosses the said railway on the level at the east end of the Tamworth Station; and to stop up and discontinue so much of the said footpath as lies between the boundaries of the Company's property.

In the parish of Birmingham, in the county of Warwick—

(1.) To make a new street, commencing by a junction with Station-street 26 yards, or thereabouts, north-east of the junction of that street with Hill-street, and terminating at the junction of Worcester-street and Great Queen-street.

(2.) To alter the levels of so much of Dudley-street as will be situate between the said intended new street and Inkley-street.

(3.) To stop up and appropriate to the purposes of the Company's undertaking the sites of so much of Station-street and Dudley-street as lies to the north of the said intended new street.

(4.) To acquire by compulsion or agreement certain lands lying between Station-street, Dudley-street, and the said intended new street, and certain other lands lying between the north-west side of Old Meeting-street and Dudley-street, and certain other lands lying between the north-east side of Old Meeting-street and Worcester-street, and certain other lands, being the houses and premises numbered 89 and 90 in Hill-street.

In the parish of Harborne, in the county of Stafford—

To make the two new roads following (that is to say):

(1.) A new road, commencing by a junction with Rolfe-street, Smethwick, immediately north of the level crossing of that street by the Company's Stour Valley Railway, and terminating by a junction with Brass House-lane, Smethwick, 65 yards, or thereabouts, north of the level crossing of that lane by the said railway.

(2.) A new road, commencing by a junction with Rolfe-street aforesaid at or near its junction with High-street, Smethwick, and passing thence over the said railway to and terminating by a junction with the said intended new road No. 1 at a point 55 yards, or thereabouts, east of the said Brass House-lane level crossing. And to stop up and discontinue and appropriate to the purposes of their undertaking the portions of Rolfe-street and Brass House-lane aforesaid which lie between the boundaries of the Company's property.

In the parish of Wednesbury, in the county of Stafford—

To alter, extend, and reconstruct the bridge by which Victoria-street, Wednesbury, is carried over the Darlaston Branch of the Company's South Staffordshire Railway.

In the townships of St. Michael, Lichfield, and

Streethay, in the parish of St. Michael, Lichfield, in the city and county of the city of Lichfield, and in the county of Stafford—

(1.) To alter and divert for a distance of 180 yards, or thereabouts, on each side of the Company's South Staffordshire Railway the public road which now crosses that railway on the level at a point 650 yards, or thereabouts, south-west from the crossing by that railway of the Company's Trent Valley Railway, and to carry the said road over the first-mentioned railway, and to stop up and discontinue and appropriate to the purposes of the Company's undertaking so much of the said public road as lies between the boundaries of the Company's property.

(2.) To alter and divert the undermentioned portion of the public road which now crosses on the level the Company's Trent Valley and South Staffordshire Railways respectively at points thereon 150 yards or thereabouts, south-east, and 250 yards, or thereabouts, north-east, respectively, of the bridge which carries the latter over the former of those railways, that is to say, so much thereof as lies between a point 80 yards, or thereabouts, south of the said Trent Valley level crossing and a point 70 yards, or thereabouts, north of the said South Staffordshire level crossing, and to carry the said road over the said Trent Valley Railway and under the said South Staffordshire Railway, and to stop up and discontinue and appropriate to the purposes of the Company's undertaking so much of the said road as lies between the boundaries of the Company's property.

In the township of Salford, in the parish of Manchester, in the county of Lancaster—

(1.) To construct an additional archway or opening under West Egerton-street, on the south side of and adjoining the existing archway or opening by which that street is carried over the Company's Liverpool and Manchester Railway.

(2.) To construct additional archways or openings under Oldfield-road, on the south side of and adjoining the existing archway or opening by which that road is carried over the Company's Liverpool and Manchester Railway.

In the townships of Salford and Manchester, or one of them, in the parish of Manchester, in the county of Lancaster—

In connection with the widening of the Company's Liverpool and Manchester Railway between the Ordsall-lane and Victoria Stations authorized by the London and North Western Railway (New Railways, &c.) Act, 1878, and with the enlargement and alteration of the former station, to widen to the extent of 8 yards, or thereabouts, on the southern side thereof the bridge which now carries the Manchester South Junction and Altrincham Railway over the River Irwell.

In the townships of Newton and Gorton, in the parish of Manchester, in the county of Lancaster—

To divert and stop up so much of the existing footpath which now passes along the east side of the Company's Stockport and Manchester Railway at Longsight Station as extends for a distance of 175 yards, or thereabouts, measured in a northerly and easterly direction along the said footpath from Kirkmanshulme-lane.

In the township of Widnes, in the parish of Prescot, in the county of Lancaster—

- (1.) To stop up and appropriate to the purposes of the Company's undertaking the site of so much of Lugsdale-road, Widnes, as extends from the level crossing of that road by the Company's Saint Helen's Railway, known as the Vineyard Level Crossing, to a point on the said road 90 yards, or thereabouts, east of the junction of Pool-street therewith.
- (2.) To construct a footbridge for the purpose of carrying over the Company's Saint Helen's Railway the public footpath, known as Bradley Footpath, which now crosses that railway on the level 370 yards, or thereabouts, north-east of the Vineyard Level Crossing aforesaid, and to stop up and discontinue so much of the said footpath as will be rendered unnecessary by the construction of the said footbridge.

In the township of Halewood, in the parish of Childwall, in the County of Lancaster—

In constructing the widening of their Garston and Warrington Railway authorized by the London and North Western Railway (New Railways, &c.) Act, 1878.

- (1.) To alter the levels of so much of the road which now passes over the said railway at the Ditton Station as extends for a distance of 160 yards, or thereabouts, southwards from that railway.
- (2.) To alter the levels of so much of the road which now crosses that railway on the level at the Halebank Station as lies between two points respectively 110 yards, or thereabouts, north, and 165 yards, or thereabouts, south of the said level crossing, and to carry the said road under the said railway, and to repeal or alter sub-section 3 of section 18, and sub-section D of section 19 of the said Act.

In the township of West Derby, in the parish of Walton-on-the-Hill, in the county of Lancaster—

To make two new streets between Highgate-street and Back Highgate-street, along the Company's Liverpool and Manchester Railway, as authorized to be widened by The London and North Western Railway (New Railways, &c.) Act, 1878, one being on the north side and the other on the south side of the said railway, and to stop up and discontinue so much of Back Highgate-street as lies between the said intended new streets, and to take down and remove the bridge or tunnel by which the said street is now carried over the said railway, and to repeal or alter sub-section 6 of section 33 of the last-mentioned Act, so far as the same relates to Back Highgate-street.

In the township and parish of Liverpool, in the county of Lancaster—

To make a new street from Brownlow-street to Back Brownlow-street, along the north side of the Company's Liverpool and Manchester Railway, as proposed to be widened under the provisions of the intended Act, and to stop up and discontinue so much of Back Brownlow-street as lies between two points respectively 30 and 53 yards, or thereabouts, north of its junction with Brownlow Hill, and to take down and remove the bridge or tunnel by which the said street is now carried over the Company's said railway, and to repeal or alter sub-section 6 of section 33 of "The London and North Western Railway (New Railways, &c.) Act

1878," so far as the same relates to Back Brownlow-street.

In the township of Saddleworth, in the parish of Rochdale, in the West Riding of the county of York—

- (1.) To stop up and divert so much of the bridle-road, known as Pickhill-lane, as extends from the west side of the Company's Denton and Saddleworth Railway No. 2 now in course of construction to Pickhill Brook, and to carry the same along the western side of the said railway for a distance of 150 yards, or thereabouts, and thence under that railway to join the said existing bridle-road at Pickhill Brook aforesaid.
- (2.) To make two new footpaths, one thereof commencing by a junction with the existing footpath which crosses on the level the Company's Huddersfield and Manchester Railway, near the Dobbross Iron Works, 10 yards, or thereabouts, east of the said level crossing, and terminating by a junction with another footpath which crosses on the level the said railway 150 yards, or thereabouts, south of the first-mentioned existing footpath, such junction being 40 yards, or thereabouts, east of the last-named level crossing, and the other of such new footpaths commencing by a junction with the first-mentioned existing footpath immediately west of the first-mentioned level crossing, and passing eastward under the said railway to a junction with the intended footpath first described. And to stop up and discontinue so much of the said existing footpaths as extends from the western boundary of the said railway to the intended footpath first described.

In the townships of Bychton and Mostyn, in the parish of Whitford, in the county of Flint—

- (1.) To make a new bridge over the Company's Chester and Holyhead Railway 1,200 yards, or thereabouts, east of Mostyn Station, at or near the junction of the new and old turnpike roads from Holywell to Mostyn.
- (2.) To alter the levels of the said old turnpike road for the respective distances of 150 yards, or thereabouts, in a south-easterly, and 60 yards, or thereabouts, in a north-westerly direction from the said junction.
- (3.) To alter the levels of the said new turnpike road for a distance of 40 yards, or thereabouts, in a north-westerly direction from the said junction.
- (4.) To alter the levels of the road leading southwards from the said junction for a distance of 20 yards, or thereabouts, from the said junction.
- (5.) To take down and remove the existing bridge over the said railway at the said junction.

In the parish of Abergele, in the county of Denbigh—

To alter and divert so much of the public carriage-road from Abergele to Rhyl as extends from a point 275 yards, or thereabouts, south-west to a point 80 yards, or thereabouts, north-east of the level crossing of that road by the Company's Chester and Holyhead Railway, and to carry the said road over the said railway, and to stop up and discontinue, and appropriate to the purposes of the Company's undertaking, so much of the said road as lies between the boundaries of the Company's property. And to acquire, by compulsion or agree-

ment, certain lands lying between Towyn Hall and the Rhuddlan Marsh Embankment contiguous to the sea-shore.

To empower the Company to acquire by compulsion or agreement, and to hold lands in the parishes and townships hereinbefore mentioned, for the purposes of the said intended new railways and widening of railway, new roads, footpaths, and other works, and for other purposes, and also, in addition to the lands hereinbefore described or referred to to acquire by compulsion or agreement, and hold for the purposes of extending the station, siding, and other accommodation of the Company, and for other purposes connected with their undertaking, the lands hereinafter described, or referred to, or some of them (that is to say) :—

In the county of Middlesex—

Certain lands in the parish of Saint John Hampstead, lying on the west side of and adjoining West End-lane, and between the Company's Hampstead Junction Railway and the Metropolitan Railway.

In the county of Buckingham—

Certain lands in the township of Fenny Stratford, in the parish of Bletchley, lying on the east side of and adjoining the Company's London and Birmingham Railway, and on the south side of and adjoining the Company's Bedford Branch Railway at the junction of those railways.

Certain lands in the parish of Castlethorpe, lying on the south-west side of and adjoining the Company's London and Birmingham Railway, opposite the farm buildings known as Castlethorpe Lodge Farm. With power to stop up and discontinue so much of the occupation road leading from the said farm to the said lands as lies between the boundaries of the Company's property.

In the county of Northampton—

Certain lands in the parish of Kingsthorpe, lying on the south-west side of and adjoining the Company's Bletchley, Northampton, and Rugby Railway No. 2, now in course of construction at the junction of that railway and the Company's Northampton and Market Harborough Railway, and between the first-mentioned railway and the River Nene.

Certain lands in the parish of Harlestone, lying on the south-west side of and adjoining the Company's Bletchley, Northampton, and Rugby Railway No. 2 now in course of construction, and on the south-east side of and adjoining the public road from Church Brampton to Harlestone.

Certain lands in the parish of Althorp, lying on the south side of and adjoining the Althorp Passenger Station on the Company's Bletchley, Northampton, and Rugby Railway No. 2, now in course of construction, and also certain other lands in the parish of Holdenby, lying on the north side of and adjoining the Althorp Goods Station on the same railway.

In the county of Warwick—

Certain lands in the township of Bolehall and Glascote, in the parish of Tamworth, lying on the north side of and adjoining the Company's Trent Valley Railway at the Tamworth Station, and between the Midland Railway and the River Anker.

Certain lands in the parish of Hampton-in-Arden, lying on the south-west side of and adjoining the Company's London and Birmingham Railway, and extending from the road from Hampton-in-Arden to Berkswell to a point 280 yards, or thereabouts, south-east of the bridge carrying the road from

Hampton-in-Arden to Stone Bridge and Meriden over the said railway.

Certain lands in the parish of Aston-juxta-Birmingham, lying on the north side of and adjoining the Company's London and Birmingham Railway at the Adderley Park Station, being the house and premises known as the Station Hotel, and also certain other lands on the north side of and adjoining the said hotel.

In the county of Stafford—

Certain lands partly in the parish of Wednesbury and partly in the parish of Tipton, lying on the north side of and adjoining the Tipton Branch of the Company's South Staffordshire Railway, at and near the junction of the said branch with the said railway.

Certain lands in the township and parish of Burton-upon-Trent, lying at the south-east corner of the Company's engine-shed at their Hawkins-lane Goods Station.

In the county of Chester—

Certain lands partly in the township of Shavington-cum-Gresty, in the parish of Wybunbury, and partly in the township of Crewe, in the parish of Barthomley, lying between and adjoining the Company's Grand Junction Railway and their Crewe and Shrewsbury Railway and Gresty-lane.

Certain lands in the township of Wharton, in the parish of Davenham, lying on the south-west side of and adjoining the Company's Grand Junction Railway, and on the west side of and adjoining the branch leading therefrom to the works of the Wharton Railway and River Salt Works Company Limited, with power to the Company to divert and carry over the said branch the occupation road which now crosses the same on the level at or near the southern end of the lands so to be acquired, and to stop up and discontinue the said level crossing.

Certain lands in the township of Acton, in the parish of Weaverham, lying on the south-west side of and adjoining the Company's Grand Junction Railway, and on the north-west side of and adjoining the public road which passes over that railway at the Acton-bridge Station.

And certain other lands in the said township of Acton, on the south-west side of and adjoining the said station.

Certain lands in the township and parish of Stockport, lying on the west side of and adjoining Wellington-road South, and between the Old and New Approach-roads to the Company's Stockport Station.

In the county of Lancaster—

Certain lands in the township and parish of Liverpool, lying on both sides of and adjoining No. 2 Court, in Bolton-street, at its western end.

Certain other lands in the same township and parish, being all the houses and premises in Caxton-place and Caxton-buildings, and the houses and premises numbered respectively 4 and 6 in Moffatt's-place, 1 to 10 inclusive in Thomas'-place, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, and 35 in Bolton-street; and 12, 14, 16, 18, 20, 22, 24, 26, and 28, in Hilbre-street, with power to the Company to stop up, and discontinue, and appropriate the sites of Caxton-place, Caxton-buildings, and Moffatt's-place, and of any other streets, footpaths, courts, alleys, or passages lying within the limits of the lands so to be acquired.

- Certain other lands in the same township and parish, lying between and adjoining Copperas-hill, Ainsworth-street, and Pellew-street.
- Certain other lands in the same township and parish, lying between and adjoining Russell-street and Back Russell-street, and on the south side of and adjoining the Company's Liverpool and Manchester Railway.
- Certain other lands in the same township and parish, being the houses and premises numbered 19 and 21 in Russell-street.
- Certain other lands in the same township and parish, lying between and adjoining Jervis-street and Trowbridge-street, and on the south side of and adjoining the Company's stables.
- Certain other lands in the same township and parish, being the houses and premises numbered 67 in Great Newton-street, and 46 in Pembroke-street.
- Certain other lands in the same township and parish, lying between and adjoining Pembroke-street and Brownlow-street, and on the south side of and adjoining the Company's Liverpool and Manchester Railway.
- Certain lands in the township of West Derby, in the parish of Walton-on-the-Hill, being the houses and premises numbered 45 and 47 in Chatsworth-street.
- Certain lands in the township of West Derby, in the parish of Walton-on-the-Hill, lying between and adjoining Wavertree-road, Tunnel-road, and the Company's railway.
- Certain lands (including the site of Leigh-road) in the township of West Derby, in the parish of Walton-on-the-Hill, lying on the north side of and adjoining Wavertree-road, and between the end of Botanic-road and the property of the Company, with power to the Company to construct additional archways or openings under the Wavertree-road, on the north-west side of and adjoining the bridge carrying that road over the Company's Liverpool and Manchester Railway, and to alter the levels of that road for a distance of 230 yards, or thereabouts, north-west from the said bridge.
- Certain lands in the township of West Derby, in the parish of Walton-on-the-Hill, lying on the east side of and adjoining the Company's Edgehill and Bootle Railway, and extending for a distance of 650 yards, or thereabouts, south from the Breck-road Station.
- Certain lands in the township of Widnes, in the parish of Prescott, lying on both sides of and adjoining Pearson-street and Penn-street, Widnes, and certain other lands, being the houses and premises numbered 1, 3, 5, 7, 9, 11, 13, 15, and 17 in Earle-street, with power to the Company to stop up, and discontinue, and appropriate to the purposes of their undertaking the sites of Pearson-street and Penn-street aforesaid, and of any other streets, footpaths, courts, alleys, or passages lying within the limits of the lands so to be acquired.
- Certain lands in the township of Burton Wood, in the parish of Warrington, lying on both sides of and adjoining the Company's Liverpool and Manchester Railway, and adjoining and east of Collins Green-lane, with power to stop up the occupation level crossing over the said railway 100 yards, or thereabouts, east of the said lane.
- Certain lands in the township of Ince-in-Makerfield, in the parish of Wigan, lying on the east side of and adjoining the Company's Springs Branch Railway, near its junction with the North Union Railway. And certain other lands lying on the same side of and adjoining the said North Union Railway near the engine-shed at the said junction. And certain other lands lying on the south-east side of and adjoining the said Springs Branch Railway, and on the east side of and adjoining the Warrington-road, where it passes over the said railway.
- Certain lands partly in the township of West Leigh and partly in the township of Ather-ton, in the parish of Leigh, lying on the south side of and adjoining the Company's Eccles, Tyldesley, and Wigan Railway, and extending 700 yards or thereabouts westward from Lovers Lane, with power to divert to the westward and to carry under the said railway the footpath which now crosses that railway on the level near the western end of the said lands, and to stop up and discontinue so much of that footpath as extends in a south-westerly direction for a distance of 210 yards, or thereabouts, from the northern boundary of the said railway.
- Certain lands in the township of Levenshulme, in the parish of Manchester, lying on the east side of and adjoining the Company's Stockport and Manchester Railway, and extending for a quarter of a mile or thereabouts southward from William Pitt-street.
- In the West Riding of the county of York—
- Certain lands partly in the township of Beeston, in the parish of Leeds, and partly in the township of Wortley, in the same parish, lying on the north-west side of and adjoining the Company's Leeds and Dewsbury Railway, and extending for a distance of 500 yards or thereabouts south-west from the Wortley Station. And certain other lands in the said township of Wortley, lying on the south-east side of and adjoining the said railway, and extending for a distance of 350 yards, or thereabouts, south-west from the said station.
- Certain lands in the township of Balby-with-Hexthorpe, in the parish of Doncaster, lying on the north-east side of and adjoining the Great Northern Railway, and at the junction of the two roads known as Decoy-bank and Red-bank.
- In the county of Carnarvon—
- Certain lands partly in the parish of Llangwystein, and partly in the parish of Eglwys Rhos, otherwise Llanrhos, lying on the north side of and adjoining the Company's Chester and Holyhead Railway, 280 yards, or thereabouts, east of the junction thereof of the branch railway to Bettws-y-Coed.
- Certain lands in the parish of Eglwys Rhos, otherwise Llanrhos, being a portion of the foreshore and bed of the River Conway, and situate and lying 450 yards, or thereabouts, southward from Deganwy Station on the Company's St. George's Harbour Railway, and adjoining certain other lands and foreshore authorized to be acquired by the Company by "The London and North Western Railway (Additional Powers) Act, 1878."
- To empower the Company to purchase or acquire, by compulsion or agreement, and to hold as part of their undertaking, and to take tolls in respect of so much of the Bickershaw Railway in the township of Abram, in the parish of Wigan, in the county of Lancaster, as lies between the junction with that

railway of the branch of the Wigan Junctions Railway and the termination of the said Bickershaw Railway at the Leeds and Liverpool Canal at or near Plank-lane.

To empower the Company and the Lancashire and Yorkshire Railway Company, or either of them, with the consent of the other, to make and maintain the railways hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):—

A railway (to be called the New Junction at Bootle) to be wholly situate in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, in the county of Lancaster, commencing by a junction with the Company's Bootle Extension Railway at or near the bridge carrying that railway over Bedford-place, and terminating by a junction with the Liverpool and Southport Railway of the Lancashire and Yorkshire Railway Company at a point 110 yards, or thereabouts, south of the bridge carrying Balliol-road over the last-named railway.

A railway (to be called the Huddersfield Second Tunnel) to be wholly situate in the township and parish of Huddersfield, in the West Riding of the county of York, commencing by a junction with the Lancashire and Yorkshire Railway at a point 160 yards, or thereabouts, south-west of the Springwood Junction of that railway with the Company's Huddersfield and Manchester Railway, and terminating by a junction with the said Huddersfield and Manchester Railway at a point 100 yards, or thereabouts, north-east of the northern end of the tunnel at the Huddersfield Station.

To empower the Company and the Lancashire and Yorkshire Railway Company, or either of them, with the consent of the other, to acquire, by compulsion or agreement, and to hold, lands for the purposes of the before-mentioned intended railways.

To empower the Company and the Great Western Railway Company, or either of them, with the consent of the other, to make and maintain the railways hereinafter described in connection with and as part of their Birkenhead Railway, with all proper stations, sidings, approaches, works, and conveniences connected therewith, and to execute the other works and exercise the powers and acquire the lands hereinafter respectively described or referred to (that is to say):—

Three railways, to be called the West Kirby Extensions—

Railway No. 1, commencing in the township of Great Neston, in the parish of Neston, in the county of Chester, by a junction with the Hooton and Parkgate Railway of the said Companies at a point thereon 150 yards, or thereabouts, measured along that railway north-westward from the bridge carrying the public road from Neston to Moorside over that railway, and terminating in the township of Thurstaston, in the parish of Thurstaston, in the same county, in a field belonging, or reputed to belong, to Thomas Henry Ismay, Esquire, and in the occupation of Charles Johnson, adjoining the River Dee, and adjoining and on the south side of the watercourse dividing the townships of Caldý and Thurstaston, at a point in that field 390 yards, or thereabouts, south-east of the said watercourse, and 215 yards, or thereabouts, southwards of the gate of the occupation road into that field, and which field is numbered 1 on the Tithe Commutation Map of that part of the

parish of Thurstaston comprising the township of Thurstaston, with parts of Irby and Greashy townships, which said intended Railway No. 1 will pass from, in, through, or into the following parishes, townships, and places, or some of them, viz., Neston, Great Neston, Leighton, Gayton, Heswall, Heswall-cum-Oldfield, and Thurstaston, all in the county of Chester.

Railway No. 2, commencing in the said township and parish of Thurstaston by a junction with Railway No. 1 at its termination, and terminating in the township of Little Meolse, in the parish of West Kirby, in the county of Chester, by a junction with the Seacombe, Hoylake, and Dee Side Railway, at a point thereon 200 yards, or thereabouts, measured in a northerly direction along that railway, from the northern end of the platform of the West Kirby Station thereon, which said intended Railway No. 2 will pass from, in, through, or into the following parishes, townships, and places, or some or one of them, viz., Thurstaston, Caldý, West Kirby, and Little Meolse, all in the county of Chester.

Railway No. 3, commencing by a junction with Railway No. 1 at its termination, and terminating in the township of Caldý, in the parish of West Kirby, in the county of Chester, at the northern fence of a field belonging, or reputed to belong, to the representatives of the late Richard Barton Esquire, and in the occupation of Samuel Croxton, adjoining and on the south side of the public road leading from Frankby to Caldý, at a point in that fence 350 yards, or thereabouts, measured in a westerly direction along the southern side of the said road, from its junction with the public road from Thurstaston to Grange, and which field is numbered 27 on the Tithe Commutation Map of the township of Caldý, in the parish of West Kirby, which said intended Railway No. 3 will pass from, in, through, or into the following townships, parishes, and places, or some or one of them, viz., Thurstaston, Caldý, and West Kirby, all in the county of Chester.

In the township of Tranmere, in the parish of Bebington, in the county of Chester—

To widen, to the extent of 42 feet on the western side thereof, the bridge which now carries the Birkenhead Railway over Chamberlain-street, and to the extent of 56 feet on the same side thereof the bridge which now carries the said railway over Green-lane, and to alter the levels of Green-lane and Old Chester-road for a distance of 45 yards, or thereabouts, south-westward from the western side of the said bridge.

In the township and extra-parochial chapelry of Birkenhead, in the county of Chester—

To widen, to the extent of 30 feet on the eastern side thereof, the bridge which now carries the said railway over Blackpool-street.

To acquire by compulsion or agreement, and to hold lands for the purposes of the said intended railways and works, and also, for purposes connected with the Birkenhead Railway:

Certain lands in the township and extra-parochial chapelry of Birkenhead, in the county of Chester, lying on both sides of and adjoining Rendel-street, and between and adjoining Marcus-street, Freeman-street, and Corporation-road.

To authorize the purchase and acquisition of so much of any property as may be required for the purposes or in exercise of the powers of the intended Act without the Company or the Companies purchasing the same becoming subject to the liability imposed by section 92 of "The Lands Clauses Consolidation Act, 1845."

To extinguish, or provide for the extinguishment, of all rights of way over the public carriage and other roads, streets, footpaths, ways, courts, alleys, and passages, or portions thereof, which are proposed to be stopped up and discontinued or diverted, and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads, streets, footpaths, courts, alleys, and passages, or portions thereof, in the Company or Companies upon whom the powers to stop up the same are conferred.

To vary or extinguish all rights and privileges connected with the lands purchased or taken under the powers of the intended Act, or which would in any manner impede or interfere with the objects thereof, 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 public carriage and other roads, highways, railways, tramways, canals, rivers, and streams within or adjoining to the before-mentioned parishes, townships, and other places which it may be necessary or convenient to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

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

To empower the Company and the Company and the Lancashire and Yorkshire Railway Company, or either of them, and the Company and the Great Western Railway Company, or either of them, as the case may be, to demand and recover tolls, rates, and charges for or in respect of the use of the railways, widening, and other works by the intended Act authorized to be executed and acquired by them respectively, and to grant exemptions from the payment of tolls, rates, and charges.

To extend the time for the sale of all or any lands acquired by the Company which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company with relation thereto, and to empower the Company to grant building leases for terms of years of any lands which may have been heretofore or may from time to time hereafter be used or occupied for the purposes of their railways, or for any purpose incidental to the traffic or business thereof, and which may at any time or from time to time cease to be so used, and any other lands which may have been or may be hereafter acquired by the Company, and which may be found not to be required for the purposes of their undertaking, and to sell and dispose of all or any of such lands within a period or periods to be limited by the intended Act, and so far as may be necessary to alter and amend the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To alter and increase all or some of the tolls, rates, and charges for passengers prescribed by "The Carnarvonshire Railway Act, 1862," and to alter and amend that Act accordingly.

To alter, amend, or repeal sections 15 and 16 of "The London and North Western Railway (New Railways) Act, 1881," with reference to the construction of the Springwood Second Tunnel authorized by that Act.

To make provision for the sale or disposal by the Company and the Shropshire Union Railways and Canal Company, or one of them, of a sum of 8,094*l.* 15*s.* 2*d.* stock in the last-named Company, together with the dividends accrued or to accrue thereon, representing certain shares in the Birmingham and Liverpool Junction Canal Navigation, and the dividends thereon, and for the application of the moneys to arise from such sale or disposal, and to relieve the Company from any future obligation or liability in respect of the said stock or shares or the payment of interest thereon, and to authorize the said Companies to enter into and carry into effect agreements with reference to the matters aforesaid, and to confirm or give effect to any agreement between them which may be made with reference thereto prior to the passing of the intended Act.

To empower the Company, for the purposes of their harbour at Holyhead, to appoint harbour-masters, dock-masters, and pier-masters, and to make and enforce the observance of bye-laws with respect to the regulation and management of the said harbour and the vessels resorting thereto, and the conduct of the traffic thereat and therein, and to incorporate with the intended Act, and to extend and apply to the Company and to the said harbour, the provisions of "The Harbours, Docks, and Piers Clauses Act, 1847," with respect to the appointment of harbour-masters, dock-masters, and pier-masters, and their duties, and with respect to the bye-laws to be made by the undertakers. And so far as may be needful for the purposes aforesaid to alter or amend "The London and North Western Railway (Holyhead Old Harbour) Act, 1873," and any other Act relating to the said harbour.

To empower the Company to contribute out of such moneys as they may by the intended Act be authorized to apply to that purpose towards the funds of the London and North Western Railway Provident Society, or any other similar society established, or to be established, for the benefit of persons in the service or employment of the Company, or of the Company and any other Company or Companies, or of the Dundalk, Newry, and Greenore Railway Company, and to make provision as to the terms of such contribution, and otherwise in relation thereto.

To confer upon the Company and the Great Western Railway Company, or one of them, further powers with reference to the sale, lease, or other disposition of lands held by or vested in them in connection with the Birkenhead Railway, and which may be declared by them not to be required for the purposes of that railway, and to exempt such lands from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to superfluous lands, and to empower the said Companies to grant, sell, or demise the right to build over any parts of the railways or works of the Birkenhead Railway, or any other right or easement in or over any tunnel forming part of that railway, and to make other provisions with regard to the grant, sale, or demise of such lands and of rights and easements therein.

To empower the Company and the Lancashire and Yorkshire Railway Company to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the intended railways to be executed by them, the purchase, division, and appropriation of land to be acquired for the purposes of or in connection therewith, and with respect to

the payment and contribution to be made by each of the Companies towards the costs, charges, and expenses incurred in effecting the purposes of the intended Act to be executed by them, and with respect to the regulation, management, and transmission of traffic, and otherwise with respect to any matter arising out of the purposes of the said intended Act to be executed by them, or in giving effect thereto, and to confirm and give effect to any agreement made or to be made between the Companies relating to the matters aforesaid, or any of them.

To empower the Company and the Midland Railway Company to make and carry into effect agreements with respect to the division, allotment, exchange, and appropriation between them of their joint station at Rugby and of the lands there from time to time belonging to them respectively, and with respect to the joint or separate possession or use of such station and lands, or of parts thereof, and with respect to the use, working, management, maintenance, alteration, and enlargement of the said station, and the execution of works, and the exercise of any powers possessed or enjoyed by them in respect or for the purposes thereof, and with respect to the payment by and apportionment between them of the costs and expenses that may be incurred in respect of the matters aforesaid, and to alter, modify, or wholly or in part annul Article 5 of the Heads of Arrangement between the two Companies set forth in Schedule B of "The London and North Western Railway (Additional Powers) Act, 1863," and any other agreement subsisting between them in respect of any of the matters aforesaid.

To empower the Company and the Lancashire and Yorkshire Railway Company on the one hand, and the Manchester, Sheffield, and Lincolnshire Railway Company on the other hand, to make and carry into effect agreements with respect to the use by the last-named Company of the passenger station at Huddersfield belonging to the Company and the Lancashire and Yorkshire Railway Company, and the terms and conditions of such use, and to confirm or give effect to any such agreement which may be made prior to the passing of the intended Act.

To empower the Company, for all or any of the purposes of the intended Act, and of any other Act or Acts of the next Session, and for other the general purposes of the Company, to increase their capital and to raise further sums of money 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 Lancashire and Yorkshire Railway Company, for the purposes of the intended Act to be executed by them to increase their capital and to raise further sums of money 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 such purposes any capital or funds belonging to them.

To empower the Great Western Railway Company, for the purposes of the intended Act to be executed by them, to increase their capital and to raise further sums of money 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

such purposes any capital or funds belonging to them.

For the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal, all or some of the powers and provisions of the several Acts hereinbefore in this notice mentioned or referred to, and also of the several local and personal Acts following, or some of them (that is to say):—

The Act 9 and 10 Vict., cap. 204, and all other Acts relating to the Company.

The Act 21 and 22 Vict., cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company.

The Act 5 and 6 Will. 4th, cap. 107, and all other Acts relating to the Great Western Railway Company.

The Act 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company.

The Act 12 and 13 Vict., cap. 81, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company.

And notice is also hereby given, that on or before the 30th day of November instant, maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited as follows (that is to say): As relates to the railway, works, and lands in the county of Middlesex, with the Clerk of the Peace for that county, at his office at the Sessions House, Clerkenwell. As relates to the railways, works, and lands in the county of Warwick, with the Clerk of the Peace for that county, at his office at Leamington. As relates to the railway, works, and lands in the county of Stafford, and the works and lands partly in that county and partly in the city and county of the city of Lichfield, with the Clerk of the Peace for the county of Stafford, at his office at Stafford. As relates to the last-mentioned works and lands, with the Clerk of the Peace for the said city and county of the city of Lichfield, at his office at Lichfield. As relates to the railways, works, and lands in the county of Chester, with the Clerk of the Peace for that county, at his office at Chester. As relates to the railways, works, and lands in the county of Lancaster, with the Clerk of the Peace for that county, at his office at Preston. As relates to the railway, works, and lands in the West Riding of the county of York, with the Clerk of the Peace for that Riding, at his office at Wakefield. As relates to the railway, works, and lands in the county of Carmarthen, with the Clerk of the Peace for that county, at his office at Llandovery. As relates to the works and lands in the county of Flint, with the Clerk of the Peace for that county, at his office at Mold. As relates to the works and lands in the county of Denbigh, with the Clerk of the Peace for that county, at his office at Ruthin. As relates to the lands in the county of Buckingham, with the Clerk of the Peace for that county, at his office at Aylesbury. As relates to the lands in the county of Northampton, with the Clerk of the Peace for that county, at his office at Northampton. As relates to the lands in the county of Carnarvon, with the Clerk of the Peace for that county, at his office at Carnarvon. And that copies of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the said intended works are proposed to be made, or lands are situate, 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 as follows (that is to say): As relates to the parish of Saint John, Hampstead, with the vestry clerk of that parish, at his office at the Vestry Hall in that parish. As relates to the parish of

Hammersmith, with the clerk of the Fulham District Board of Works, at his office at the Broadway, Hammersmith. As relates to the extra-parochial chapelry of Birkenhead, with the Clerk of Saint Mary's church, Birkenhead, and with the parish clerk of the adjoining parish of Bidston, at their residences; and as relates to the other parishes, with the parish clerk of each such parish, at his residence, or as relates to any other extra-parochial place, with the clerk of some adjoining parish, at his residence.

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

Dated this 9th day of November, 1881.

R. F. Roberts, Euston Station, and 9, Great George-street, Westminster, Solicitor.

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

In Parliament.—Session 1882.

London and North-Western Railway (Ordsall Lane).

(New Railway at Ordsall Lane; Abandonment of part of Manchester South Junction and Altrincham Railway; Vesting of part of new Railway in Manchester South Junction and Altrincham Railway Company, and provisions with reference thereto; Additional Capital; Amendment of Acts.)

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

To empower the Company to make and maintain the New Railway hereinafter described, with all proper stations, sidings, junctions, approaches, works, and conveniences connected therewith, viz. :—

A Railway commencing by a junction with the Manchester South Junction and Altrincham Railway, at or near the south-east side of the bridge which carries that railway over the River Irwell, and terminating in Ordsall Lane Station, by a junction with the Company's Railway as proposed to be altered at a point 70 yards, or thereabouts, west of the southern parapet of the bridge carrying that railway over Wilburn-street, which said intended Railway will be wholly situate in the townships of Salford and Manchester, in the parish of Manchester, in the county of Lancaster.

To empower the Company to acquire by compulsion or agreement and to hold lands, houses, and buildings for the purposes of the intended Act, and to purchase so much of any property as they may require for the purposes of the intended Act without becoming subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To vary or extinguish all rights and privileges connected with the lands, houses, and buildings purchased or taken under the powers of the intended Act, or which would in any manner impede or interfere with the objects thereof, and to confer, vary, and extinguish other rights and privileges.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all public carriage and other roads, highways, railways, tramways, canals, rivers, and streams within or adjoining to the before-mentioned parishes, townships, and other places which it may be necessary or convenient to cross, stop

up, alter, or divert in executing the purposes of the intended Act.

To provide for the abandonment and discontinuance of so much of the existing Manchester South Junction and Altrincham Railway as lies between the commencement of the intended New Railway and the termination of the said existing Railway at Ordsall Lane Station, and for the vesting in, and appropriation to the purposes of the Company, of the site, or a portion of the site, of the Railway so to be abandoned and discontinued.

To vest, or provide for the vesting in the Manchester South Junction and Altrincham Railway Company of such portion of the intended New Railway as may be prescribed or provided for by the intended Act, and to constitute the portion so vested for the purposes of tolls, rates, and charges, and for all other purposes, part of the undertaking of that Company.

To provide for the exercise of the powers of the intended Act, or some of them, either wholly or partially, by the Manchester South Junction and Altrincham Railway Company, and either jointly with, or independently of the Company and to authorise agreements between the said Companies with reference to the objects and purposes of the intended Act, and the construction, maintenance, and use of the intended Railway or any portion thereof, and the payment of the cost and expenses of such construction and maintenance, and otherwise in relation thereto, and to confirm or give effect to any such agreement which may be made prior to the passing of the intended Act.

To empower the Company to demand and recover tolls, rates, and charges for or in respect of the intended Railway, or of so much thereof as is not vested by the intended Act in the Manchester South Junction and Altrincham Railway Company, and to empower the last-named Company to demand and recover tolls, rates, and charges for or in respect of so much of the intended Railway as may be vested in them as aforesaid, and to alter existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates and charges.

To empower the Company, for the purposes of the intended Act, to increase their capital, and to raise further sums of money 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 such purposes any capital or funds belonging to the Company.

For the purposes aforesaid it is intended if need be to alter, amend, and extend or to repeal all or some of the powers and provisions of the several Local and Personal Acts following, or some of them (that is to say):

The Act 9 and 10 Vict. cap. 204 and all other Acts relating to the Company.

The Acts 8 and 9 Vict., cap. 111, 10 and 11 Vict., cap. 73, and all other Acts relating to the Manchester South Junction and Altrincham Railway Company.

And notice is also hereby given that on or before the 30th day of November instant maps, plans, and sections of the intended Railway, showing the lines and levels thereof, and the lands to be taken for the purposes of the intended Act, with a Book of Reference to such plans, and a copy of this notice as published in the London Gazette will be deposited with the Clerk of the Peace for the county of Lancaster, at his office at Preston. And that a copy of the said plans, sections, and Book of Reference, 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 the parish of Manchester at his residence.

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 18th day of November, 1881.

R. F. Roberts, Euston Station, and 9, Great George-street, Westminster, Solicitor.
Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

Carlisle Citadel Station.

(Alteration of Constitution of Citadel Station Committee, and appointment by Midland Railway Company of members thereof; Further Powers to Committee, and Provisions as to Arbitration and Agreements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Midland Railway Company, hereinafter called "the Company," for an Act for the purposes following, or some of them, that is to say:—

To alter the constitution of the Joint Committee, known as the Citadel Station Committee, now appointed by the London and North Western Railway Company (as representing the Lancaster and Carlisle Railway Company), and by the Caledonian Railway Company for managing the railway station at Carlisle, known as the Citadel Station, and to empower the Company to nominate and appoint such number of persons as may be provided by the intended Act to become and act as members of that Committee, and to empower the persons so appointed to act accordingly.

To extend and make applicable to the Company for the purposes of, and with reference to, such nomination and appointment, and to the persons so appointed, all the provisions of the agreement (known as the Citadel Station Agreement), dated the 10th day of May, 1857, and made between the Lancaster and Carlisle Railway Company and the Caledonian Railway Company, as if the Company had been originally parties to such agreement, and so far as may be necessary for the purposes of the intended Act to alter, vary, annul, or repeal the conditions and provisions of the said agreement, and to vary or extinguish the rights, powers, authorities, and privileges of the London and North Western and Caledonian Railway Companies, or one of them, of or in, or in respect of, the said station, and to alter and amend "The Carlisle Citadel Station Act, 1861," or any of the agreements referred to therein or confirmed thereby, "The Carlisle Citadel Station Act, 1873," and "The Midland Railway (Settle to Carlisle) Act, 1866," accordingly:

To confer upon or vest in the persons so appointed by the Company, jointly with the other members of the said joint Committee, all or some of the rights, powers, authorities, and privileges now vested in or exercisable by the said joint Committee and by the Caledonian Railway Company and the London and North Western Railway Company, or either of them, with reference to the said station, and such other and further powers as may be deemed needful for the direction, management, regulation, control, and use of the said station (in which expression is included the lines of railway, sidings, lands, buildings, machinery, appliances, fixed and movable plant, constituting or forming part thereof, and also the signals and signalling arrangements connected or communi-

cating therewith), and the allocation and appropriation of the joint station, and the lines of rails, sidings, and bays, and the platforms, booking-offices, and other accommodation therein or connected therewith between and amongst the several Companies using the same, or some of them.

To provide for the settlement by arbitration, or in such other manner as may be prescribed or provided for by the intended Act, of any differences arising in the joint Committee, or between the persons constituting the same, or the Companies by whom such persons are respectively appointed.

To empower the Company and the London and North Western and Caledonian Railway Companies, and any other Company using the joint station, or any of those Companies, to make and carry into effect agreements with reference to the matters aforesaid, or any of them, and to confirm or give effect to any such agreements made before the passing of the intended Act.

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

To alter, amend, and extend, or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say):—the Act 7 and 8 Vict., cap. 18, and all other Acts relating to the Company; the Act 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; "The Caledonian Railway Act, 1845," and all other Acts relating to the Caledonian Railway Company; and "The North Eastern and Carlisle Railways Amalgamation Act, 1862," and all other Acts relating to the North Eastern Railway 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 15th day of November, 1881.

Beale, Marigold, Beale, and Groves, 28, Great George-street, Westminster, Solicitors.

In Parliament.—Session 1882.

Whitland, Cronware, and Pendine Railway.

(Extension of Time and Revival of powers for Purchase of Lands and Completion of Works; Provisions as to Gauge of Railway, and Amendment or Repeal of Provisions of the Gauge Act; Powers to construct and work Railway as a Light Railway, and to alter Gradients and Curves; Arrangements with and Powers of Subscription Guarantee, Raising and Application of Funds to Great Western Railway Company; Further Powers as to Borrowing and Issuing Debenture Stock; other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that the Whitland, Cronware, and Pendine Railway Company (hereinafter called the Company) intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To revive the powers of and to extend the respective periods limited by "The Whitland, Cronware, and Pendine Railway Act, 1877," for the compulsory purchase of lands and houses, and for the completion of the railways and works of the Company by that Act authorised.

2. To authorise the Company to construct and maintain the said railways, or one of them, or any part or parts thereof respectively, on a gauge of

1 foot 11½ inches, or on such other gauge or gauges as may be prescribed in the Bill, in addition to or in substitution for the gauge or gauges upon which the said railways are now authorised to be constructed, and so far as may be necessary to exempt the Company and their undertaking from the provisions of the Act 9 and 10 Vic., cap. 57, intituled "An Act for regulating the Gauge of Railways," and to amend or repeal the provisions of that Act.

3. To authorise the Company to construct and work the whole or any part of their railways as a light railway, and with the consent of the Board of Trade to increase the inclination or gradients of the railways, and to diminish the radius of any curve shown on the deposited plans of the railways to such extent as the Board of Trade may approve.

4. To enable the Company and the Great Western Railway Company from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the working, use, management, construction, and maintenance by the contracting Companies, or either of them of the railways and works of the Company, or any of them, or any part or parts thereof respectively, the supply of rolling stock and machinery and of officers and servants for the conduct of the traffic of the said railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, 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 for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid or any of them.

5. To authorise the Great Western Railway Company to subscribe and contribute money towards the making of the railways of the Company, and to take and hold shares in the capital of the Company, and to guarantee to or for the Company interest, dividend, annual or other payments on shares or stock, and the principal and interest of any loan; and for the purposes of such subscription to apply their corporate funds, and to raise further money by the creation of new shares or stock in their undertaking, either ordinary or preferential, and by borrowing.

6. To sanction and give effect to any contracts, agreements, or arrangements made, or which prior to the passing of the Bill may be made, between the Company and the Great Western Railway Company with reference to all or any of the matters aforesaid.

7. To confer further powers on the Company with reference to their share and loan capital, and to authorise the Company to exercise the powers of borrowing and of creating and issuing debenture stock conferred upon them by their said Act of 1877, at such times and in such manner and on such terms and conditions as may be prescribed by the Bill, and without the whole of the share capital being issued and accepted, and subject to such portion thereof being issued and accepted as the Bill may prescribe.

8. To confer upon the Company all rights

powers, privileges, and authorities 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 those objects and purposes, and to confer other rights and privileges.

9. To alter, amend, extend, enlarge or to repeal so far as necessary for the purposes of the Bill, the provisions, or some of the provisions, of the several local and personal Acts following (that is to say):—"The Whitland, Cronware, and Pendine Railway Act, 1877," 5 & 6 Wm. IV, cap. 107, 26 & 27 Vic. caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company, and all other Acts relating to or which may be affected by the Bill.

And notice is hereby further given, that on or before the 21st day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1881.

Gadsden and Treherne, 28, Bedford-row,
London, W.C., Solicitors.

John Charles Ball, 16, Parliament-street,
Westminster, S.W., Parliamentary
Agent.

In the High Court of Justice.—Chancery Division.
In the Matter of the North Wales Narrow Gauge
Railways Company, and in the Matter of the
Railway Companies Act, 1867.

PURSUANT to an Order made in the above matters, the creditors of, and all persons having any claims against, the said North Wales Narrow Gauge Railways Company in respect of any liabilities of the said railway and undertaking, are, on or before the 20th day of December, 1881, to send by post, pre-paid, to Ernest Edward Lake, of No. 4, Serle-street, Lincoln's-inn, in the county of Middlesex, Solicitor for the petitioners named in the said Order, 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 and person claiming holding any security is to produce such security before the Vice-Chancellor Sir Charles Hall, at his chambers, situated at the Royal Courts of Justice, Strand, Middlesex, on Thursday, the 12th day of January, 1882, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 16th day of November, 1881.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Cumberland Steam Cultivation 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 18th day of November, 1881, presented to Her Majesty's High Court of Justice by Joseph Hayton, of Cokermonth, in the county of Cumberland, Gentleman, and John Simpson, of the same place, Gentleman, Solicitors and Copartners, creditors of the said Company; and that the said petition is directed to be heard before Mr. Justice Chitty, on Saturday, the 3rd day of December, 1881; 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.

Speechly, Mumford, and Landon, of 1, New-inn, London, W.C., Solicitors for the Petitioners.

In the Matter of the Companies Act, 1862 and 1867, and in the Matter of the Texas Freehold Farm and Emigration Union Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Union by the Chancery Division of the High Court of Justice, was, on the 18th day of November, 1881, presented to Her Majesty's High Court of Justice, Chancery Division, by Felix John Turner, of 41, Finsbury-pavement, in the city of London, Accountant, a creditor and shareholder of the said Union; and that the said petition is directed to be heard before Vice-Chancellor Sir Charles Hall, on the 2nd day of December, 1881; and any creditor or contributory of the said Union, desirous to oppose the making of an Order for the winding up of the said Union 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 Union requiring the same, by the undersigned, on payment of the regular charge for the same.

V. H. Labrow, 49, Finsbury-pavement, E.C., Solicitor for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Cardiff Silica Fire Brick 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 19th day of November, 1881, presented to the Chancery Division of the High Court of Justice by Thomas Walters, of No. 12, John-street, Bristol, Accountant, and Frances Ann Ferrier, of No. 209, Cheltenham-road, Bristol aforesaid, Widow, creditors of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor Sir Charles Hall, on the 2nd day of December, 1881; 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 21st day of November, 1881.

Warry, Robins, Burges, and Co., 9, Lincoln's-inn-fields, London; Agents for *Burges, Lawrence, and Co.*, of Bristol, Solicitors for the Petitioners.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Foreign Provision, Wine, and Spirit Trading Association Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Association by the Chancery Division of the High Court of Justice, was, on the 19th day of November, 1881, presented to Her Majesty's High Court of Justice, Chancery Division, by Louis Mayar, of 48, Iverson-street, Kilburn, in the county of

Middlesex, Merchant, a creditor and shareholder of the said Association; and that the said petition is directed to be heard before Mr. Justice Chitty, on the 3rd day of December, 1881; and any creditor or contributory of the said Association desirous to oppose the making of an Order for the winding up of the Association under the above Acts, shall appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Association requiring the same, by the undersigned, on payment of the regulated charge for the same.

Wm. Crook, 173, Fenchurch-street, London, E.C., Solicitor for the Petitioner.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 to 1881, and in the Matter of the Syndicate of the Mining Property Placer Aurifero General Alvarez.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court was, on the 21st day of November, 1881, presented to the High Court of Justice, by George Frederick Smith, of 86, Cannon-street, in the city of London, a contributory of the said Company; and that the said petition is directed to be heard before Mr. Justice Fry, on Friday, the 2nd day of December, 1881; 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 said Acts, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of this 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.

T. K. Edwards and Son, 5A, Cloak-lane, London, Solicitors for the Petitioner.

In the High Court of Justice.—Chancery Division. Mr. Justice Chitty.

In the Matter of the Arts' Promotion Society Limited, and in the Matter of the Companies Acts, 1862 to 1880, inclusive.

MR. JUSTICE KAY, sitting for Mr. Justice Chitty, has, by an Order, dated the 4th day of October, 1881, appointed Samuel James Boyce, of No. 46, Queen Victoria-street, in the city of London, Chartered Accountant, to be Official Liquidator of the above-named Company.—Dated this 17th day of November, 1881.

In the High Court of Justice.—Chancery Division. Mr. Justice Chitty.

In the Matter of the Arts' Promotion Society Limited, and in the Matter of the Companies Acts, 1862 to 1881, inclusive.

THE creditors of the above-named Company are required, on or before the 30th day of December, 1881, 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 Samuel James Boyce, of No. 46, Queen Victoria-street, in the city of London, 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 said debts or claims at the chambers of Mr. Justice Chitty, in the Royal Courts of Justice, Strand, 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. The 16th day of January, 1882, at eleven o'clock in the forenoon, at said cham-

bers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 17th day of November, 1881.

In the High Court of Justice.—Chancery Division.
In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Gaewern Slate Quarry Company Limited.

THE creditors of the above-named Company are required, on or before the 19th day of December, 1881, 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 Lewis Williams, of Dolgelly, in the county of Merioneth, 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 said debts or claims at the chambers of Vice-Chancellor Sir Charles Hall, in the Royal Courts of Justice, Strand, 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. Tuesday, the 10th day of January, 1882, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 14th day of November, 1881.

WASHING, BEDDING, &c.

TENDERS will be received until two o'clock, on Tuesday, the 6th December, for

WASHING, BEDDING, &c.,

For the Royal Marine Divisions at Chatham, Eastney, (Portsmouth), Forton (Gosport), Plymouth, and Walmer, and for the Victualling Yards at Gosport and Plymouth.

Forms of tender containing conditions of contract and all particulars may be obtained on personal application at this Office, or by letter addressed "Director of Navy Contracts, Admiralty, Whitehall, S.W."

Contract Department, Admiralty, Whitehall,
November 16, 1881.

3, Dean's-Yard, Westminster,
November 21, 1881.

NOTICE is hereby given, pursuant to Charter of 3rd year of Her late Majesty Queen Anne, that a General Court of the Governors of Queen Anne's Bounty will be held in their Board Room, at the above address, on Wednesday, 7th December next, at half-past two o'clock, for the despatch of general business.

Joseph K. Aston, Secretary.

Marine Society's Office.

54½, Bishopsgate-Street Within, E.C.,
November 18, 1881.

NOTICE is hereby given, that an Extraordinary General Court of Governors of the Marine Society will be held at their offices, on Thursday, the 1st day of December, 1881, at half-past one o'clock.

By order,
S. W. Sadler, R.N., Secretary.

The Green Dragon Hotel Company Limited.

AT an Extraordinary General Meeting of the Shareholders of the said Company, duly convened and held at the Green Dragon Hotel, in the city of Hereford, on the 21st day of October, 1881, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Shareholders of the said Company, also duly convened and held at the same

place, on the 4th day of November, 1881, the said Special Resolutions were duly confirmed, as follows:—

1. "That this Company be voluntarily wound up under the provisions of the Act 25th and 26th Victoria, chapter 89.

2. That Charles Brindley Beddoe, of the city of Hereford, Solicitor, be appointed Liquidator."

J. Gwynne James, Chairman.

The Green Dragon Posting Company, Hereford,
Limited.

AT an Extraordinary General Meeting of the Shareholders of the said Company, duly convened and held at the Green Dragon Hotel, in the city of Hereford, on the 21st day of October, 1881, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Shareholders of the said Company, also duly convened and held at the same place, on the 4th day of November, 1881, the said Special Resolutions were duly confirmed, as follows:—

1. "That this Company be voluntarily wound up under the provisions of the Companies Act, 1862, 25th and 26th Victoria, chapter 89.

2. "That Charles Brindley Beddoe, of the city of Hereford, Solicitor, be appointed Liquidator."

J. Gwynne James, Chairman.

The Tawe Tin Plate Company Limited.

AT an Extraordinary General Meeting of the above-named Company, duly convened and held at the Bush Hotel, Swansea, on Friday, the 18th day of November, 1881, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily."

And at the same Meeting Mr. David Davies, of the Beaufort Tin Plate Works, Morris-on, near Swansea, Tin Plate Manufacturer, was appointed Liquidator for the purpose of such winding up.—Dated this 18th day of November, 1881.

John Jones, Chairman.

Joseph Hirst and Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at the offices of the Company, at New-street, Huddersfield, in the county of York, on the 26th day of October, 1881, 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 14th day of November, 1881, the following Special Resolutions were duly confirmed:—

1. "That the Company be wound up voluntarily.

2. "That James Kilburn, of Meltham, near Huddersfield, in the county of York, Engineer, and Charles Edward Hobson, of Buxton-road, Huddersfield aforesaid, Law Accountant, be appointed Joint Liquidators of the Company."

Dated this 17th day of November, 1881.

James Kilburn, Chairman.

The Companies Acts, 1862 and 1867.

The London Hamper Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Members of the said Company, duly convened and held at 53, Moorgate-street, in the city of London, on the 2nd day of November, 1881, 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 17th day of November, 1881, the following Special Resolution was duly confirmed:—

“That the Company be wound up voluntarily, and that Mr. Clarence E. Trotter, of 42, Essex-street, Strand, in the city of Westminster, Public Accountant, be and he is hereby appointed Liquidator for that purpose.”

Dated this 17th day of November, 1881.

Norman Woodward, Chairman.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Duckham's Weighing Machine Company Limited.

I, the undersigned, Liquidator of the above-named Company, hereby give notice, that a General Meeting of the Company will be held at two o'clock, p.m., at 1, Railway-place, Fenchurch-street, in the city of London, on Friday, the 23rd day of December, 1881, for the purpose of having the accounts of the Liquidator, showing the manner in which the winding up of the affairs of the Company has been conducted, and the property of the Company has been disposed of, laid before the Company, and hearing any explanation that may be given by the Liquidator, and for the purpose of considering such account, and, if the same shall be approved of, passing a Resolution approving the same. C. A. Jones, Liquidator.

The Companies Acts, 1862 and 1867.

In the Matter of the Oldham Share and Investment Company Limited.

NOTICE is hereby given, that the affairs of the said Company having been fully wound up, a General Meeting of the Members of the said Company will be held at No. 52, Henshaw-street, Oldham, in the county of Lancaster, on Tuesday, the 27th day of December next, at seven o'clock in the evening, for the purpose of having laid before them an account showing the manner in which the winding up of the said Company has been conducted, and the property of the said Company disposed of, and hearing any explanation that may be given by the Liquidators, and also for the purpose of considering and passing such accounts.—Dated this 18th day of November, 1881.

Lees Firth, } Liquidators.
John Kenworthy, }

The Temperance Inn Company Limited.

NOTICE is hereby given, that an Extraordinary and Final General Meeting of the Members of this Company will be held, pursuant to section 142 of the Companies Act, 1862, at the United Methodist Free Church School, Moscow Mill-street, Oswaldtwistle, in the county of Lancaster, on Tuesday, the 27th day of December, 1881, at seven o'clock in the afternoon precisely, for the purpose of having the accounts of the final winding up laid before them by the Liquidator, showing the manner in which such winding up has been conducted, and the property of the Company disposed of, and hearing any explanation that may be given to them by the Liquidator.

Edward Woolley, Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Lanham Printing Roller Company Limited.

NOTICE is hereby given, that a General Meeting of the Members of the above-named Company will be held, pursuant to section 142 of the Companies Act, 1862, at the offices of Messrs. Munns and Longden, situate at No. 8, Old Jewry, in the city of London, on Friday,

the 23rd day of December, 1881, at three o'clock in the afternoon precisely, for the purpose of having an account laid before them by the Liquidator, showing the manner in which the winding up of the Company has been conducted, and the property of the Company disposed of, and hearing any explanation that may be given to them by the Liquidator.—Dated this 21st day of November, 1881.

Munns and Longden, 8, Old Jewry, E.C.,
Solicitors for the Liquidator.

The Companies Act, 1862.

The Ramsbottom Building and Investment
Company Limited.

NOTICE is hereby given, that a General Meeting of the Members of the Ramsbottom Building and Investment Company Limited, will be held at the Conservative Club, 17, Market-place, Ramsbottom, in the county of Lancaster, on Wednesday, the 28th day of December, 1881, at half-past six o'clock in the afternoon precisely, for the purpose of having an account laid before them by the Liquidator (pursuant to section 142), showing the manner in which the winding up of the said Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator.

John K. K. Stead Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Martin Shepherd and Co. Limited.

NOTICE is hereby given, that a General Meeting of the Company will be held at the offices of the undersigned, Frederick Bradley, 75, Mark-lane, E.C., on Thursday, the 22nd day of December, 1881, at three o'clock in the afternoon, for the purpose of the Liquidator laying before the meeting his account showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and for the purpose of hearing any explanation by the Liquidator.—Dated this 19th day of November, 1881.

Frederick Bradley, 75, Mark-lane, E.C.,
Solicitor for the Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Vale of Neath Colliery Company Limited.

NOTICE is hereby given, that a General Meeting of the Company will be held at the offices of the undersigned, Frederick Bradley, 75, Mark-lane, E.C., on Friday, the 23rd day of December, 1881, at four o'clock in the afternoon, for the purpose of the Liquidator laying before the meeting his account showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and for the purpose of hearing any explanation by the Liquidator.—Dated this 19th day of November, 1881.

Frederick Bradley, 75, Mark-lane, E.C.,
Solicitor for the Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Elias Martyn and Son Limited.

NOTICE is hereby given, that a General Meeting of the above Company will be held at the office of the undersigned, Frederick Bradley, 75, Mark-lane, E.C., on Friday, the 23rd day of December, 1881, at three o'clock in the afternoon, for the purpose of the Liquidators laying before the meeting an account showing the acts and dealings, and the manner in which the winding up has been conducted during the preceding year.—Dated the 19th day of November, 1881.

Frederick Bradley, 75, Mark-lane, E.C.,
Solicitor for the Liquidator.

In Voluntary Liquidation.—Joseph Hirst and Company Limited.

THE creditors of the above-named Company are requested, on or before the 31st day of January, 1882, to send their names and addresses, and particulars of their debts or claims, and the names and addresses of their Solicitors (if any) to us, the undersigned, James Kilburn, of Meltham, near Huddersfield, in the county of York, Engineer, and Charles Edward Hobson, of Buxton-road, in Huddersfield aforesaid, Law Accountant, the Liquidators of the said Company, or to Messrs. Learoyd and Company, of Huddersfield aforesaid, Solicitors for the Liquidators; and if so required by notice in writing from us, or by their Solicitors, to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof, they will be excluded from the benefit of any distribution made before such debts or claims are proved.—Dated this 17th day of November, 1881.

James Kilburn, } Liquidators.
C. E. Hobson, }

In the Matter of the Companies Acts, 1862 to 1879, and of the Wood Pavement Construction and Maintenance Company Limited.

THE creditors of the above-named Company are required, on or before the 23rd day of December next, to send their names and addresses, and the particulars of their debts or claims, to Mr. Alfred Walter Good, Chartered Accountant, of No. 7, Poultry, in the city of London, the Liquidator of the said Company; and if so required by notice from him, are to prove the said debts and claims at such time and place as shall be specified in the said notice, or in default thereof they will be excluded from the benefit of any distribution of the Company's assets.—Dated this 21st day of November, 1881. Alfred Walter Good, Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the West Dorothen Slate Company Limited.—In Liquidation.

THE Creditors of the above-named Company are required, on or before the 31st day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Washington Tomlins, of No. 4, St. Ann's-square, Manchester, the Liquidator of the said Company, or in default thereof they will be excluded from the benefit of any distribution made of the assets of the Company.—Dated this 17th day of November, 1881.

William W. Tomlins, Liquidator.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, John Foster and Samuel Kidson, as Wholesale and Retail Woollen Merchants, at Nos. 26 and 27, Market-place, in the borough of Kingston-upon-Hull, under the firm of Foster and Kidson, has been dissolved, by mutual consent, from the 4th day of September, 1881. All debts due to or by the said partnership will be received and paid by the said John Foster, by whom the business will in future be carried on on his own sole account, at Nos. 26 and 27, Market-place aforesaid.—As witness our hands the 8th day of November, 1881.

John Foster.

Samuel Kidson,

By T. S. Kidson, his Attorney, acting under power, dated July 29, 1881.

NOTICE is hereby given, that the Partnership between the undersigned, Charles Fielding and Edward Berti Haselden, trading at No. 9, Cullum-street, in the city of London, as Wholesale Tea and Coffee Dealers, under the style or firm of Fielding Brothers, has been this day dissolved by mutual consent. All debts owing from or to the said partnership will be paid or received by the said Edward Berti Haselden.—Dated this 11th day of November, 1881.

Charles Fielding.

E. Berti Haselden.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Frederick Thorp and Alfred Bunn, carrying on business as E. J. Lewis and Co., in copartnership, at 20, Theobald's-road (late King's-road), in the county of Middlesex, as Wine and Spirit Merchants, was, on the 11th day of August, 1881, dissolved, by mutual consent, the said Alfred Bunn retiring from the firm. And the business will henceforth be carried on as E. J. Lewis and Co. by the said Frederick Thorp, who will pay and discharge all debts and liabilities, and receive all moneys payable to the said late firm.—Dated this 24th day of October, 1881.

Alfred Bunn.

Fredk. Thorp.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederick Kirkby and Herbert Kirkby, under the firm of Frederick Kirkby and Son, as Woollen Merchants, at Leeds, in the county of York, has been dissolved, by mutual consent, as and from the 30th day of June last, the said Herbert Kirkby retiring.—Dated this 18th day of November, 1881.

Fredk. Kirkby.

Herbert Kirkby.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, George Plant and William Fisher, at Southsea, near Wrexham, in the county of Denbigh, as Ironmasters, under the firm of the Broughton Hall Iron Company, was this day dissolved by mutual consent.—As witness our hands this 11th day of November, 1881.

George Plant.

William Fisher.

NOTICE is hereby given, that the Copartnership heretofore carried on by us the undersigned, George Hutchinson and Joseph Hutchinson, as Flock and Mungo Manufacturers, at Thorne's-lane, Wakefield, in the county of York, is this day dissolved by mutual consent. All debts due to and owing by the said copartnership will in future be received and paid by the said George Hutchinson, who will henceforth carry on the said business at Thorne's-lane, Wakefield aforesaid, on his own account.—Dated this 11th day of November, 1881.

George Hutchinson.

Joseph Hutchinson.

NOTICE is hereby given, that the Partnership heretofore subsisting between Roland Bentley and John Derbyshire the elder, as Engineering Smiths and Fitters, at Vauxhall, Longton, in the county of Stafford, under the style or firm of John Derbyshire and Company, has been dissolved, by mutual consent, as and from the 4th day of October last.—Dated this 16th day of November, 1881.

John Derbyshire, sen.

Roland Bentley.

NOTICE is hereby given, that the Partnership hitherto existing between us the undersigned, William Watt and Alexander Watt, under the style or firm of A. and W. Watt, at Newport, in the county of Monmouth, as Contractors, Hauliers, and Town Scavengers, was this day dissolved by mutual consent. And that all debts due to or from the said partnership will be received and paid by the said Alexander Watt.—As witness our hands this 19th day of November, 1881.

Alexander Watt.

Wm. Watt.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Frederick Greenhill and Herbert Joseph Greenhill, as Wine Merchants and Italian Warehousemen, under the style or firm of Robert Jackson and Co., at No. 45, Piccadilly, Saint James's, in the city of Westminster, has been dissolved, by mutual consent, as from the 1st day of September, 1881, the said Charles Frederick Greenhill retiring from the said business, which is now being carried on by the said Herbert Joseph Greenhill alone under the same style or firm as heretofore. All debts due to and owing by the said firm will be received and paid by the said Herbert Joseph Greenhill.—As witness our hands this 17th day of November, 1881.

Chas. F. Greenhill.

Herbert J. Greenhill.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John William Dent and John Heward, as Fishmongers and Dealers in Game and Fruit, at Malton, in the county of York, under the style or firm of Dent and Heward, was dissolved, by mutual consent, on the 8th day of November, 1881. All debts due to and from the late firm will be received and paid by the said John William Dent.—Dated this 17th day of November, 1881.

John Wm. Dent.

John Heward.

NOTICE is hereby given, that the Partnership heretofore carried on by David Soutar and Thomas Noble, under the firm of Soutar and Noble, at 32, Ludgate-hill, London, as Mill Furnishing Agents, was dissolved, by mutual consent, on the 8th day of November, 1881.—As witness our hands.

David Soutar.
Thomas Noble.

NOTICE is hereby given, that the Partnership heretofore carried on by Charles Macro Wilson, John Nixon, and Herbert Hughes, at Sheffield, in the county of York, as Solicitors and Attorneys, under the firm of Younge, Wilson, Nixon, and Hughes, is hereby dissolved, as regards the said John Nixon, by mutual consent. The business will in future be carried on by the said Charles Macro Wilson and Herbert Hughes alone, and they will receive all debts and discharge all liabilities of the said firm.—As witness our hands this 1st day of November, 1881.

Chas. Macro Wilson.
John Nixon.
Herbert Hughes.

NOTICE is hereby given, that the Partnership between us the undersigned, George Leslie and Jane Arrowsmith Holmes, in the trade, or business of Mineral Water Manufacturers, at No. 10, Langdon-street, in Sheffield, in the county of York, under the style or firm of George Leslie and Co., was this day dissolved by mutual consent; and that in future the said business will be carried on by the said Jane Arrowsmith Holmes on her separate account, and she will receive and pay all debts due to and owing by the said partnership.—As witness our hands this 17th day of November, 1881.

George Leslie.
J. A. Holmes.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Henry Douglass and Ralph Wanlass, carrying on business as Grocers and Provision Merchants, at Ayres Quay, Sunderland, in the county of Durham, under the style or firm of Douglass and Wanlass, has been this day dissolved by mutual consent; and that all debts due and owing to or by the late firm will be received and paid by the said Charles Henry Douglass, who will continue to carry on the said business.—As witness our hands this 15th day of November, 1881.

C. H. Douglass.
R. Wanlass.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Wingfield Bates and Frank Kennell, both of Leicester, in the county of Leicester, as Boot and Shoe Manufacturers, under the style of Bates and Kennell, has this day been dissolved by mutual consent. All debts due and owing to and by the late firm will be received and paid by the said Frank Kennell, by whom the business will in future be carried on.—Witness our hands this 15th day of November, 1881.

Charles Wingfield Bates.
Frank Kennell.

NOTICE is hereby given, that the Partnership heretofore existing between us in the business of Manufacturers and Vendors of the Patent Improved Self-closing Hinge, at Mirk-lane, Gateshead, in the county of Durham, under the style of Moffatt and Shrubsole, was this day dissolved by mutual consent. The undersigned William Moffatt alone will henceforth carry on the business on his own account, under the style of Moffatt and Shrubsole.—Dated this 17th day of November, 1881.

William Moffatt.
Edgar Seymour Shrubsole.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Alfred Warwick and Isaac Aldhous, of 344, Goswell-road, in the county of Middlesex, in the trade or business of Manufacturing Jewellers, under the firm or style of A. Warwick and Co., has been this day dissolved by mutual consent; and that all debts due and owing to or by the aforesaid late firm will be received and paid by the said Alfred Warwick, and that in future such business will be carried on by the said Alfred Warwick alone.—As witness our hands this 18th day of November, 1881.

Alfred Warwick.
Isaac Aldhous.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Christopher Poulter and Paul Poulter, carrying on business as Meat Salesmen, at No. 81, Central Meat Market, in the city of London, under the firm of Webb and Poulter, has this day been dissolved by mutual consent. All debts due to or owing by the said partnership will be received and paid by the said Christopher Poulter.—As witness our hands this 19th day of November, 1881.

C. Poulter.
Paul Poulter.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Joseph Atkinson and Thomas Aldred, carrying on business at Salford, in the county of Lancaster, as Manufacturers of and Dealers in Domestic and Agricultural Machinery and Implements, under the style or firm of J. Atkinson and Co., has been dissolved.—As witness our hands this 19th day of November, 1881.

Joseph Atkinson.
Thos. Aldred.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, George William Goodison, Charles Alfonso Atkinson, and Matthew Arthur Forde, carrying on business in copartnership, at the city of Liverpool, in the county of Lancaster, as Civil Engineers, Architects, and Surveyors, under the firm of Goodison, Atkinson, and Forde, terminated, by effluxion of time, on the 25th day of May last. The business has since been and will be continued by the said George William Goodison and Charles Alfonso Atkinson alone, under the same firm of Goodison, Atkinson, and Ford, and all debts of the late firm are to be paid to them.—Dated this 17th day of October, 1881.

G. W. Goodison.
C. A. Atkinson.
M. A. Forde.

COUNTY COURTS' JURISDICTION.

PURSUANT to a Decretal Order of the County Court of Derbyshire, holden at Chapel-en-le-Frith, Buxton, and New Mills, made in an action, J., 653, Adoram Robert Barker, of Otter Hole, Burbage, in the county of Derby, Farmer and Lodging-house Keeper, against George Street the younger and Eliza, his wife, of Otter Hole aforesaid, Farmers and Lodging-house Keepers, it was declared that the Partnership between the plaintiff and defendants do stand dissolved as from the 21st day of July, 1881. Mr. John Marriott Richardson, Terrace-road, Buxton, is the Solicitor for the Plaintiff.—Dated this 14th day of November, 1881.

RICHARD BROWN, Registrar.

JAMES SANDERS, 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 other persons having any claims or demands upon or against the estate of James Sanders, formerly of No. 2, Brunswick-parade, in the parish of Saint Mary, Islington, in the county of Middlesex, but late of No. 46, Beaufort-street, in the parish of St. Luke's, Chelsea, in the said county of Middlesex, Gentleman (who died on the 11th day of June, 1872, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 18th day of July, 1872, by Ann Sanders, of No. 46, Beaufort-street, Chelsea aforesaid, Widow, since deceased, and Victoria Perry, of No. 125, Hornsey-road, in the county of Middlesex, Spinster, the executrix therein named), are hereby required to send the full particulars, in writing, of their debts, claims, and demands to us, the undersigned, on or before the 31st day of December next, at the expiration of which time the said Victoria Perry 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 she shall have had notice, and that the said Victoria Perry will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose debt, claim, or demand she shall not then have had notice.—Dated this 17th day of November, 1881.

GEORGE BROWN and SONS, 56, Finsbury-pavement, Finsbury-square, E.C., Solicitors for the Executrix.

ANN SANDERS, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Ann Sanders, formerly of No. 46, Beaufort-street, Chelsea, in the county of Middlesex, but late of No. 125, Hornsey-road, in the same county, Widow, deceased (who died on the 5th day of August, 1879, and whose will, together with two codicils thereto, was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 9th day of September, 1879, by Victoria Perry, of No. 125, Hornsey-road, in the county of Middlesex, Spinster, the surviving executrix), are hereby required to send the full particulars, in writing, of their debts, claims, and demands to us, the undersigned, on or before the 31st day of December next, at the expiration of which time the said Victoria Perry 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 she shall then have had notice, and that she said Victoria Perry will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose debt, claim, or demand she shall not then have had notice.—Dated this 17th day of November, 1881.

GEORGE BROWN and SONS, 56, Finsbury-pavement, Finsbury-square, E.C., Solicitors for the said Executrix.

WILLIAM THOMAS, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claim upon the estate of William Thomas, late of Woodburn, in the county of Buckingham, Paper Manufacturer, deceased (who died on the 19th day of September, 1875, and whose will was proved in the Oxford District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 11th day of January, 1876, by John Thomas and James Thomas, two of the executors therein named), are hereby required to send particulars of their claim to me, the undersigned, on or before the 19th day of December next, after which date the executors will proceed to distribute the assets of the testator, having regard only to the debts or claims of which they shall have had notice.—Dated this 16th day of November, 1881.

D. CLARKE, Easton-street, High Wycombe, Solicitor for the said Executors.

JAMES SMITH, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of James Smith, late of Droxford, in the county of Southampton, Cordwainer, deceased (who died on the 25th day of March, 1881, and whose will was proved on the 13th day of April, 1881, in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Winchester, by Thomas Cooper, the surviving executor in the said will named), are hereby required to send particulars, in writing, of their debts, claims, or demands to the said Thomas Cooper, at his house at Meonstoke, in the county of Southampton, on or before the 20th day of January next, after which day the said Thomas Cooper will without further notice 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 he shall then have had notice, and that he will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose debt, claim, or demand he shall not then have had notice.—Dated this 17th day of November, 1881.

B. B. HEWITT, Bishop's Waltham, Solicitor for the said Thomas Cooper.

SUSAN BOWN, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of Her present Majesty, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Susan Bown, late of Caryngton Villa, Weston-super-Mare, in the county of Somerset, Spinster, deceased (who died on the 24th day of October, 1881, and whose will, with a codicil thereto, was proved by John Webb King, of the Chesile, Christchurch-road, Hampstead, in the county of Middlesex, Esq., and Reginald Cox, of Swiss Villa, Weston-super-Mare aforesaid, Esq., the executors therein named, on the 15th day of November, 1881, in the Principal 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 me, the undersigned, on or before the 16th day of February next, after which 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 the executors shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 16th day of November, 1881.

JOHN SLADE, Jun., 1, New-court, Lincoln's-inn, Solicitor for the said Executors.

Miss HARRIET BOLTON, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Harriet Bolton, late of the borough of Kingston-upon-Hull, Spinster (who died on the 19th day of September last, and whose will was proved on the 27th day of October last, in the District Registry at York of the Probate Division of Her Majesty's High Court of Justice by

Frederick George Bolton, Mary Eliza Whitworth, and Edward John Wilson, the executors therein named), are hereby required to send written particulars of their respective debts, claims, or demands to the said executors, at the office of the undersigned Solicitors, on or before the 14th day of December next, after the expiration of which time the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and 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 due notice.—Dated this 2nd day of November, 1881.

E. S. WILSON and SON, 6, Whitefriar-gate, Hull, Solicitors for the Executors.

JOHN ANDREW, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand upon or against the estate of John Andrew, late of Whitby, in the county of York, Confectioner, deceased (who on died the 17th day of July, 1881, and whose will was proved by Ann Andrew, of Whitby aforesaid, Widow, the relict of the deceased, Edward Fuller Sewell, of Whitby aforesaid, Merchant, Thomas Pressick Yeoman, of the same place, Gentleman, and John Rowland, also of the same place, Gentleman, the executors therein named, on the 12th day of September, 1881, in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at York), are hereby required to send the particulars, in writing, of their respective claims or demands to the undersigned, Messrs. Gray and Pannett, of Flowergate, in Whitby aforesaid, Solicitors for the said executors, on or before the 31st day of January next; and notice is hereby also given, that after that day the said Ann Andrew, Edward Fuller Sewell, Thomas Pressick Yeoman, and John Rowland will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and 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 17th day of November, 1881.

GRAY and PANNETT, of Whitby aforesaid, Solicitors for the above-named Executors.

WILLIAM MULLER, 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 upon the estate of William Müller, late of Hillside, Shenley, in the county of Hertford, and of No. 86, Portland-place, in the county of Middlesex, Esq., deceased (who died on the 19th day of August, 1881, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice in England on the 12th day of October last, by Edward Wyld, of No. 6, Moorgate-street, in the city of London, Merchant, one of the executors therein named), are hereby required to send particulars of such claims to us, the undersigned, on or before the 1st day of January next, after which date the executor will proceed to distribute the assets of the testator among the parties entitled thereto, having regard to the claims of which such executor has then notice; and will not be liable for the assets, or any part thereof, so distributed to any person of whose claim such executor shall not have had notice at the time of distribution of the said assets, or a part thereof, as the case may be.—Dated this 17th day of November, 1881.

SIMPSON, HAMMOND, RICHARDS, and CO., 6, Moorgate-street, London, E.C., Solicitors for the said Executor.

JOHN LAMB, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims against the estate of the above-named John Lamb, late of Barnard Castle, in the county of Durham, Gentleman, deceased (who died on the 8th day of January, 1880, and whose will was duly proved in the District Registry at Durham of the Probate Division of Her Majesty's High Court of Justice on the 26th day of February, 1880, by William Watson the younger, then of Startforth Hall, in the North Riding of the county of York, but now of Barnard Castle aforesaid, Solicitor, and John Swire Langhorne, then of Barnard Castle aforesaid, but now of Wakefield, in the West Riding of the said county of York, Law Student, the two executors named in the said will), are hereby required to send in full particulars of their claims, in writing, to us, the undersigned, W. W. and W. J. Watson, of Barnard Castle aforesaid, Solicitors for the said executors, on or

before the 15th day of December next, after which date the said executors will proceed to distribute the assets of the said John Lamb, deceased, amongst the persons entitled thereto, having regard only to the claims of which they shall then have had notice; and the said executors will not be liable for the assets of the said deceased so distributed, or any part thereof, to any person whomsoever of whose claim they shall not have had notice at the time of such distribution. And all persons indebted to the estate of the said deceased are hereby requested forthwith to pay the amount of their respective liabilities to the said executors.—Dated this 19th day of November, 1881.

W. W. and W. J. WATSON, Barnard Castle, Durham, Solicitors for the said Executors.

JOHN WATKINS, 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 being creditors of, or otherwise having any claims or demands upon or against the estate of John Watkins, late of White Castle, in the parish of Llantillio Crossenny, in the county of Monmouth, Shoemaker, deceased (who died on the 18th day of November, 1880, and whose will, with the codicil thereto, was passed in the District Registry at Llandaff of the Probate Division of Her Majesty's High Court of Justice on the 4th day of March, 1881, by Thomas Prosser, of Treadam, and Thomas Parry, of White Castle, both in the said parish of Llantillio Crossenny, Farmers, the executors named in the said will), are hereby required to send in their claims to the said executors, at the office of their Solicitor, Mr. Henry Lawrence Baker, situate at No. 38, Lion-street, Abergavenny, in the said county of Monmouth, on or before the 11th day of January next, 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 they shall then have had notice; and that the said executors will not be liable for the said assets, or any part thereof, so distributed to any person of whose claim they shall not have had notice at the time of the distribution of the said assets. 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 11th day of November, 1881.

HENRY LAWRENCE BAKER, 38, Lion-street, Abergavenny, Solicitor for the said Executors.

Re Dr. CHARLES SMITH, Deceased.

Pursuant to the Act 22 and 23 Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Dr. Charles Smith, late of Surrey-street, Sheffield, in the county of York (who died on the 8th day of October, 1881, and letters of administration of whose goods, chattels, and effects were granted to William Smith, of Sheffield aforesaid, Gentleman, by the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Wakefield, on the 16th day of November, 1881), are hereby required to send particulars, in writing, of such claims or demands to the undersigned, at their offices, 16, Campo lane, Sheffield aforesaid, on or before the 31st day of December, 1881, after which day the said administrator will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims and demands only of which he shall then have had notice; and he will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand he shall not then have had notice.—Dated this 18th day of November, 1881.

W. SMITH and SON, Solicitors.

EUGENE COMERFORD CLARKSON, Esq., Q.C., Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all creditors and other persons having any debt or claim upon or affecting the estate of the said Eugene Comerford Clarkson, Esq., one of Her Majesty's Counsel, late of No. 3, Paper-buildings, Temple, London, and East End House, Pinner, in the county of Middlesex (who died on the 19th day of August, 1881, 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 November, 1881, by Colonel James Buchanan and Harold Comerford Clarkson, two of the executors thereof), are hereby required to send in the particulars of their claims to Messrs. Clarkson, Greenwell, and Wyles, of 24, Carter-lane, Doctors'-commons, in the city of London, Solicitors to the said executors, on or before the 31st day of December next, at the expiration of which time the said executors will proceed to distribute the assets of the said Eugene Comerford Clarkson among the persons entitled thereto, having regard to the debts and claims only of which the said executors shall then have had notice; and the said executors will not be liable for the assets so distri-

buted to any person of whose debt or claim they shall not have had notice at the time of such distribution.—Dated this 18th day of November, 1881.

CLARKSON, GREENWELL, and WYLES, 24, Carter-lane, Doctors'-commons, E.C., Solicitors for the said Executors.

ALFRED DRAPER, 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 Alfred Draper, late of Yew Tree Cottage, Croydon, in the county of Surrey, and of No. 422, Strand, in the county of Middlesex, Hatter (who died on the 2nd day of October, 1881, and whose will was proved by Jane Draper, his Widow, the executrix therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 4th day of November, 1881), are hereby required to send particulars, in writing, of their debts, claims, or demands to me, the undersigned, as Solicitor for the said executrix, on or before the 1st day of January, 1882. And notice is hereby given, that at the expiration of that time the said executrix 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 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, or demand she shall not then have had notice.—Dated this 18th day of November, 1881.

G. H. PROCTOR STREET, 27, Lincoln's-inn-fields, Solicitor for the said Executrix.

WILLIAM SILVERSIDES, Deceased.

HENRY SILVERSIDES, Deceased.

ALL persons having claims upon the estate of William Silversides, late of Riccall, in the county of York, Farmer (who died on the 8th of July, 1880, and whose will was proved in the York District Registry on the 25th day of August, 1880, by Henry Silversides, of Riccall aforesaid, Farmer, the executor therein named, and all persons having claims against the estate of the said Henry Silversides, late of Riccall, in the county of York, Farmer, who died on the 22nd day of June, 1881, and whose will was proved in the York District Registry on the 9th day of September, 1881, by John Silversides, of Riccall aforesaid, Farmer, the surviving executor therein named), are requested to send the particulars of such claims to us, on or before the 1st day of January, 1882, at the expiration of which time the executor will distribute the assets of the said testators amongst the parties entitled thereto.—Dated this 16th day of November, 1881.

W. and E. GRAY, 75, Petergate, York, Solicitors for the said John Silversides.

WILLIAM OGLE GREY YOUNGHUSBAND, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of William Ogle Grey Younghusband, formerly of 1, Temple-gardens, Temple, in the county of Middlesex, but late of No. 5, College-villas, Belsize Park, in the same county, Esq., Barrister-at-Law, deceased (who died on the 16th day of May, 1881, and whose will was proved on the 14th day of September, 1881, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice by Mrs. Elizabeth Younghusband, Widow, the executrix named in the said will), are hereby required to send particulars, in writing, of such claims to us, the undersigned, Messrs. Roy and Cartwright, of 4, Lothbury, in the city of London, Solicitors for the said executrix, on or before the 31st day of December, 1881, after which date the said executrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which notice shall have been given as aforesaid; and the said executrix will not be liable for the assets, or any part thereof, so distributed to any person of whose claim notices shall not have been given as aforesaid.—Dated this 17th day of November, 1881.

ROY and CARTWRIGHT, Solicitors for the Executrix.

REBECCA SMITH, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to 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 Rebecca Smith, late of No. 89, Neepsend-lane, Sheffield, in the county of York, Widow, deceased (who died on the 16th day of June, 1881, intestate, and to whose estate letters of administration were granted to Ann Travis, by the

District Registry at Wakefield attached to the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in particulars of their claims or demands to the undersigned, the Solicitors for the said Ann Travis, on or before the 23rd day of December, 1881. And notice is hereby also given, that after the said day the said Ann Travis will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said Ann Travis shall then have notice; and that she will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim she shall then have had notice.—Dated this 18th day of November, 1881.

SMITH, SMITH, and ELLIOTT, Meetinghouse-lane, Bank-street, Sheffield, Solicitors.

The Reverend FRANCIS BONAVENTURE GOURRIER, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of the Reverend Francis Bonaventure Gourrier, formerly of No. 5, Trafalgar-place, Weston, Bath, in the county of Somerset, but late of Newnham-on-Severn, in the county of Gloucester, Clerk (who died on the 11th day of September, 1880, probate of whose estate and effects was granted on the 5th day of March, 1881, to Henry Vernon Hulbert, of Devizes, in the county of Wilts, one of the executors of the will of the said Reverend Francis Bonaventure Gourrier, deceased), are hereby required to send in particulars of their claims or demands to us, the undersigned, the Solicitors for the executor, at 4, Lancaster-place, Strand, Middlesex, on or before the 20th day of December next; and notice is hereby given, that after that date the said executor will proceed to distribute the assets of the deceased among the persons entitled thereto, having regard only to the claims of which notice shall then have been given, 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 17th day of November, 1881.

WILLOUGHBY and WINCH, 4, Lancaster-place, Strand, Solicitors for the said Executor.

JOHN VARLEY, Deceased.

Pursuant to the Statute 22 and 23 Vic., c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims and demands upon or against the estate of John Varley, late of Garibaldi-terrace, Harwood-street, Over Darwen, in the county of Lancaster, Warehouseman, deceased (who died on the 23rd day of October, 1881), are hereby required to send in the particulars of their claims and demands, in writing, to me, on or before the 30th day of November, 1881, after which date the executors of the will of the said John Varley, deceased, will distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they shall have received notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose claim they shall not then have had notice.—Dated this 15th day of November, 1881.

FRED. GEO. HINDLE, No 3, Bolton-road, Over Darwen, Lancashire, Solicitor for the Executors.

HENRY KING, Deceased.

ALL creditors and persons having any claims or demands upon or against the estate of Henry King, late of Paddington Mill-stages, in the parish of Abinger, in the county of Surrey, deceased (who died on the 21st May, 1881), are hereby required to send in their particulars of their claims or demands to us, the undersigned, the Solicitors for the executors of his last will and testament, and all persons indebted to the estate of the said Henry King are requested to pay the amount of their respective debts to us forthwith.—19th November, 1881.

HART, HART, and MARTEN, Dorking, Surrey, Solicitors.

JOHN SHUTE, 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 Mr. John Shute, late of Totnes, in the county of Devon, Cordwainer, deceased (who died on or about the 15th day of September, 1881, and whose will was proved by Charles Shute, of No. 9, Tottenham-court-road, in the parish of Saint Pancras, in the county of Middlesex, Outfitter, the executor therein named, on the 6th day of October, 1881, in the District Registry of Her Majesty's High Court of Justice at Exeter), are hereby required to send in the particulars of their claims or demands to the said Charles Shute, or to the undersigned, Messrs. Presswell and Son, the Soli-

itors of the said executor, at their offices, in South-street, Totnes, on or before the 17th day of December next, after which day the said executor will proceed to apply or distribute the assets of the deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which the said executor shall then have notice; and will not be answerable or liable for such assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand he shall not then have had notice.—Dated this 18th day of November, 1881.

PRESSWELL and SON, Solicitors for the said Executor.

Lieutenant-General WILLIAM CLARKE, Deceased.

Pursuant to the Statute 22 and 23 Victoria, cap. 35.

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of William Clarke, late of No. 2, Notting Hill-terrace, in the county of Middlesex, a Lieutenant-General in Her Majesty's Army (who died on the 17th day of October, 1881, and whose will was proved by George Ashby Ashby, of Naseby Woolleys, in the county of Northampton, a Captain in Her Majesty's Army, one of the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 11th November, 1881), are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the said executor, on or before the 31st day of December, 1881; and notice is hereby given, that at the expiration of that time (the said executor 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 he shall then have had notice; and that he will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand he shall not then have had notice.—Dated this 18th day of November, 1881.

BOWLINGS, FOYER, and HORDERN, 26, Essex-street, Strand, London, Solicitors for the Executor.

In re MARY ANN ELIZABETH WILLIAMS, otherwise MARY ANN ELIZABETH PETERS, Deceased.

Pursuant to the Act of Parliament passed in the 22nd and 23rd years of the reign of Her present Majesty Queen Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and others having any debt, claim, or demand against or affecting the estate of Mary Ann Elizabeth Williams, otherwise Mary Ann Elizabeth Peters, who was lately in partnership with Mr. Stephen Edwin Stanton, carrying on business with him as Publicans, at the George and Vulture Tavern, Pittfield-street, Hoxton, in the county of Middlesex, and who lately resided at No. 41, Alma-street, New North-road, in the said county, deceased (who died on the 3rd day of July, 1881, and whose will was proved by Charles George Grubham Wilkinson, of No. 18, Cockspur-street, Pall Mall, in the said county of Middlesex, Gentleman, one of the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 26th day of August, 1881), are hereby required to send particulars, in writing, of their debts, claims, and demands upon the said estate to the said executor, at the offices of Messrs. William Henry Waller and Son, situate at No. 2, Duke-street, Adelphi, in the said county of Middlesex, on or before the 25th day of December next, 1881, at the expiration of which time the said executor will distribute the assets of the said deceased amongst the persons entitled thereto, having regard to the claims and demands only of which they shall then have had notice; and that the said executor will not be accountable or liable for the assets so distributed, or any part thereof, to any person or persons whomsoever of whose debt, claim, or demand he shall not have had notice.—Dated this 19th day of November, 1881.

W. H. WALLER and SON, 2, Duke-street, Adelphi, London, Solicitors for the Executor.

In the Affairs of Mr. WILLIAM ANDREW, Deceased. Pursuant to the Statute 22 and 23 Vic., chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claim or demand against the estate of William Andrew, late of Billingham, in the county of Lincoln, Blacksmith, deceased (who died on the 1st of November, 1878), are hereby required to send, on or before the 31st day of December, 1881, particulars of their claims, in writing, to Jesse Storr, of Billingham aforesaid, Tailor, William Lupton, of Hanby, in the said county of Lincoln, Farmer, or to Joseph Smith, of Billingham aforesaid, Farmer, the executors under the will of the said William Andrew, or to us; and notice is hereby given, that on and

after the said 31st day of December next, the said executors will proceed to distribute the assets of the said deceased, having regard only to those claims of which they shall then have had notice.—Dated this 15th day of November, 1881.

WILES and SMITH, Horbling, Lincolnshire, Solicitors for the said Executors.

GEORGE DOWDEN, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand against the estate of George Dowden, late of New Brentford, in the county of Middlesex, Coachbuilder, deceased (who died on the 16th day of September, 1881, and letters of administration were granted by the Principal Registry of Her Majesty's High Court of Justice to Eliza Gates, the wife of Stephen Belcher Gates, the sister of the deceased, on the 15th day of November, 1881), are required to send particulars of their claims or demands, on or before the 22nd day of December, 1881, to Messrs. Ruston, Clark, and Ruston, of Brentford aforesaid, the Solicitors for the said administratrix; and notice is hereby given, that after the said 22nd day of December, 1881, the said Eliza Gates will proceed to distribute the assets of the said George Dowden among the persons entitled thereto, having regard only to the debts and claims of which she may have then had notice; and she will not be answerable or liable for the assets so distributed, or any part thereof, to any person of whose claims she shall not then have had notice.—Dated this 17th day of November, 1881.

RUSTON, CLARK, and RUSTON, Brentford, Solicitors for the said Administratrix.

JOHN PARSONAGE, Deceased.

Pursuant to the Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand upon or against the estate of John Parsonage, late of Glazebrook, in the county of Lancaster, Farmer, deceased (who died on the 12th day of May, 1881, at Glazebrook aforesaid, and whose will was proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Liverpool on the 31st day of May, 1881, by George Gerrard, of Glazebrook, in the said county of Lancaster, Farmer, and John Simpson, of Glazebrook aforesaid, Farmer, the executors named in the said will), are hereby required to send in particulars of their respective debts, claims, and demands, in writing, to the said executors, at the offices of their Solicitors, Messrs. John Taylor and Sons, No. 1, Mawdsley-street, Bolton, in the said county of Lancaster, on or before the 19th December, 1881, after which day the said executors will proceed to distribute the assets of the said John Parsonage, deceased, among the persons entitled thereto, having regard only to the debts, claims, and demands of which the said executors shall then have received notice; and the said executors will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose debts, claims, or demands they shall not then have had notice.—Dated this 17th day of November, 1881.

JOHN TAYLOR and SONS, 1, Mawdsley-street, Bolton, Solicitors for the said Executors.

Lord HATHERLEY, 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 the creditors and other persons having any claims or demands against the estate of the Right Honourable Lord Hatherley, late of No. 31, Great George-street, Westminster, and the Red House Park, Ipswich, in the county of Suffolk, deceased (who died on the 10th of July, 1881, 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 21st day of October, 1881, by Gordon Whitbread and Edwin Davis Maddy, Esqrs., the executors thereof), are hereby required to send to Messrs. Field, Roscoe, and Co., of 36, Lincoln's-inn-fields, London, W.C., Solicitors for the said executors, particulars, in writing, of their claims or demands, on or before the 31st day of December, 1881, after the expiration of which time the said executors will proceed to distribute the whole of the assets of the said deceased, having regard only to the claims of which they shall then have notice.—Dated this 18th day of November, 1881.

FIELD, ROSCOE, and CO., 36, Lincoln's-inn-fields, London, W.C.

TO be sold, pursuant to a Judgment of the Chancery Division of the High Court of Justice, made in the matter of the estate of James Charles Evans, deceased, Myers v. Toye, with the approbation of Mr. Justice Chitty, by Mr. John W. Trist (of the firm of Messrs. Norton, Trist, Watney, and Co.), the person appointed by the said Judge, at the Mart, in the city of London, on Friday, the 16th December, at two o'clock p.m. precisely, certain freehold property, namely:—

Lots 1 to 4. Forest Gate, Essex.—Four houses with gardens, and space for the erection of another house, situate Nos. 4, 5, 6, and 7, Cromwell-terrace, Suffolk-street, let to weekly tenants at rents amounting in the gross to £80 12s. per annum.

Lot 5. Lower Clapton.—A ground-rent of £10 per annum, amply secured upon a residence known as Claremont House, Queen's Down-road.

Lot 6. Hoxton.—A house, No. 2, Harvey-street, let at £22 per annum.

Lot 7. A ground-rent of £2 12s. per annum, secured upon No. 3, Harvey-street, with reversion in about 18 years to the rack-rent, estimated at £23 per annum.

Particulars may be had of W. Eley, Esq., Solicitor, 55, New Broad-street, E.C.; and of the Auctioneers, at 62, Old Broad-street, E.C.

PURSUANT to a Judgment of the High Court of Justice, Chancery Division, made in an action in the matter of the estate of Sir William Anderson Rose, deceased, Adria Susan Josephine Rose, Spioster, and others, Infants, against Dame Charlotte Grace Rose and another, 1881, R., No. 1639, the creditors of Sir William Anderson Rose, late of 66, Upper Thames-street, in the city of London, and of Bifrons, Upper Tooting, in the county of Surrey, Merchant, an Alderman of the city of London, and Colonel Commanding the Royal London Militia, who died in or about the month of June, 1881, are, on or before the 2nd day of January, 1882, to send by post, prepaid, to Mr. James Anderson Rose, of No. 11, Salisbury-street, Strand, in the county of Middlesex, the Solicitor of the defendant, Dame Charlotte Grace Rose, the executrix 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 the Honourable Mr. Justice Chitty, at his chambers, situated in the Royal Courts of Justice, Strand, Middlesex, on Monday, the 16th day of January, 1882, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claim.—Dated this 22nd day of November, 1881.

PURSUANT to a Judgment of the High Court of Justice, Chancery Division, made in an action in the matter of the estate of Raffaele Pinti, deceased, Marolda and others against Sciarretta, 1881, P., No. 2322, the creditors of Raffaele Pinti, late of 46, Berners-street, Oxford-street, in the county of Middlesex, Picture Dealer, who died in or about the month of July, 1881, are, on or before the 28th day of December, 1881, to send by post, prepaid, to Mr. Henry Ikin, of No. 10, Lincoln's-inn-fields, in the county of Middlesex, the Solicitor of the defendant, A. Sciarretta, the administrator of the said Raffaele Pinti, deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Judgment. Every creditor holding any security is to produce the same before the Honourable Mr. Justice Chitty, at his chambers, situated at the Royal Courts of Justice, Strand, Middlesex, on Friday, the 13th day of January, 1882, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 21st day of November, 1881.

PURSUANT to a Judgment of the High Court of Justice, Chancery Division, made in the matter of the estate of John Atkinson, deceased, and in an action Gibson-Leadbitter, v. Willis, 1881, G., No. 778, the creditors of John Atkinson, late of No. 320, Westgate-road, Newcastle-on-Tyne, Gentleman, deceased, who died on the 31st day of December, 1876, are, on or before the 31st day of December, 1881, to send by post, prepaid, to Mr. John George Brown, of No. 5, Mosley-street, Newcastle-on-Tyne, a member of the firm of John George Brown and Son, of the same place, the Solicitors of the defendants, the surviving executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Judgment. Every creditor holding any security is to produce the same before Mr. Justice Chitty, at his chambers, situated in the Royal Courts of Justice, Strand, London, on Monday,

the 16th day of January, 1882, at eleven of the clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 17th day of November, 1881.

PURSUANT to an Order of the High Court of Justice, made in the matter of the estate of Robert Lemon, and in an action Lemon against White, 1881, L., 3023, the creditors of Robert Lemon, late of Stepney Green, in the county of Middlesex, Surveyor and Licensed Victualler, who died in or about the month of June, 1858, are, on or before the 23rd day of December, 1881, to send by post, prepaid, to Mr. Arnold Summers Manns, of No. 8, Old Jewry, in the city of London, a member of the firm of Manns and Longden, of the same place, the Solicitors of the defendant, Emma White, the administratrix de bonis non 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 Mr. Justice Fry, at his chambers, situated at No. 12, Staple-inn, Holborn, in the county of Middlesex, on Friday, the 13th day of January, 1882, at twelve o'clock at noon, being the time appointed for adjudicating upon the claims.—Dated this 19th day of November, 1881.

PURSUANT to a Judgment of the High Court of Justice, Chancery Division, made in the matter of Daniel Keane, deceased, and in an action Furber against Keane, 1880, F., 658, the creditors of Daniel Keane, late of Lincoln's-inn fields, in the county of Middlesex, England, and of Villa Saint George, Hères, in the Republic of France, Gentleman, deceased, who died on or about the month of September, 1879, are, on or before the 31st day of December, 1881, to send by post, prepaid, to William Akman Storry, of 57, Lincoln's-inn-fields, in the county of Middlesex, the Solicitor of Charles Felix Keane, the executor of the said deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before Mr. Justice Fry, at his chambers, situated No. 12, Staple-inn, Holborn, Middlesex, England, on Thursday, the 12th day of January, 1882, at twelve o'clock at noon, being the time appointed for adjudicating upon the claims.—Dated this 18th day of November, 1881.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of Sarah Ann Prouse, deceased, Donville and Company limited against Hicks, 1881, F., 2507, the creditors of Sarah Ann Prouse, late of the Bell Tavern, Pall Mall, in the county of Middlesex, Widow, who died in or about the month of August, 1881, are, on or before the 16th day of December, 1881, to send by post, prepaid, to Henry Lewis Arnold, of 28, Wellington-street, Strand, Middlesex, the Solicitors of Alfred Hicks, the defendant, their Christian and surnames, and the Christian and surnames of any partner or partners, their addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir James Bacon, at his chambers, situated No. 11, New-square, Lincoln's-inn, Middlesex, on Friday, the 23rd day of December, 1881, at twelve o'clock at noon, being the time appointed for adjudicating upon the claims.—Dated this 16th day of November, 1881.

Edué Witts Butler.

In the High Court of Justice.—Chancery Division.
PURSUANT to an Order made in the matter of the trusts of a sum of £1,400, bequeathed by the will of Mary Elizabeth Bell, deceased, formerly the wife of William Ghrimes Bell, late of Westbourne-terrace, Hyde Park, in the county of Middlesex, Esq., deceased, unto and equally between the nephews and nieces of her late cousin, Miriam Witts, deceased, who should be living at the time of the decease of the testatrix, Edué Witts Butler, formerly of Mongewell, in the county of Oxford, England, if living, or in case of his death, his legal personal representatives, is or are, on or before the 30th day of March, 1882, to come in at the chambers of the Vice-Chancellor Sir Charles Hall, at the Royal Courts of Justice, in the county of Middlesex, and claim his or their interest in the share of the trust fund standing to his credit, or in default thereof he or they will be peremptorily excluded from all benefit of or in the said trust funds and Order. Thursday, the 13th day of April, 1882, at twelve o'clock at noon, at the said chambers, is appointed on hearing and adjudicating upon the said claims. The said Edué Witts Butler, one of the nephews of the said Miriam Witts, is stated to have left England in

the year 1854, and taken a passage, in the ship Thorwaldsen, for Melbourne, and has not been heard of since the year 1861.—Dated 7th November, 1881.

COUNTY COURTS' JURISDICTION.

PURSUANT to an Order of the County Court of Lancashire, holden at Oldham, made in an action William Platt, trading as John Platt and Co., against Mary Wright, the creditors of, or claimants against, the estate of Robert Wright, late of 14, Kersley-street, Oldham, in the county of Lancaster, Grocer, who died in or about the month of July, 1881, are, on or before the 12th day of December, 1881, to send by post, prepaid, to the Registrar of the County Court of Lancashire, holden at Oldham, 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 15th day of December, 1881, at eleven o'clock in the forenoon, being the time appointed for adjudicating upon the claims.—Dated this 19th day of November, 1881.

J. F. TWEEDALE, Registrar.

PURSUANT to an Order of the County Court of Lancashire, holden at Rochdale, made in an action Calvert against Lees, the creditors of, or claimants against the estate of Joseph Lees, late of Butterworth Hall, Milnrow, in the county of Lancaster, Carrier and Farmer, who died in or about the month of August, 1881, are, on or before the 8th day of December, 1881, 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 security is to produce or transmit the same to the Registrar aforesaid, on or before the 17th day of December, 1881, at eleven o'clock in the forenoon, being the time appointed for adjudicating upon the claims.—Dated this 19th day of November, 1881.

ROBERT JACKSON, Registrar.

In the Matter of a Deed of Assignment for the Benefit of Creditors bearing date the 8th day of March, 1881, and made between William Ford, of the city of Norwich, trading as W. Ford and Son, Boot Manufacturer; also carrying on business in the city of Edinburgh, under the style of Newhouse and Co.; in the city of Glasgow, under the style of A. Briton and Co.; at Manchester, in the county of Lancashire, under the style of Rich and Co.; and at Leeds, in the county of York, under the style of F. Smith, of the first part, William Summers Whitlow, of Basinghall-street, in the city of London, Leather Merchant, James Mottram, of the city of Norwich, Gentleman, Robert Gent Burton, of the city of Norwich, Stock Broker, and Augustus Cufaude Palmer, of 7 and 8, Railway approach, London Bridge, in the county of Surrey, Chartered Accountant, as Trustees for and on behalf of all the Creditors of the said William Ford, of the second part, and the Creditors of the said William Ford of the third part, whereby the said William Ford assigned all his real and personal estate and effects to the said William Summers Whitlow, James Mottram, Robert Gent Burton, and Augustus Cufaude Palmer for the benefit of all the Creditors of the said William Ford.

THE Creditors of the above-named William Ford are required, on or before the 1st day of December, 1881, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Augustus Cufaude Palmer, of 7 and 8, Railway approach aforesaid, one of the Trustees under the said deed, or in default thereof they will be excluded from the benefit of the dividend proposed to be declared.—Dated this 21st day of November, 1881.

AUGUSTUS CUFUADE PALMER, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A FIRST and Final Dividend of 2s. 9d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Henry Gentry, of 22, Paternoster-square, Paternoster-row, in the city of London, Cheesemonger, and will be paid by me, at the offices of the Legal and Mercantile Association, 23, Borough High-street, Southwark, in the county of Surrey, on and after Monday, the 28th day of November, 1881, between the hours of eleven and one o'clock.—Dated this 21st day of November, 1881.

W. H. EDWARDS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Poole.

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 Silas Taunton, of Bournemouth, in the county of Hants, Brewer, and will be paid by me, at the offices of Messrs. Wheatley and Cridland, High-street, Poole, on and after Thursday, the 1st day of December, 1881, between the hours of eleven A.M. and four P.M.—Dated this 19th day of November, 1881.

FRANCIS GWYNNE WHEATLEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

A FIRST and Final Dividend of 4s. 7d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Henry Akrell, of Market place, Beverley, in the county of York, Gun Maker, and will be paid by me, at my office, North Bar, within Beverley, on and after the 22nd day of November, 1881.—Dated this 18th day of November, 1881.

G. S. SHEFFIELD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.

A FIRST and Final Dividend of 3s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of John Allison, No. 8½, Bootham, in the city of York, Saddler and Harness Maker, and will be paid by me, at my office, 36, Coney-street, in the city of York, on and after the 21st day of November, 1881.—Dated this 15th day of November, 1881.

HENRY C. CAMIDGE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.

A FIRST and Final Dividend of 2s. 10d. in the pound has been declared in the separate estate of Frank Clough, in the matter of a special resolution for liquidation by arrangement of the affairs of Frank Clough and Stevenson Shackleton, both of Perseverance Mill, Wibsey, in the township of North Bierley, in the parish of Bradford, in the county of York, Worsted Manufacturers, trading under the style or firm of Clough and Shackleton, and will be paid by me, at the offices of Messrs. B. and E. Musgrave, Victoria-chambers, Bank-street, Bradford, Public Accountants, on and after Thursday, the 1st day of December, 1881.—Dated this 18th day of November, 1881.

BENJAMIN MUSGRAVE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.

A FIRST and Final Dividend of 4d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Jeremiah White, residing at Allerton, in the parish of Bradford, in the county of York, and carrying on business at Bradford aforesaid as a Drysalter, Tea, Oil, Soap, and Tallow Merchant, and will be paid by me, at my office, No. 16, Kirkgate, Bradford, on and after the 28th day of November, 1881.—Dated this 19th day of November, 1881.

WILLIAM M. GRAY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield.

A FIRST and Final Dividend of 3d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Esau Lee, of the George and Dragon Inn, Ecclesfield, in the county of York, Publican, and will be paid by me, at the offices of Messrs. Armstead and Oakes, St. Peter's-close, Sheffield, Chartered Accountants, on and after the 25th day of November, 1881.—Dated this 18th day of November, 1881.

JOHN ARMSTEAD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Kingston.

A SECOND and Final Dividend of 1s. 2d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of John Gladman, of Staines, in the county of Middlesex, Builder, and will be paid by me, at 2, Mountfield-villas, Uxbridge-road, Ealing, in the said county of Middlesex, on and after the 26th day of November, 1881.—Dated this 19th day of November, 1881.

EDWIN WILLIAM BROWN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

A SECOND and Final Dividend of 9s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of William Lumb, of Harby, in the county of Nottingham, Farmer, and will be paid by me, at my office, No. 8, Bank-street, in the city of Lincoln, any day after this date between the hours of ten and four.—Dated this 18th day of November, 1881.

GEORGE JAY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

A FIRST and Final Dividend of 4s. 3d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Wallington Pope, of Southend, in the parish of Mathon, in the county of Worcester, Farmer, and will be paid by me, at my office, Broad-street, Pershore, in the county of Worcester, on and after the 21st day of November 1881.—Dated this 18th day of November, 1881.

JAMES MILWARD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Cheshire, holden at Stockport.

A FIRST Dividend of 5s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of William Isaac Wild, of Hospital-street, Nantwich, in the county of Chester, Boot and Shoe Manufacturer and Dealer, and John Henry Wild, of No. 30, Market-place, Stockport, in the same county, Boot and Shoe Manufacturer and Dealer, trading in copartnership as Boot and Shoe Manufacturers and Dealers, at the Victoria Works, Pall Mall, Nantwich aforesaid, and at No. 30, Market-place, Stockport aforesaid, under the style or firm of George Wild and Sons, and will be paid by James Eekersley, Chartered Accountant, at No. 49, Hanging Ditch, Manchester, on and after Saturday, the 19th day of November, 1881, between the hours of ten and five.—Dated this 21st day of November, 1881.

JAMES THOMAS NEWTON,
JAMES ECKERSLEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury.

A FIRST and Final Dividend of 10d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Fridd, of Bethersden, in the county of Kent, Farmer and Grazier, and will be paid by me, at the offices of Messrs. Hallett, Creevy, and Furlay, of Bank-street, Ashford, in the said county of Kent, on and after Monday, the 28th day of November, 1881, between the hours of ten and four o'clock.—Dated this 21st day of November, 1881.

WM. T. BEAN, 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 Charles Lloyd, of No. 9, Water-lane, in the city of London, Shipping Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Mr. Dobson's offices, No. 104, Minorier, London, E.C., on the 30th day of November, 1881, at eleven o'clock in the forenoon precisely.—Dated his 14th day of November, 1881.

J. M. DOBSON, 104, Minorier, 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 Emma Walker, of 7, Earl's Court-road, in the county of Middlesex, Widow and Ironmonger, trading under the style or firm of E. Walker 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 8, Paternoster-row, in the city of London, on the 6th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1881.

H. H. WELLS, 8, Paternoster-row, Solicitor for the said Emma Walker.

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 Ashby, late of No. 66, Southville, Wandsworth-road, in the county of Surrey, but now of the Oinda Estate, Stamford Hill, and now residing at St. Ann's-road, Tottenham, both in the county of Middlesex, Builder and Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Wm. Wilkins, of No. 103, Cannon-street, in the city of London, on the 8th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1881.

WM. WILKINS, 103, Cannon-street, E.C., 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 William James McDiarmid, of No. 17A, London-street, in the city of London, Tailor and Outfitter, trading as Birkley and Co., residing at Lonsdale Villa, Avenue-road, Acton, formerly of 55, Norfolk-road, Dalston, both in the county of Middlesex.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Chamber of Commerce, No. 145, Cheapside, in the city of London, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

JOHN NICHOLLS and GRANT, 73, Gresham-street, E.C., Solicitors for the said William James McDiarmid.

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 Donne Harrison, of No. 5, Lambeth-square, formerly of No. 4, Upper Marsh and late of Wincote-street, Lambeth, all in the county of Surrey, Printer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 2, Guildhall-chambers, Basinghall-street, London, on the 6th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 15th day of November, 1881.

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 William James Field, of 35, Hampstead-road, in the county of Middlesex, Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Walter Frederic Stokes, 57 and 58, Chancery-lane, in the county of Middlesex, on the 9th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

WALTER F. STOKES, 57 and 58, Chancery-lane, 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 Robert Wall, trading as C. R. Wall and Co., of 30, Bush-lane, and of the Jerusalem, Cowper's-court, Cornhill, both in the city of London, and of Lee, Lee Station, in the county of Kent, and of South Norwood, in the county of Surrey, and of 64, Manor-road, Saint John's, Deptford, in the said county of Kent, Coal 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 offices of Mr. Henry John Haynes, 6, Martin's-lane, Cannon-street, in the city of London, Solicitor, on the 29th day of November, 1881, at two o'clock in the afternoon precisely.—Dated this 12th day of November, 1881.

HENRY J. HAYNES, 6, Martin's-lane, Cannon-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 Edward Robert Jones, of No. 166, Lambeth-walk, Lambeth, in the county of Surrey, 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 Mr. Charles Birchall, No. 5, Mark-lane, in the city of London, on the 6th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

C. F. B. BIRCHALL, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Richard Britten, of 234, Bow-road, Bow, in the county of Middlesex, and also of 10 and 12, Inverness-place, Plumstead-road, Plumstead, in the county of Kent, Butcher and Porkman.

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. Frederick

Holloway, 173, Ball's Pond-road, Islington, in the county of Middlesex, Accountant, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

COOPER and CO., 59, Lincoln's-inn-fields, London, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Allport, of 6, Queen Anne's-gate, in the city of Westminster, Architect and Surveyor, lately residing at Springfield, Bedford Hill, Balham, in the county of Surrey, but now in lodgings at No. 46, Claverton-street, Pimlico, in the county of Middlesex.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. T. S. Evans, No. 5, Bucklersbury, in the city of London, Public Accountant, on the 8th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1881.

E. HART SMITH, 22, Charing-cross, S.W., Solicitor for the said William Allport.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Noble, of No. 2, Fenchurch-street, in the city of London, Hosier, Tailor, and Outfitter, and of Dacre House, Brandram-road, Lee, in the county of Kent, trading under the style of Whitfield and Noble, at No. 2, Fenchurch-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 Jamaica Coffee-house, St. Michael's-alley, Cornhill, in the city of London, on the 9th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

JOHN WARBURTON, Solicitor for the said Richard Noble.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Arthur George Gover, of No. 45, Watney-street, No. 99, Commercial-road East, No. 75, Cannon-street-road, all in the county of Middlesex, and Nos. 6 and 8, Mundell-terrace, New-road, Wandsworth, in the county of Surrey, trading as Gover and Co., Leather Sellers, Boot and Shoe Manufacturers.

NOTICE 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, Public Accountant, Nos. 13 and 14, King-street, Cheapside, in the city of London, on the 6th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 14th day of November, 1881.

HENRY W. M. WETHERFIELD, 91, Queen-street, Cheapside, 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 Arthur Augustus Addiscn, of No. 108, Spa-road, Bermondsey, formerly of No. 64, Goldsmith-road, Peckham, both in the county of Surrey, Greengrocer and Fruiterer.

NOTICE 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, Public Accountant, Nos. 13 and 14, King-street, Cheapside, in the city of London, on the 29th day of November, 1881, at two o'clock in the afternoon precisely.—Dated this 3rd day of November, 1881.

HENRY W. M. WETHERFIELD, 91, Queen-street, Cheapside, 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 Henry Richings, formerly carrying on business at No. 14, High-street, Kingsland, in the county of Middlesex, Provision Merchant, but now of No. 2, Elizabeth-cottages, Clarkson-road, Wood-street, Walthamstow, in the county of Essex, 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 Guildhall Tavern, Gresham-street, in the city of London, on the 6th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 15th day of November, 1881.

WM. FURSE NEAVE, 52, Cheapside, 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 George Arnold, of No. 138, Fonthill-road, Finsbury Park, in the county of Middlesex, Fruiterer and Greengrocer.

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. Frederick Holloway, 173, Ball's Pond-road, Islington, in the county of Middlesex, Accountant, on the 14th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

J. B. FENTON, 3, Kingsland-green, N., 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 Alfred Dupree, of No. 135, Rye-lane, Peckham, in the county of Surrey, Merchant Tailor and Juvenile Clothier.

NOTICE 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 7th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

W. H. SHEPSTONE, 51, Lime-street, London, E C, Solicitor for the said George Alfred Dupree.

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 Masterman, of No. 10, Marlborough-terrace, Upper Holloway, in the county of Middlesex, Costume 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 Inns of Court Hotel, Holborn, in the county of Middlesex, on the 5th day of December, 1881, at four o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

GEO. GODFREY, 41, Highbate-road, Solicitor for the said William Masterman.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Morgan Clifford, of 72, Brooksby's-walk, Chatsworth-road, Clapton, and 49, Alexander-road, Holloway, both in the county of Middlesex, Provision Agent.

NOTICE is hereby given, that a General Meeting of the creditors of the above named person has been summoned to be held at the offices of Mr. Stephen Bird, situate at 37, Bedford-row, in the county of Middlesex, on the 5th day of December, 1881, at half-past eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1881.

STEPHEN BIRD, 37, Bedford-row, W.C., Solicitor for the said Morgan Clifford.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Ann Maria Caroline Rivolta, of No. 47, Priory-road, Kilburn, in the county of Middlesex, 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 Inns of Court Hotel, No. 269, High Holborn, London, on the 7th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1881.

PEACOCK and GODDARD, 3, South-square, Gray's-inn, Solicitors for the said Ann Maria Caroline Rivolta.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Croucher, of No. 64, Brook Green, Hammer-smith, in the county of Middlesex, Nurseryman and Florist.

NOTICE is hereby given, that a General Meeting of the creditors of the above named person has been summoned to be held at the offices of Mr. Henry Archibald Dowse, at No. 6, New-inn, Strand, in the county of Middlesex, on the 12th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

H. A. DOWSE, 6, New-inn, W.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 Laura Euphrosini Holmes, of No. 39, Talbot-road, Baywater, in the county of Middlesex.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the office of Edward Bewsey Titley, 15, Orange-grove, Bath, Solicitor, on the 10th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

KINGSFORD, DORMAN, and CO., 23, Essex-street, Strand, Solicitors 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 James Beach, of the Steam Bicycle and Engineering Works, 39, Union-street and Station-road, Plymouth, in the county of Devon, Bicycle Manufacturer and Machinist.

NOTICE 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, London, on the 5th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1881.

SQUARE, BRIDGMAN, and BOND, of Bank of England-chambers, Plymouth, Solicitors 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 William Birmingham, of No. 9, Whimble-street, Plymouth, in the county of Devon, Bookseller, Printer, and Stationer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Inns of Court Hotel, Holborn, London, on the 6th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1881.

ROOKER, MATTHEWS, HARRISON, and MATTHEWS, of Frankfort-chambers, Plymouth, Solicitors for the said William Birmingham.

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 Edwin Henry Lane White, of Honiton, in the county of Devon, 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 Black Lion Inn, Honiton, Devon, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

W. EVERY, Honiton, Devon, Solicitor for the said Edwin Henry Lane White.

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 Goldsmith, of Saxlingham, Nethergate, in the county of Norfolk, Travelling Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. William Gaze, Solicitor, 1, Bank-street, Norwich, on the 3rd day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

WM. GAZE, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Pipe, of Bramfield, in the county of Suffolk, Farmer, lately in copartnership with Charles Rush, of Hoxne, in the said county, Farmer, at Bramfield aforesaid, as Farmers.

NOTICE 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, Halworth, in the said county of Suffolk, on the 14th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 14th day of November, 1881.

J. M. POLLARD, 7, St. Lawrence-street, Ipswich, Solicitor for the said John Pipe.

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 Frank Matthews, of 70, St. James's-street, Manchester, in the county of Lancaster, and of 38, Stott-street, Fails-worth, in the said county, Plumber, Glazier, and Gas Fitter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Thomas Sutton, No. 2, Cooper-street, Manchester, Accountant, on the 8th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1881.

JOSEPH SIMS, 24, Market-place, Manchester, Solicitor for the said Frank Matthews.

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 Benjamin Heap, of Alexander-terrace, Mersey-road, Ashton-on-Mersey, in the county of Chester, Analytical Chemist.

NOTICE 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. Brett and Craven, 3, Kennedy-street, Manchester, in the county of Lancaster, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

BRETT and CRAVEN, 3, Kennedy-street, Manchester, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, in the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Ingham, carrying on business under the style or firm of Richard Ingham and Co., of 21, Albert-square, in the city of Manchester, in the county of Lancaster, Tailor and Draper, and residing at 8, Cooper-street, off Hilton-street, Higher Broughton, in the said county of Lancaster.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Horner and Son, of 3, Clarence-street, Manchester, in the county of Lancaster, on the 6th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1881.

HORNER and SON, 3, Clarence-street, Manchester, 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 George Holden, of Galgate, in the county of Lancaster, 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 office of Messrs. Clark, Oglethorpe, and Son, 33, Sun-street, in Lancaster, on the 8th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1881.

CLARK, OGLETHORPE, and SON, 33, Sun-street, Lancaster, Solicitors for the said George Holden.

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 David Hughes, of Manchester-road, Warrington, in the county of Lancaster, 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 Messrs. Robert Davies and Co., Solicitors, Market-place, Warrington, in the county of Lancaster, on the 5th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

ROBERT DAVIES and CO., Market-place, Warrington, Solicitors for the said David Hughes.

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 Edwin Taylor, of Albert Mill, Whitfield, in the county of Lancaster, Cotton Manufacturer, trading as Edwin Taylor and Co.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 9, Mount-street, in the city of Manchester, on the 5th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1881.

J. T. DOYLE, 9, Mount-street, Manchester, Solicitor for the said Edwin Taylor.

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 Richard Coppen, of 119, Kirkdale-road, Kirkdale, near Liverpool, in the county of Lancaster, Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. W. Morris and J. Howard Jones, Imperial-chambers, 62, Dale-street, Liverpool aforesaid, Solicitors, on the 5th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

W. MORRIS and J. HOWARD JONES, Imperial-chambers, 62, Dale-street, Liverpool, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford, in the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Armstrong, of No. 182, City-road, Hulme, and of No. 254, Rochdale-road, both in the city of Manchester, in the county of Lancaster, Grocer and Provision Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Thomas and Wharton, Solicitors, No. 18, Brasenose-street, in the city of Manchester, on the 14th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1881.

THOMAS and WHARTON, 18, Brasenose-street, Manchester, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax, in the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Morrow, of 6, Corporation-street, Halifax, in the county of York, Gunmaker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Queen Hotel, New-street, Birmingham, on the 5th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

W.M. HY. BOOCOCK, Silver-street, Halifax, Solicitor for the said Charles Morrow.

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 Arthur James Walker, of No. 52, Saint James's-road, Halifax, 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. Ingram and Huntriss, Solicitors, bottom of Hopwood-lane, Halifax, in the county of York, on the 5th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1881.

INGRAM and HUNTRISS, Solicitors for the said Arthur James Walker.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull, in the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Jackson Hudson, of Nos. 53, Francis-street West and 42½, Pryme-street, both in the town or borough of Kingston-upon-Hull, in the county of the same town or borough, Grocer and Painter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the undersigned, No. 20, Scale-lane, in the said town or borough, on the 5th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 16th day of November, 1881.

ARTHUR W. NICHOLSON, 20, Scale-lane, Kingston-upon-Hull, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Barnsley, in the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Shepherd, of Market Hill, in Barnsley, in the county of York, Saddler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at our offices, No. 19, Regent-street, in Barnsley aforesaid, on the 6th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

DIBB, HALEY, and CLEGG, 19, Regent-street, Barnsley, Solicitors 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 Samuel Ashton, of No. 4, Lumley-street, Whitwood Mere, near Castleford, in the county of York, Grocer and Beer Retailer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. C. A. Phillips, No. 14c, Carlton-street, Castleford, in the county of York, on the 6th day of December, 1881, at one o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

C. A. PHILLIPS, Castleford, Solicitor for the said Samuel Ashton.

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 William Greenwood, of the Wagon Works, Normanton, in the county of York, 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 Messrs. Lake and Lake, Solicitors, in Southgate, in Wakefield aforesaid, on the 5th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1881.

LAKE and LAKE, Wakefield, Solicitors for the 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 William Wilson, of Netherton, near Huddersfield, in the county of York, Plumber.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my office, 28, John William-street, Huddersfield, on the 2nd day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

S. S. BOOTH, 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 Bowker, of Lowerhead-row, Huddersfield, 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. Ainley and Hall, No. 55, New-street, Huddersfield, in the county of York, Solicitors, on the 26th day of November, 1881, at half past ten o'clock in the forenoon precisely.—Dated this 23rd day of November, 1881.

AINLEY and HALL, 55, New-street, Huddersfield, 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 John Haigh, of Lewisham-road, Slaithwaite, in the county of York, Coal Merchant and Boat Owner.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Thomas Drake, Solicitor, Imperial arcade, Huddersfield, in the county of York, on the 5th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

THOS. DRAKE, Imperial-arcade, 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 George Brook, of St John's-place, Holmfirth, in the county of York, Stone Merchant, now or lately carrying on business at Harden Church, near Holmfirth aforesaid, and at Holmfirth 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 my office, Lane End, Holmfirth, in the county of York, on the 5th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

S. S. BOOTH, Holmfirth, Solicitor for the said George Brook.

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 Charles Chambers, of Hill Top Cottage, Ecclesall, in the parish of 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. Branson, Son, and Coombe, Solicitors, 9, Bank-street, Sheffield, in the county of York, on the 5th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 13th day of November, 1881.

BRANSON, SON, and COOMBE, Bank-street, Sheffield, 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 Edward Middleton the younger, of Yeadon and Leeds, both in the county of York, Cloth Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at our offices, No. 4, East-parade, Leeds aforesaid, on the 6th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

NORTH and SONS, 4, East-parade, Leeds, Solicitors 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 Thomas Wigglesworth, of Red House Farm, Whinmoor, in the parish of Barwick-in-Elmet, in the county of York, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my office, in Albion-chambers, 24, Albion-street, Leeds, in the said county, on the 6th day of December, 1881, at one o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

C. GRAY, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Isaac Spencer, of the Alexandra Hotel-yard, Horton-road, Bradford, in the county of York, Auctioneer and Valuer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Commercial Hotel, Tyrrel-street, Bradford aforesaid, on the 26th day of November, 1881, at one o'clock in the afternoon precisely.—Dated this 10th day of November, 1881.

ISAAC SPENCER, 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 Joseph Hirst Kitchingman, of Heckmondwike, in the county of York, Plumber and Glazier.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Iveson and Macaulay, in Heckmondwike aforesaid, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

IVESON and MACAULAY, Heckmondwike, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Main, of Moor-lane, Loughborough, in the county of Leicester, Joiner, Builder, and Contractor, formerly carrying on business in partnership with Joseph Main, under the firm or style of W. and J. Main, and since the death of the said Joseph Main carrying on business alone under the same style or firm.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Deane and Hands, Townhall-passage, Loughborough, on the 6th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1881.

DEANE and HANDS, of Loughborough, Solicitors 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 Richard William Merris, of the Four Furnaces Inn, Canal Side, Whimsey Bridge, Halesowen-street, Oldbury, in the county of Worcestershire, Licensed Victualler and Bricklayer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Samuel Henry Forrest, Solicitor, 21, Church-street, Oldbury, in the county of Worcester, on the 2nd day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1881.

SAMUEL H. FORREST, 21, Church-street, Oldbury, Worcestershire, Solicitor for the 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 Benjamin Nicklin, of London-street, Smethwick, and residing in lodgings at the Cape, Smethwick, in the county of Stafford, Sheet Iron Worker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Frederick Perry, 45, Ann-street, Birmingham, in the county of Warwick, on the 6th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

FREDK. PERRY, 45, Ann-street, Birmingham, 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 Daniel Moore, of Stafford-street, Walsall, in the county of Stafford, Builder.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. George Cotterell, Solicitor, late Cotterell and Carter, situate in Bridge-street, Walsall, in the county of Stafford, on the 29th day of November, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

G. COTTERELL, Bridge-street, Walsall, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Grosvenor, of No. 35, Snow-hill, Wolverhampton, in the county of Stafford, and of the Market Hall, Wolverhampton aforesaid, Earthenware and China Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. U. Stratton, Solicitor, 57, Queen-street, Wolverhampton, on the 6th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

U. STRATTON, 57, Queen-street, Wolverhampton, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Underwood, now in lodgings at No. 33, Palmerston-street, Easwood, otherwise Joiner's-square, Hanley, in the county of Stafford, Potter, previously of the Albert Inn, Harding-street, Newtown, Fenton, in the same county, Beerhouse Keeper, and Potter, and formerly of Hanford, in the same county, Potter.

NOTICE 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. R. Heaton and Son, Solicitors, Brickhouse-street, Burslem, in the county of Stafford, on the 2nd day of December, 1881, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1881.

R. HEATON and SON, Burslem, Staffordshire, Solicitors for the said Thomas Underwood,

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Felix Grant, of 101 and 106, High-street, Tunstall, in the county of Stafford, Auctioneer, Milliner, Commission Agent, Broker, and General Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 32, Cheapside, Hanley, in the

county of Stafford, on the 2nd day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1881.

ARTHUR CHALLINOR, Hanley, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Nicholas James Bennett, of 23, Wharf-street and 45, Fors'er-street, both in Middleport, Burslem, in the county of Stafford, 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 Queen's Hotel, Hanley, in the county of Stafford, on the 5th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

F. C. MAYER, 43, Waterloo-road, Burslem, Solicitor for the said Nicholas James Bennett.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-on-Trent.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Maddocks, formerly of Swadlincote, and then of Woodville, both in the county of Derby, Sawyer and Fishmonger; but now in lodgings at Church Greasley, in the said county of Derby, Sawyer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 173, Station-street, Burton-on-Trent aforesaid, on the 29th day of November, 1881, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1881.

M. P. SMITH, Swadlincote, 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 William Hubert Clews, trading as W. H. Clews and Co., late of Sutton-road, Kidderminster, in the county of Worcester, Coal and Book Dealer, but now in lodgings at No. 32, Comberton-road, Kidderminster aforesaid, Book 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. Miller and J. J. Corbet, Solicitors, situate at Baxter-chambers, No. 27, Church-street, Kidderminster, in the county of Worcester, on the 30th day of November, 1881, at four o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

MILLER and J. J. CORRET, Baxter-chambers, No. 27, Church-street, Kidderminster, Solicitors for the said William Hubert Clews.

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 Isaiah Parkes, formerly of No. 133, High-street, Brierley Hill, in the parish of Kingswinford, in the county of Stafford, Greengrocer, now of the same place, Fruit and Potato Salesman, in lodgings.

NOTICE 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, Solicitor, No. 142, High-street, Brierley Hill aforesaid, on the 2nd day of December, 1881, at half-past three o'clock in the afternoon precisely.—Dated this 16th day of November, 1881.

W. O. C. ADDISON, No. 142, High-street, Brierley Hill, Solicitor for the said Isaiah Parkes.

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 Henry William Matthews, of High-street, Wollaston, near Stourbridge, in the county of Worcester, Journeyman Glass Cutter.

NOTICE 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 Hooper, 1, Priory-street, Dudley, in the county of Worcester, on the 2nd day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

STOKES and HOOPER, 1, Priory-street, Dudley, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Dudley. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Parker, of 42, Toll End-road, Tipton, in the county of Stafford, Coal and Lime Dealer and Haulier.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. W. T. Travis, 80, Church-lane, Tipton, in the county of Stafford, Solicitor, on the 6th day of December, 1881, at half-past three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

W. T. TRAVIS, 80, Church-lane, Tipton, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Wandsworth. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Hughes, of Archway-street, Westfields, Barnes, in the county of Surrey, Oil and Colour Man.

NOTICE 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. Anderson and Sons, Solicitors, 17, Ironmonger-lane, in the city of London, on the 1st day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 14th day of November, 1881.

ANDERSON and SONS, 17, Ironmonger-lane, London, E.C., Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Taylor, of No. 68, Saint James-road, Croydon, in the county of Surrey, before that of No. 2, Marlborough-terrace, East Dulwich, in the county of Surrey, Butcher.

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. Heathfield and Son, No. 44, Lincoln's-inn-fields, in the county of Middlesex, Solicitors, on the 6th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

HEATHFIELD and SON, 44, Lincoln's-inn-fields, Solicitors for the said Richard Taylor.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Johnson, of No. 118, Waddon New-road, Croydon, in the county of Surrey, late of Waddon and Hackbridge Railway Stations, both in the same county, Coal and Coke Merchant and Carman.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my office, in Townhall-chambers, No. 34, Borough High-street, Southwark, in the county of Surrey, on the 14th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

W. ARNOLD, Townhall-chambers, Southwark, London, S.E., and Croydon, Surrey, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Kingston. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Hards, of 53, Graham-road, Wimbledon, in the county of Surrey, out of business, late of High-street, Merton, in the said county, Grocer and Cheesemonger.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at our offices, No. 59, Lincoln's-inn-fields, in the county of Middlesex, on the 2nd day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

COOPER and CO., 59, Lincoln's-inn-fields, London, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Frederic Young, of 105, Brockley-road, Brockley, in the county of Kent, Civil Engineer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 45, Ludgate Hill, in the city of London, on the 5th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 15th day of November, 1881.

NEVILL JOURDAIN, 45, Ludgate Hill, E.C., Solicitor for the said Charles Frederic Young.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Herring, otherwise Richard Herring, of 1, Apsley-villas, Trewsbury-road, Sydenham, formerly of Kangley Bridge-road, Lower Sydenham, both in the county of Kent, 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. Reep, Lane, and Company, No. 3, Queen-street-place, Cannon-street, in the city of London, Solicitors, on the 8th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1881.

JNO. R. REEP, 3, Queen-street-place, Cannon-street, London, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Luke Botten, of Quarry-road, Tunbridge Wells, in the county of Kent, Builder and Timber Merchant, and of Havelock House, Mount Ephraim-road, Tunbridge Wells aforesaid, Lodging-house Keeper.

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 Camden Hotel, Tunbridge Wells, in the county of Kent, on the 24th day of November, 1881, at two o'clock in the afternoon precisely.—Dated this 16th day of November, 1881.

STONE and SIMPSON, Tunbridge Wells, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Sincock, of 55, Frant-road, Tunbridge Wells, in the county of Sussex, General House Decorator.

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. 23, Church-road, Tunbridge Wells, in the county of Kent, on the 24th day of November, 1881, at four o'clock in the afternoon precisely.—Dated this 16th day of November, 1881.

STONE and SIMPSON, Tunbridge Wells, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Emily Martin Wrighton, of Mount Ephraim Hotel, Tunbridge Wells, in the county of Kent, 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 No. 29, Budge-row, in the city of London, on the 12th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 16th day of November, 1881.

LAYTON, SON, and LENDON, 29, Budge-row, London, Solicitors for the said Emily Martin Wrighton.

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 George Leonard Keys, of the Rose Inn, in the parish of Kennington, in the county of Kent, 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. Hallett, Creery, and Furley, of Bank-street, Ashford, in the said county of Kent, on the 6th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

HALLETT, CREERY, and FURLEY, Ashford, Kent, 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 William Ree, of 337, High-street, Chatham, in the county of Kent, Hoop Maker.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the King's Head Hotel, High-street, Rochester, in the county of Kent, on the 26th day of November, 1881, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1881.

J. H. SHAKESPEAR, 97, Newgate-street, London, E.C., Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Walker, of Her Majesty's ship "Pembroke," lying at Chatham, in the county of Kent, an Engineer in the Royal Navy.

NOTICE 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. Vincent Henry Stallon, situate at 32, High-street, Mile Town, Sheerness, Kent, on the 3rd day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

VINCENT H. STALLON, 32, High-street, Mile Town, Sheerness, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walter Prentis, of 88, High-street, Sittingbourne, 35, Preston-street, Faversham, and 2, Artillery Hill, King-street, Ramsgate, all in the county of Kent, Corn, Seed, Coal, and Manure Merchant, 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. Frederic George Gibson, West-street, Sittingbourne, Kent, on the 7th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1881.

FRED. GEORGE GIBSON, Sittingbourne, Kent, Solicitor for the 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 Charles Millett, of Summerleigh, Springfield-road, Preston Park, Brighton, in the county of Sussex, and late of 3, Stirling-terrace, West Brighton aforesaid, 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 Messrs. Stuckey, Son, and Jennings's offices, No. 167B, North-street, Brighton, in the county of Sussex, on the 8th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1881.

STUCKEY, SON, and JENNINGS, No. 167B North-street, Brighton, Sussex, Solicitors for the said Charles Millett.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Austin Mannings, of New Shoreham, in the county of Sussex, Watchmaker and Tobacconist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. G. A. Flowers, Solicitor, Steyning, on the 1st day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1881.

G. A. FLOWERS, Steyning, Solicitor for the said Alfred Austin Mannings.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Tickner, of Hurst Farm, Harting, in the county of Sussex, Farmer, Cow Keeper, and Coal Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Angel Hotel, Michurst, on the 5th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 15th day of November, 1881.

GEO. FRENCH MANT, Sturminster Newton, Solicitor for the said John Tickner.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Lewes and Eastbourne.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Calvin Hollebome, of 16A, Seaside, Eastbourne, in the county of Sussex, General Draper and Milliner.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Inns of Court Hotel, High Holborn, in the county of Middlesex, on the 5th day of December, 1881, at half-past twelve o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

KIRKLAND and LILEY, 84, Terminus-road, Eastbourne, Solicitors for the said Calvin Hollebome.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Henry Daubney, of Wainfleet All Saints, in the county of Lincoln, Blacksmith, Wheelwright, and Ironmonger, and Coach Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Red Lion Hotel, in Boston, in the county of Lincoln, on the 3rd day of December, 1881, at half-past twelve o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

W. H. BAILLES, 1, Church-lane, Boston, Solicitor for the said Robert Henry Daubney.

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 James Morley Whitehead, of Low Burnham, in the parish of Haxey, in the county of Lincoln, Manager of the Plough Inn there, and late of Westwoodside, in the said parish of Haxey, Licensed Victualler 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 offices of Messrs. Parkin and Co., in Doncaster, in the county of York, on the 3rd day of December, 1881, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1881.

PARKIN and CO., Epworth, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Great Grimsby.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Ashley, formerly of North Kelsey, in the county of Lincoln, but now of Clatham-lane, in Kirton-in-Lindsey, in the said county of Lincoln, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. B. Howlett and Son, Solicitors, Kirton-in-Lindsey aforesaid, on the 5th day of December, 1881, at a quarter-past eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1881.

STEPHENSON and MOUNTAIN, Great Grimsby, Solicitors for the John Ashley.

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 Berkley William Hicks, of 14, Market street, Coventry, 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. Hughes and Massee, Solicitors, 111, Little Park-street, Coventry, on the 1st day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 15th day of November, 1881.

HUGHES and MASSEE, 111, Little Park-street, Coventry, Solicitors for the said Berkley William Hicks.

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 Harrison, of Mill Farm, Park-lane, Harborne, in the county of Stafford, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Hawkes and Weekes, Solicitors, 14, Temple-street, Birmingham, in the county of Warwick, on the 5th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1881.

HAWKES and WEEKES, 14, Temple-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 Selina Flood, of Market-street, Atharstone, in the county of Warwick, Ironmonger.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Fallows, of No. 40, Cherry-street, Birmingham, in the county of Warwick, on the 2nd day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1881.

WM. FALLOWS, 40, Cherry-street, Birmingham, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Reading. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walter Keel, of No. 28, Chain-street, Reading, in the county of Berks, 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 No. 24, Friar-street, Reading, in the county of Berks, on the 6th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1881.

THOS. NEWMAN, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Newbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Heath the younger, of Mousefield Farm, Shaw, near Newbury, in the county of Berks, 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 Queen's Hotel, Newbury, Berks, on the 3rd day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1881.

CHARLES LUCAS, Newbury, Berks, Solicitor for the said John Heath the younger.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Windsor. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Franklin, of No. 45, Peaseod-street, Windsor, in the county of Berks, Plumber and Gas Fitter, and Pewterer.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at our offices, No. 59, Lincoln's-inn-fields, in the county of Middlesex, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

COOPER and CO., 59, Lincoln's-inn-fields, London, 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 William Richard Graham, late carrying on the business of a Chemist and Druggist, under the style of W. R. Graham and Co., at 13, Rutland-terrace, Stockton-on-Tees, in the county of Durham, and as an Auctioneer and as a Banker, under the style of the Yorkshire and Cleveland Bank, at Market-cross-chambers, in Stockton-on-Tees aforesaid, and now residing at 27, Windsor-road, Stockton-on-Tees, 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. W. M. Best, 98, High-street, Stockton-on-Tees, on the 30th day of November, 1881, at half-past two o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

W. R. GRAHAM, 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 Thompson, of No. 18, William-street and Prince Regent-street, both in Stockton-on-Tees, in the county of Durham, Basket Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 3, Zetland-road, Middlesborough, in the county of York, on the 2nd day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 12th day of November, 1881.

THOMAS LEWIS, 3, Zetland-road, Middlesborough, 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 Byers, of Bellmangate, Guisborough, in the county of York, Innkeeper and 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 our offices, 42, Albert-road, Middlesborough, in the said county of York, on the 5th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1881.

JACKSON and JACKSON, 42, Albert-road, Middlesborough, Solicitors for the said William Byers.

No. 25040.

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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 Umpleby, residing at the Eaglescliffe Hotel, Yarm-road, Stockton-on-Tees, in the county of Durham, Hotel Manager, and carrying on business at Wharf-street, Stockton-on-Tees aforesaid, as a Slater and Slate Merchant, and also at Yarm-road, Darlington, in the said county of Durham, as an Earthenware Manufacturer, under the style or firm of the Firth Moor Pottery Company.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Hunton and Bolsover, Solicitors, No. 66, High-street, Stockton-on-Tees aforesaid, on the 2nd day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1881.

HUNTON and BOLSOVER, 66, High-street, Stockton-on-Tees, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Sunderland. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Stoddart, of No. 14, Grace-terrace and No. 14, Bridge-street, Sunderland, in the county of Durham, Boot and Shoe Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Robinson, Solicitor, 29, West Sunnyside, Sunderland aforesaid, on the 5th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1881.

JOHN ROBINSON, 29, West Sunnyside, Sunderland, Solicitor for the said William Stoddart.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Durham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Barrass, of Sherburn-road, in the city of Durham, 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 Joseph Mawson, Solicitor, North Bailey, Durham, on the 6th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1881.

JOSEPH MAWSON, Durham, Solicitor for the said Edward Barrass.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Durham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Robert Dunsford, of Commercial-street, Willington, in the county of Durham, 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 Mr. Charles Smith Edgar, No. 12, Silver-street, Bishop Auckland, in the county of Durham, Solicitor, on the 6th day of December, 1881, at half-past eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1881.

CHAS. S. EDGAR, No. 12, Silver-street, Bishop Auckland, Solicitor for the said John Robert Dunsford.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Mould, of the Royal Oak, Winkhill, in the parish of Waterfall, in the county of Stafford, Farmer and Publican.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Roebuck Hotel, in Leek, in the county of Stafford, on the 2nd day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1881.

JOHN REDFERN, Leek, in the county of Stafford, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Summerfield, of Manor House Farm, Great Warford, in the county of Chester, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 5, Brunswick-street, Macclesfield, on the 8th day of December, 1881, at twelve o'clock at noon precisely.—Dated the 17th day of November, 1881.

G. B. KILLMISTER, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Corden, of Mixon Hay, in the parish of Onecote, in the county of Stafford, 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 Accountancy Offices, 57 and 59, Stockwell-street, Leek, in the county of Stafford, on the 5th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 18th day of December, 1881.

JOHN REDFERN, Leek, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Hughes, late of Wall Hill, but now of Kent Green, both in the parish of Astbury, in the county of Chester, formerly Market Gardener, but now Labourer.

NOTICE 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 Cooper, Solicitor, Park-street, Congleton, on the 5th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1881.

THOMAS COOPER, Congleton, Cheshire, Solicitor for the said George Hughes.

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 Joseph Preston, of No. 6, Chester-bridge, No. 56, Victoria-street, and of West-street, all in the borough of Crewe, in the county of Chester, Milliner and Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Temple-chambers, Oak-street, in the borough of Crewe, in the county of Chester, on the 9th day of December, 1881, at ten o'clock in the forenoon precisely.—Dated this 19th day of November, 1881.

FREDERICK COOKE, Temple-chambers, Crewe, 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 Thomas Wareham Stones, residing at 18, Wellington-road, South Stockport, in the county of Chester, and carrying on business there as an Estate and Insurance Agent, and also carrying on business at 21, Great Underbank, Stockport aforesaid, and 78, Heaton-lane, Heaton Norris, in the county of Lancaster, as a Dealer in Jewellery and Fancy Goods.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Brown and Ainsworth, Solicitors, 28, St. Peter's-gate, Stockport, in the county of Chester, on the 6th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1881.

BROWN and AINSWORTH, Stockport, Solicitors for the said Thomas Wareham Stones.

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 Edward George Warren, of No. 4, Market-hill, also of No. 51, Bridge-street, and also of Nos. 15 and 16, the Arcade, all in the borough of Cambridge, trading there as Warren and Sons, also of Bourn, in the county of Cambridge, trading there as J. Thorp, Grocer and Provision Dealer, the surviving partner of George Warren, deceased.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 2, Silver-street, in the said borough of Cambridge, on the 5th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1881.

E. WAYMAN, 2, Silver-street, Cambridge, Solicitor for the said Edward George Warren.

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 Henry Hall, of Prickwillow, in the Isle of Ely, 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 the Bell Hotel, in Ely, on the 6th

day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1881.

W. R. ADDISON, Fore Hill, Ely, Solicitor for the said Henry Hall.

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 Francis Richard Crick, of Newmarket St. Mary, in the county of Suffolk, Jeweller and Watch and Clock Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Ford, Lloyd, and Bartlett, No. 4, Bloomsbury-square, in the county of Middlesex, on the 9th day of December, 1881, at four o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

JAMES NEAL YORK, Newmarket, Solicitor for the said Francis Richard Crick.

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 David Pettit, of 85, Perowne-street, in the borough of Cambridge, 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. Ellison, Burrows, and Freeman, Alexandra-street, Petty Cury, Cambridge, on the 5th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1881.

ELLISON, BURROWS, and FREEMAN, Alexandra-street, Petty Cury, Cambridge, Solicitors for the said David Pettit.

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 Thomas Williamson Russell, late of Stopsley, Luton, in the county of Bedford, but now of Hill Farm, Littleington, 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 the George Hotel, Luton, Beds, on the 8th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1881.

WM. ONSLOW TIMES, Hitchin, Herts, 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 Alfred Perry Chilcott, of Carisbrook Lodge, Durdham Down, and of 11, Park-street, both in the city and county of Bristol, Pawnbroker's Assistant.

NOTICE 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. Benson and Carpenter, Bank-chambers, Corn-street, in the city of Bristol, Solicitors, on the 7th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1881.

BENSON and CARPENTER, Bank-chambers, Corn-street, Bristol, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Mark Amos, of Westbury-upon-Trym, in the county of Gloucester, Iron Hurdle and Fence Manufacturer, Farrier, and General Smith, carrying on business there in partnership with John William Amos, under the style or firm of M. Amos and Son, formerly carrying on business at Westbury-upon-Trym aforesaid, and at the Vulcan Iron Works, St. Philip's, in the city of Bristol, in partnership with George Amos and the said John William Amos, under the style or firm of M. Amos 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 the office of Mr. John Miller, Solicitor, No. 1, St. Stephen's-chambers, Baldwin-street, Bristol, on the 1st day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

JOHN MILLER, No. 1, St. Stephen's-chambers, Baldwin-street, Bristol, Solicitor for the said Mark Amos.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Parfitt, of 69, Stokes Croft, in the city of Bristol, Oil and Colour Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Henry Austey, Accountant, situate at 13, John-street, Bristol aforesaid, on the 5th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

GEO. J. HOBBS, 28, Clare-street, Bristol, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Morgan Pitcher, of High-street, Keynham, in the county of Somerset, Grocer and Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Edward Thomas Collins, 39, Broad-street, in the city of Bristol, on the 2nd day of December, 1881, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1881.

CLIFTON and CARTER, Cambrian-chambers, 51, Broad-street, Bristol, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Davis, of High-street, Chipping Sodbury, in the county of Gloucester, formerly of Warwick-buildings, Worthing, in the county of Sussex, Solicitor's Clerk.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Tonkin and Burford, Albion-chambers, Bristol, on the 29th day of November, 1881, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

TONKIN and BURFORD, Albion-chambers, Bristol, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Sharp and William Graham, heretofore carrying on business in copartnership at 11, Lower Ashley-road, as Builders and Contractors, the said John Sharp also formerly residing at the Two Trees Tavern, Wilder-street, and now at 11, Lower Ashley-road aforesaid, and the said William Graham formerly residing at Lower Ashley-road aforesaid, afterwards at Villiers-street, Stapleton-road, and now at Gladstone-terrace, Newfoundland-road, all the before-named places being in the city of Bristol.

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 the Receiver, Mr. James Milne, Caledonian-chambers, St. Stephen's-avenue, in the city of Bristol, Chartered Accountant, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

BENSON and CARPENTER, Bank-chambers, Corn-street, Bristol, Solicitors for the Debtors.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Vincent Mace, of 35, Bristol-road, in the city of Gloucester, of no occupation.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Alfred Henderson, 20, Berkeley-street, Gloucester, on the 29th day of November, 1881, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

ALFRED HENDERSON, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Pearce Ponting, of Berkeley, in the county of Gloucester, Butcher, Grocer, and Provision Dealer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Charles Scott, at Berkeley aforesaid, Solicitor, on the 28th day of November, 1881, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

CHARLES SCOTT, Berkeley, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bath. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Gwillim, of 22, Walcot-buildings, in the city of Bath, in the county of Somerset, Dairyman and Butter Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the undersigned, 5, Union-street, Bath, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

F. S. CLARK, 5, Union-street, Bath, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Taunton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Jarvis, of Vine-terrace, Elms-parade, Taunton, in the county of Somerset, Fishmonger.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Wm. Fred. Foster, Solicitor, 1, Cheapside, Taunton aforesaid, on the 30th day of November, 1881, at twelve o'clock at noon precisely.—Dated this 16th day of November, 1881.

WM. FRED. FOSTER, 1, Cheapside, Taunton, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Bryan John Prockter, of Pipewellgate, Gateshead, in the county of Durham, Glue Manufacturer, and residing at 24, Rillley-villas, Newcastle-on-Tyne.

NOTICE 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. Shaftoe Robson, Solicitor, Townhall, Gateshead-on-Tyne, on the 5th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

SHAFTOE ROBSON, Townhall, Gateshead, Solicitor for the said Bryan John Prockter.

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 Ellen Carroll, of No. 20, Cuthbert-street, Hebburn Quay, in the county of Durham, Provision Dealer, and lately also a Dealer in Wine, Spirits, and Beer at the same place.

NOTICE 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 Nicholas Moody, No. 40, Clayton-street, Newcastle-upon-Tyne, on the 5th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

NICHOLAS MOODY, 40, Clayton-street, Newcastle-upon-Tyne, 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 Truman, of Upper Parliament-street, in the town of Nottingham, Upholsterer.

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. F. Lees, Solicitor, 8, Severn-chambers, Middle-pavement, Nottingham, on the 28th day of November, 1881, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

F. LEES, 8, Severn-chambers, Middle-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 Smedley, of 63A, Derby-road, in the town of Nottingham, Dealer in Musical Instruments and Auctioneer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Hughes, Hooker, Buttanshaw, and Thunder, Solicitors, 26, Budget-row, Cannon-street, London, E.C., on the 5th day of December, 1881, at half-past twelve o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

HY. WYLES, 17, Low-pavement, Nottingham, Solicitor 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 John Sims, of Stanton-by-Bridge, in the county of Derby, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Hollis Briggs, Solicitor, Albert-street, Derby, on the 6th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

W. HOLLIS BRIGGS, Albert-street, Derby, Solicitor for the said John Sims.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at King's Lynn.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Rogers Hopkins, of Long Sutton, in the county of Lincoln, Bookseller and Stationer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Mossop and Mossop, Solicitors, Long Sutton, in the county of Lincoln, on the 28th day of November, 1881, at eleven o'clock in the forenoon precisely.—Dated this 17th of November, 1881.

MOSSOP and MOSSOP, Long Sutton, Lincolnshire, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Ipswich.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Edwin Kerridge, of Blo'-Norton, in the county of Norfolk, Farmer, Wheelwright, and Carpenter.

NOTICE 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 Head Hotel, Diss, in the county of Norfolk, on the 9th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

W. S. WALPOLE, Beyton Lodge, near Bury St. Edmunds, Solicitor for the said David Edwin Kerridge.

The Bankruptcy Act, 1869.

In the County Court of Bedfordshire, holden at Bedford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Elias Underwood, of Girtford, in Sandy, in the county of Bedford, Market Gardener.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Greyhound Hotel, Sandy, on the 6th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1881.

CONQUEST and CLARE, Solicitors for the said Elias Underwood.

The Bankruptcy Act, 1869.

In the County Court of Cardiganshire, holden at Abergystwith.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edmund Hitchon, of Cwmrhaidrbach, in the parish of Ysgubor-y-coed, in the county of Cardigan, Farmer and Clogger.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the White Horse Hotel, Machynlleth, in the county of Montgomery, on the 7th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 16th day of November, 1881.

JNO. ROWLANDS, Pentrethedyn-street, Machynlleth, Solicitor for the said Debtor.

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 John Jones, of the Waucaegurwen Factory, near Brynaman, in the parish of Llangiecke, in the county of Glamorgan, Weaver and 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 the offices of Mr. T. G. Williams, No. 6, King-street, Llandilo, Carmarthenshire, on the 3rd day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 15th day of November, 1881.

T. G. WILLIAMS, No. 6, King-street, Llandilo, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Newport.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Garrett, late of No. 8, Bridge-street, but now of No. 153, Commercial-road and William-street, Newport,

in the county of Monmouth, Bedding and Furniture 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 Spread Eagle Hotel, in the city of Gloucester, on the 3rd day of December, 1881, at half-past twelve o'clock in the afternoon precisely.—Dated this 16th day of November, 1881.

D. R. EVANS, Newport, Mon., Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Wilson, of Hyde, Broad Blunsdon, in the county of Wilts, 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 public offices of Messrs. Kinneir and Tombs, Solicitors, No. 32, High-street, Swindon, in the county of Wilts, on the 6th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 15th day of November, 1881.

KINNEIR and TOMBS, Swindon, Wilts, Solicitors for the said Richard Wilson.

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 Henry Barton, of Haltwistle, in the county of Cumberland, Innkeeper and Painter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Bush Hotel, in the city of Carlisle, on the 10th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

CARRICK, LEE, and SONS, Brampton, Northumberland, Solicitors for the said Henry Barton.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Northampton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Johnson, of No. 7, St. Giles-street, in the town of Northampton, Boot and Shoe Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Alfred J. Jeffery, 43, College-street, Northampton, on the 1st day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 12th day of November, 1881.

ALFRED J. JEFFERY, 43, College-street, Northampton, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edward Stanley, of Bridge-street, Morpeth, in the county of Northumberland, Goldsmith, Silversmith, Jeweller, and Clock and Watch Maker.

NOTICE is hereby given, that a General Meeting of the Creditors in the above matter will be held at the offices of Messrs. Gillespie Brothers and Company, Chartered Accountants, Cross House-chambers, Westgate-road, Newcastle-upon-Tyne, on Wednesday, the 30th day of November, 1881, at eleven o'clock in the forenoon precisely, for the following purposes, viz.:—1. To fix the amount of the Trustee's remuneration, and to audit and pass his accounts; 2. To determine as to the payment of a Dividend; 3. To grant the discharge of the debtor; 4. To close the liquidation; 5. To grant the release of the Trustee; 6. To pass all or any of the foregoing resolutions or any other resolutions incidental to the meeting and competent for the creditors to pass.—Dated this 17th day of November, 1881.

THOMAS GILLESPIE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Stockport.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edward Royle, of Astley-street, Heaton Norris, in the county of Lancaster, and of No. 241, Wellington-road South, Stockport, in the county of Chester, Hat Manufacturer.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named debtor, Edward Royle, will be held at the office of Mr. J. W. Johnston, Solicitor, No. 8, Vernon-street, Stockport, in the county of Chester, on Thursday, the 1st day of December next, at three o'clock in the afternoon precisely, for the following purposes:—1. To pass a resolution fixing the time for

closing the liquidation; 2. To direct by whom, and in what manner, the accounts of the Trustee shall be audited and passed; 3. To pass a resolution granting the Trustee his release, and to fix the day of such release; 4. To consider, and, if necessary, to pass a resolution granting the debtor his discharge; 5. To pass all or any of the foregoing resolutions or any other resolution incidental to the meeting and competent for the creditors to pass.—Dated this 17th day of November, 1881.

JOHN HILL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cambridgeshire, holden at Cambridge.

In the Matter of a Special Resolution for Liquidation by Arrangement with the Creditors of William Peter Grant, of No. 68, Trumpington-street, Cambridge, in the county of Cambridge, Bookseller.

A GENERAL Meeting of the Creditors of the above-named person is hereby summoned to be held at my offices, No. 3, Rose-crescent, Cambridge, on Wednesday, the 30th day of November instant, at three o'clock, for the following purposes:—1. To audit the accounts of the Trustee &c.; 2. To release the Trustee; 3. To grant or otherwise determine as to the debtor's discharge; 4. To consider any other matter and pass any resolution the creditors present at the meeting may determine; 5. To close the liquidation.—Dated the 17th day of November, 1881.

JOSEPH FOSTER, 3, Rose-crescent, Cambridge, Chartered Accountant, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Ellison and John Ellison, of No. 45, School-lane, Liverpool, in the county of Lancaster, Wine and Spirit Merchants and Copartners, trading under the style or firm of John Ellison and Co., the said William Ellison residing at No. 9, Derby-place, Edge-lane, Liverpool aforesaid, and the said John Ellison at No. 19, Balsall Heath-road, Edgbaston, near Birmingham, in the county of Warwick.

NOTICE is hereby given, that a Third General Meeting of the separate Creditors of the above-named William Ellison has been summoned to be held, pursuant to the order of the Court, dated the 18th day of November instant, at the offices of the undersigned, situate at Commerce-court, 11, Lord-street, Liverpool aforesaid, on Friday, the 25th day of November instant, at two o'clock in the afternoon, to confirm the resolutions passed at the Second General Meeting of the said separate creditors in this matter, held on Wednesday, the 16th day of November instant, whereby the resolutions passed at the First General Meeting of the separate creditors of the said William Ellison were varied, and resolutions were passed accepting a composition of 13s. 4d. in the pound, in satisfaction of the debts due to the said creditors from the said William Ellison, to be payable as therein mentioned, or to resolve that the affairs of the said William Ellison may be liquidated by arrangement and not in bankruptcy.—Dated this 18th day of November, 1881.

DIXON and SYERS, 11, Lord-street, Liverpool, Solicitors for the said Debtors.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Alexander Enever and Francis Wilmot Cazaly, carrying on the business of Felt Hat and Cap Manufacturers, under the style of Enever, Cazaly, and Co., at 75, Milton-street, Fore-street, in the city of London, Alexander Enever resides at 2, Fairlaw-villas, Kingston-road, Merton, in the county of Surrey, and Francis Wilmot Cazaly now resides at Finlay Villa, Church-road, Leyton, in the county of Essex, late of 64, Allen-road, Stoke Newington, in the county of Middlesex.

THE creditors of the above-named Alexander Enever and Francis Wilmot Cazaly who have not already proved their debts, are required, on or before the 7th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Boyes, Chartered Accountant, 42, Poultry, 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 21st day of November, 1881.

J. BOYES, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, by transfer from the County Court of Sussex, holden at Hastings.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Abraham Monday, of 18, Robertson-street, Hastings, in the county of Sussex, Draper and Milliner.

THE creditors of the above-named William Abraham Monday who have not already proved their debts, are required, on or before the 30th day of November,

1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry William Oatway, of 193, Regent-street, in the county of Middlesex, Draper'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 16th day of November, 1881.

H. W. OATWAY, Trustee.

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 Lot James Thorley, of 83, Wigan-lane, Provision Merchant.

THE creditors of the above-named James Thorley who have not already proved their debts, are required, on or before the 1st day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, Henry Rimmer, of 188A, Wallgate, Wigan, and Thomas Worthington, King-street, Wigan, in the county of Lancaster, 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 17th day of November, 1881.

HENRY RIMMER, T. WORTHINGTON, Trustees.

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 Roger Hind, of Warrington, in the county of Lancaster, carrying on business there as Engineer, Iron and Brass Founder, under the style of Richard Hitchin.

THE creditors of the above-named Roger Hind who have not already proved their debts, are required, on or before the 17th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Lewis Voisey, Bewsey-chambers, Bewsey-street, Warrington, in the county of Lancaster, 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 18th day of November, 1881.

LEWIS VOISEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert William Dowse, of 101, Market-street, in the city of Manchester, and of No. 133, Shrewsbury-street, Strretford, in the county of Lancaster, Tailor.

THE creditors of the above-named Robert William Dowse who have not already proved their debts, are required, on or before the 30th day of November, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Mottershead, of No. 22, Booth-street, Manchester, 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 18th day of November, 1881.

THOS. MOTTERSHEAD, C. T. BRYAN, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the Birmingham County Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Holmes, formerly residing and carrying on business at No. 155, Broad-street, Pendleton, Manchester, as a Fancy Draper, but now residing at 204A, Soho-road, Handsworth, in the county of Stafford, and carrying on business at 34, Union-passage, Birmingham, as a Haberdashery Warehouseman.

THE creditors of the above-named William Holmes who have not already proved their debts, are required, on or before the 1st day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Samuel Tilzey, of 79, Moseley-street, in the city of Manchester, Secretary of the Manchester Guardian Society, 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 17th day of November, 1881.

SAMUEL TILZEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ashton-under-Lyne.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Haughton, of the Church Inn, Lees, near Oldham, in the county of Lancaster, Publican.

THE creditors of the above-named James Haughton who have not already proved their debts, are required, on or before the 30th day of November, 1881, to send their names and addresses, and the particulars of their debts or

claims, to me, the undersigned, John Crossman, of Oldham, in the county of Lancaster, Manager to the Oldham Brewery Company Limited, 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, 1881.

JNO. CROSSMAN, 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 John Hannon, late of the Prince Blucher, Twickenham-green, Twickenham, in the county of Middlesex, Victualler.

THE creditors of the above-named John Hannon who have not already proved their debts, are required, on or before the 29th day of November, 1881, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Thomas Elvy, of Duke-street, Bloomsbury, 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 21st day of November, 1881.

THOMAS ELVY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Norwich. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Leonard Littlewood, of No. 6, Market-row, and 176, King-street, both in Great Yarmouth, in the county of Norfolk, Linen and Woollen Draper and Outfitter, trading at 176, King-street aforesaid, under the style or firm of Littlewood Brothers, and residing at No. 22, Regent-road, Great Yarmouth aforesaid.

THE creditors of the above-named Leonard Littlewood who have not already proved their debts, are required, on or before the 5th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, Messrs. Bavin and Daynes, of No. 11, Exchange-street, Norwich, Solicitors for 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 November, 1881.

BAVIN and DAYNES, Solicitors for the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Bedfordshire, holden at Bedford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Weston Whitaker, of Henlow, in the county of Bedford, Brewer.

THE creditors of the above-named John Weston Whitaker who have not already proved their debts, are required, on or before the 29th day of November, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Hare, of Henlow aforesaid, Corn Merchant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 15th day of November, 1881.

JOHN HARE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Frederick Salmon, carrying on business as a Draper and Hosiery, at 273, High-street and 12, Martin-terrace, both in the borough of Gateshead, and residing at 12, Martin terrace aforesaid.

THE creditors of the above-named Frederick Salmon who have not already proved their debts, are required, on or before the 29th day of November, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John M. Winter, 16, Market-street, Newcastle-upon-Tyne, 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 18th day of November, 1881.

JOHN M. WINTER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Clark, of No. 38, Green-street, in the borough of South Shields, in the county of Durham, Stationer.

THE creditors of the above-named Joseph Clark who have not already proved their debts, are required, on or before the 5th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Briggs, of 16, King-street, South Shields, 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, 1881, HENRY BRIGGS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Askell, of Maisie Bank, Stamfordham, in the county of Northumberland, Farmer.

THE creditors of the above-named George Askell who have not already proved their debts, are required, on or before the 2nd day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Gillespie, of Cross House-chambers, Newcastle-upon-Tyne, 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 16th day of November, 1881. THOMAS GILLESPIE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edward John Kitson, of No. 51, Broad-street, in the city of Worcester, Chemist and Druggist.

THE creditors of the above-named Edward John Kitson who have not already proved their debts, are required, on or before the 30th day of November, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, David Shaw, of Pierpoint-street, in the city of Worcester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1881. DAVID SHAW, Trustee.

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 William Sewell, of Little Sampford Rectory, Braintree, in the county of Essex, Clerk.

THE creditors of the above-named William Sewell who have not already proved their debts, are required, on or before the 17th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph John Saffery, of No. 14, Old Jewry-chambers, 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 17th day of November, 1881. JOS. J. SAFFERY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Carl Lobeck, of the Quay, in the parish of Falmouth, in the county of Cornwall, Ship Chandler and Provision Merchant.

THE creditors of the above-named Carl Lobeck who have not already proved their debts, are required, on or before the 30th day of November, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Jenkins, of No. 39, Church-street, Falmouth, in the county of Cornwall, Solicitor 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 17th day of November, 1881.

W. JENKINS, Solicitor for the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Oxford.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors instituted by Edwin Box, formerly of Bullingdon-road, in the city of Oxford, Draper's Assistant, and now of Eynsham, in the county of Oxford, Draper and Outfitter.

THE creditors of the above-named Edwin Box who have not already proved their debts, are required, on or before the 30th day of November, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Linton, of Bristol, 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, 1881. J. LINTON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Wandswoth.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Cain, of 24, King-street, Richmond, in the county of Surrey, Builder, Decorator, and Undertaker.

THE creditors of the above-named George Cain who have not already proved their debts, are required, on or before the 30th day of November, 1881, to send their names and addresses, and the particulars of their debts or

claims, to me, the undersigned, George Harber, of 2, Guildhall-chambers, Basinghall-street, 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 18th day of November, 1881.

GEORGE HARBER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George White, of Hyam's-yard, Briggate, Leeds, in the county of York, Tea Dealer.

THE creditors of the above-named George White who have not already proved their debts, are required, on or before the 30th day of November, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Izard, of 6, Arhur-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 17th day of November, 1881.

WILLIAM IZARD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Riley, of 13, Bedford-street, Halifax, in the county of York, Belt and Brace Manufacturer.

THE creditors of the above-named Henry Riley who have not already proved their debts, are required, on or before the 30th day of November, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Roberts, of the firm of Foster, Roberts and Co., Public Accountants, Barrow House, Harrison-road, 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 18th day of November, 1881.

WILLIAM ROBERTS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Siddall, of Bolton Brow, Sowerby Bridge, in the parish of Halifax, in the county of York, Commission Agent and Wholesale Grocer.

THE creditors of the above-named James Siddall who have not already proved their debts, are required, on or before the 30th day of November, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Roberts, of the firm of Foster, Roberts and Co., Public Accountants, Barrow House, Harrison-road, 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 18th day of November, 1881.

WILLIAM ROBERTS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Walkden Thompson, of the Reform-street Engineering Works, Reform-street, in the borough of Kingston-upon-Hull, in the county of the same town, and of Stanley Villas, Hornsea, in the East Riding of the county of York, Engineer.

THE creditors of the above-named Walkden Thompson who have not already proved their debts, are required, on or before the 10th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Gregson, of Exchange-buildings, in the borough of Kingston-upon-Hull aforesaid, 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, 1881.

JOS. GREGSON, 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 George Bradley, residing at 25, St. Paul's-street, Huddersfield, in the county of York, and carrying on business at the Market-place, in Huddersfield aforesaid, as a Printer and Stationer.

THE creditors of the above-named George Bradley who have not already proved their debts, are required, on or before the 6th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joe Sharp, of Guildhall-chambers, Queen-street, Huddersfield, 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 18th day of November, 1881.

JOE SHARP, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Northallerton. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Baldwin, of Hold Caldron Mill, in the parish of Kirkdale, in the county of York, Corn Miller and Farmer.

THE creditors of the above-named William Baldwin who have not already proved their debts, are required, on or before the 7th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Richard Cussons, of Howkeld Mill, near Kirby Moorside, in the said county, Miller, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 17th day of November, 1881.

RICHARD CUSSONS, 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 David Senior, of Oakes Lindley, in Huddersfield, in the county of York, Joiner and Builder.

THE creditors of the above-named David Senior who have not already proved their debts, are required, on or before the 6th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to the undersigned, Joe Sharp, of Guildhall-chambers, Queen-street, Huddersfield, 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 18th day of November, 1881.

JOE SHARP,
E. A. BEAUMONT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Great Grimsby.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Rutter Clark and William Clark, both of Brigg, in the county of Lincoln, Brick-makers, trading under the style or firm of Clark and Son. THE creditors of the above-named Rutter Clark and William Clark who have not already proved their debts, are required, on or before the 1st day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Jonathan Spring the younger, of Brigg, in the county of Lincoln, 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 15th day of November, 1881.

JONATHAN SPRING, Jun., Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Great Grimsby.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Rutter Clark and William Clark, both of Brigg, in the county of Lincoln, Brick-makers, trading under the style or firm of Clark and Son. THE separate creditors of the above-named William Clark who have not already proved their debts, are required, on or before the 1st day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Jonathan Spring the younger, of Brigg, in the county of Lincoln, 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 15th day of November, 1881.

JONATHAN SPRING, Jun., 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 William Anderton, of the city of Lincoln, Cabinet Maker and Upholsterer.

THE creditors of the above-named William Anderton who have not already proved their debts, are required, on or before the 6th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Jay, of No. 3, 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 18th day of November, 1881.

GEORGE JAY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Brook, of No. 19, Catherine-street, in the city of Exeter, Tailor and Draper.

THE creditors of the above-named Thomas Brook who have not already proved their debts, are required, on or before the 29th day of November, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edwin Fewings, of No. 16,

Queen-street, Exeter, 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, 1881.

EDWIN FEWINGS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Samuel Roberts, of No. 5, Hoe-gardens and No. 9, Parade, both in Plymouth, in the county of Devon, Ship and Commission Agent, trading as H. S. Roberts and Co.

THE creditors of the above-named Henry Samuel Roberts who have not already proved their debts, are required, on or before the 6th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, Ward West Arliss and James Edwin Edward Dawe, the Trustees under the liquidation, at the office of the said Ward West Arliss, No. 28, Westwell-street, Plymouth, in the county of Devon, Accountant, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1881.

WARD WEST ARLISS,
JAMES EDWIN EDWARD DAWE, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Carlisle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Robinson, residing at No. 28, Aglionby-street, in the city of Carlisle, and carrying on business as a Grocer, Miller, Baker, and Yeast Manufacturer, at Nos. 40 and 42, Botchergate, and the Eagle Mills, James-street, in the said city of Carlisle, and at King-street, Wigton, in the county of Cumberland.

THE creditors of the above-named James Robinson who have not already proved their debts, are required, on or before the 1st day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Christopher Ling, of Devonshire-street, in the city of Carlisle, Corn Merchant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 17th day of November, 1881.

C. LING, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Amelia Walford, of Newbridge-erecent, and of Commercial-road, Wolverhampton, in the county of Stafford, Widow and Timber Merchant.

THE creditors of the above-named Amelia Walford who have not already proved their debts, are required, on or before the 30th day of November, 1881, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, Arthur Henry Gibson and Robert Douthwaite, of 7, Waterloo-street, Birmingham, 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 11th day of November, 1881.

ARTHUR H. GIBSON,
ROBERT DOUTHWAITE, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bath.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Gear Coles, of Chippenham, in the county of Wilts, Innkeeper and Wine and Spirit Merchant.

THE creditors of the above-named Thomas Gear Coles who have not already proved their debts, are required, on or before the 3rd day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, John Darley, of Chippenham, Wilts, Auctioneer, and Henry William Bowles, of 41, Broad-street, Bath, Accountant, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1881.

JOHN DARLEY,
HENRY W. BOWLES, Trustees.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Harkness, of the Horse and Groom, 353, Oxford-street, in the county of Middlesex, Licensed Victualler.

EDWARD MOORE, of 8, Crosby-square, in the county of Middlesex, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their

possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 17th day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Lyall and James Lyall the younger, of 6, East India-avenue, in the city of London, Merchants, carrying on business in partnership under the style or firm of James Lyall and Co., also carrying on business in Calcutta in partnership with Robert Andrew Lyall and Alfred Augustus Lyall under the style or firm of Lyall, Rennie, and Co., the said James Lyall lately residing at 64, Gloucester-gardens, Bishop's-road, but now at 11, Cunningham-place, Maida Hill, both in the county of Middlesex, and the said James Lyall the younger residing at Eltham, in the county of Kent.

EDWIN WATERHOUSE, of Gresham-street, in the city of London, Public Accountant, has been appointed Trustee of the property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustee, and all debts due to the debtors must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 15th day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Lyall and James Lyall the younger, of 6, East India-avenue, in the city of London, Merchants, carrying on business in partnership under the style or firm of James Lyall and Co., also carrying on business in Calcutta, in partnership with Robert Andrew Lyall and Alfred Augustus Lyall, under the style or firm of Lyall, Rennie, and Co., the said James Lyall, lately residing at 64, Gloucester-gardens, Bishop's-road, but now at 11, Cunningham-place, Maida Hill, both in the county of Middlesex, and the said James Lyall the younger, residing at Eltham, in the county of Kent.

EDWIN WATERHOUSE, of Gresham-street, in the city of London, Public Accountant, has been appointed Trustee of the separate estate of James Lyall. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 15th day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Lyall and James Lyall the younger, of 6, East India-avenue, in the city of London, Merchants, carrying on business in partnership, under the style or firm of James Lyall and Co., also carrying on business in Calcutta in partnership with Robert Andrew Lyall and Alfred Augustus Lyall, under the style or firm of Lyall, Rennie, and Co., the said James Lyall lately residing at 64, Gloucester-gardens, Bishop's-road, but now at 11, Cunningham-place, Maida Hill, both in the county of Middlesex, and the said James Lyall the younger residing at Eltham, in the county of Kent.

EDWIN WATERHOUSE, of Gresham-street, in the city of London, Public Accountant, has been appointed Trustee of the separate estate of James Lyall the younger. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 15th day of November, 1881.

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 Wisbey Walden, of Wisbey Wharf, Devons-road, Bow, in the county of Middlesex, and 1, Hampton-road, Forest Gate, in the county of Essex, trading as Henry Wisbey Walden and George Walden, Bag, Rope, and General Merchant.

SIMON MORRIS HARRIS, of 13, Barrons-place, Waterloo-road, in the county of Surrey, Bag Merchant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 17th day of November, 1881.

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 Thomas Crouch, of the Bell, Shoreditch, in the county of Middlesex, Licensed Victualler.

EDMUND CHARLES CHATTERLEY, of 5, Queen-street, Cheapside, in the city of London, 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 14th day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frenk Stewart Bastow, lately trading in copartnership with John Alfred Mills, under the style or firm of John A. Mills and Co., but now trading as F. Bastow and Co., at 33, Poultry, in the city of London, Merchant Tailor, and residing at No. 148, Hartfield-road, Wimbledon, in the county of Surrey.

EBENEZER CHAMBERS FOREMAN, of 32, Gresham-street, and George Baynham, of 28, King-street, both in the city of London, Chartered Accountants, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 3rd day of November, 1881.

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 Thomas Harman, of Paddock-street, Chatham, in the county of Kent, Builder.

CHARLES RICHARD BESSENT, of High-street, Chatham, Kent, Timber Merchant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 16th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Moses Humphrey, of Cowfold, in the county of Sussex, Grocer and Draper.

FREDERICK GEORGE CLARK, of Ship-street, Brighton, in the county of Sussex, 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 17th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Burnley.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Jonathan Pletts, of No. 119, Shakespeare-terrace and No. 8, Victoria-street, both within the borough of Burnley, in the county of Lancashire, formerly a Joiner and Builder, but now an Ale and Porter Merchant.

RICHARD WATSON, of Hargreaves-street, Burnley, in the county of Lancashire, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 17th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Elizabeth Garstang, Widow, carrying on business at No. 55, Tib-street, in the city of Manchester, in the county of Lancashire, under the name or style of Henry Garstang, as a Finisher and residing at No. 2, Tatton's View, Tatton Grove, Withington, in the said county of Lancashire.

FREDERICK JAMES ASTBURY, of St. James's-square, in the city of Manchester, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the

debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Frith and John West, both of Chamber Mill, Hollinwood, near Oldham, in the county of Lancaster, and of No. 23, Strutt-street, Manchester, in the same county, Cotton Spinners and Fastian and Velvet Manufacturers, carrying on business in copartnership together under the style or firm of John Frith and Co., and also under the styles or firms of John Frith and Frith and West, the said John Frith residing at Ivy Cottage, Hollinwood aforesaid, and the said John West residing at No. 65, Werneth Hall-road, Oldham aforesaid.

THOMAS WALTON GILLIBRAND, of No. 56, George-street, in the city of Manchester, Accountant, has been appointed Trustee of the property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustee, and all debts due to the debtors must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 17th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Chelmsford.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Frederick Nunn, of Warley-road, in the parish of Great Warley, in the county of Essex, Grocer, Baker, General Provision Dealer and Beerhouse Keeper.

WILLIAM IZARD, of 6, Arthur-street East, in the city of London, Trade Valuer, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 16th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Cambridgeshire, holden at Cambridge.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Crabb, of Willow Row Farm, Littleport, in the Isle of Ely, in the county of Cambridge, Farmer.

CHARLES FREDERICK NICOLE, of Ely, in the county of Cambridge, County Courts High Bailiff, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Chamberlain Cooke, of Nos. 22 and 24, Barton-street, in the city of Gloucester, Grocer, Baker, Provision Merchant, and Pork Butcher.

CHARLES CLARK, of Southgate-street, in the city of Gloucester, 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 9th day of November, 1881.

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 Blakeston Hind, of the Douglas Arms, Bank, Barnard Castle, in the county of Durham, Licensed Victualler, Grocer, and General Provision Dealer.

JOHN GEORGE BENSON, of 12, Grey-street, Newcastle-upon-Tyne, 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 16th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at King's Lynn. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Hutchinson, of Upwell, in the county of Cambridge, Wheelwright and Carpenter.

GORGE HISCOX, of Wisbech, in the county of Cambridge, Timber Merchant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 19th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Clifford, formerly of the New Inn, Russell-street, Derby, Licensed Victualler, but now of Colliison-street, Hyson Green, in the town of Nottingham, out of business.

JAMES MARTIN LANGLEY, 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 8th day of October, 1881.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Allen, of Red Cross-street Works, Red Cross-street, Leicester, in the county of Leicester, Engineer and Machinist, trading as Allen and Co., and residing at Cavendish-road, Aylestone Park, in the said county of Leicester.

WILLIAM HENRY MORRIS, of Friar-lane, Leicester, in the county of Leicester, 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 19th day of November, 1881.

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 Robert Christian, of Cossington and Kirby Bellars, both in the county of Leicester, Farmer and Grazier.

EDWIN PLAYSTER STEEDS, of Friar-lane, Leicester, in the county of Leicester, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 16th day of November, 1881.

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 Bramball, of No. 35, Alexandra-road, and of Shear-street and View-road, Heeley, in Sheffield, in the county of York, School Master.

CHARLES JAMES HINCHLIFFE, of Sheffield, in the county of York, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 17th day of November, 1881.

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 Charlotte Bower, of the White Hart or Old Bowling Green Inn, Church-street, Attercliffe, in the parish of Sheffield, in the county of Yorkshire, Licensed Victualler.

FREDERICK JOHN CLAYTON, of Sheffield aforesaid, Auctioneer and Valuer, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Northampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Griffith Moore, of the Five Bells Inn, Bugbrooke, in the county of Northampton, Licensed Victualler and Common Carrier.

HENRY COOPER, of the Market-square, Northampton, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1881.

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 Suthrell, of Gosberton, in the county of Lincoln, Farmer.

CHARLES LUCAS, of Boston, in the county 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 19th day of November, 1881.

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 Michael Cooke, of Eye, in the county of Northampton, Soda Water Manufacturer, Brewer, and Beerhouse-keeper.

JAMES BRISTOW, of the city of Peterborough, Auctioneer, Wine and Spirit Merchant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1881.

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 Joseph Woolley, of Maxey, in the county of Northampton, Farmer and Machinist.

JAMES BRISTOW, of Peterborough, in the county of Northampton, Auctioneer and Wine Merchant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 14th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Great Grimsby.

A DIVIDEND is intended to be declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by John Nuttall, of Cleethorpe, in the county of Lincoln, Refreshment Room Keeper. Creditors who have not proved their debts by the 30th day of November, 1881, will be excluded.—Dated this 17th day of November, 1881.

W. W. COPELAND, Trustee.

In the London Bankruptcy Court.

A FIRST Dividend of 3s. 6d. in the pound has been declared in the matter of Robert Fitzroy Holderness, late of St. Michael's House, Cornhill, in the city of London, Stock and Share Broker, carrying on business in partnership with George Nott, under the style or firm of Holderness and Nott, adjudicated bankrupt on the 21st day of July, 1874, and will be paid by me, at my offices, No. 8, Old Jewry, in the city of London, on Wednesday, the 30th day of November, 1881, or any subsequent Wednesday, between the hours of eleven and three.—Dated this 18th day of November, 1881. GEO. A. CAPE, Trustee.

In the London Bankruptcy Court.

A SECOND Dividend of 1½d. in the pound has been declared in the matter of Robert Fitzroy Holderness and George Nott, late of St. Michael's House, Cornhill, in the city of London, Stock and Share Brokers and Copartners, carrying on business under the style or firm of Holderness and Nott, the said Robert Fitzroy Holderness residing at Hamlet-road, Upper Norwood, in the county of Surrey, and the said George Nott residing at Ghuznee Villa, Harrow-

road, in the county of Middlesex, adjudicated bankrupt on the 21st day of July, 1874, and will be paid by me, at my offices, No. 8, Old Jewry, in the city of London, on Wednesday, the 30th day of November, 1881, or any subsequent Wednesday, between the hours of eleven and three.—Dated this 18th day of November, 1881.

GEO. A. CAPE, Trustee.

In the County Court of Norfolk, holden at King's Lynn.
A FIRST Dividend of 1s. in the pound has been declared in the matter of William Mackman, of Whaplode Drove, in the county of Lincoln, Baker, adjudicated bankrupt on the 8th day of December, 1879, and will be paid by me, at my office, No. 2, Herring-lane, Spalding, in the county of Lincoln, on and after the 29th day of November, 1881.—Dated this 18th day of November, 1881.

RICH'D. LONGSTAFF, Trustee.

In the County Court of Devonshire, holden at East Stonehouse.

A FIRST and Final Dividend of 8s. in the pound has been declared in the matter of Richard Lidicoat, late of Salisbury, in the county of Wilts, but for three weeks now last past residing and carrying on business at the White Hart Inn, Spreyton, in the county of Devon, Cattle Dealer, adjudicated bankrupt on the 24th day of September, 1881, and will be paid by me, at my offices, No. 1, Post Office-street, Bedford circus, Exeter, on and after the 21st day of November, 1881.—Dated this 19th day of November, 1881.

RICHARD SOUTHCOTT, Trustee.

In the County Court of Northumberland, holden at Newcastle.

A FIRST and Final Dividend of 4d. in the pound has been declared in the matter of John Coulson, of St. Peter's, in the borough and county of Newcastle-upon-Tyne, Shipbuilder, adjudicated bankrupt on the 4th day of October, 1876, and will be paid by me, at my office, 16, Market-street, Newcastle-upon-Tyne, on and after this date.—Dated this 18th day of November, 1881.

JOHN M. WINTER, Trustee.

In the County Court of Lancashire, holden at Manchester.

A SECOND and Final Dividend of 2s. 8d. in the pound has been declared in the matter of Joseph C. Chagouri, of No. 15, Greenwood-street, in the city of Manchester, Merchant, and residing in lodgings at No. 8, Campbell-grove, off Ackers-street, Chorlton-upon-Medlock, Manchester aforesaid, carrying on business under the style or firm of J. Chagouri and Co., adjudicated bankrupt on the 15th day of April, 1880, and will be paid by me, at my office, No. 37, Saint James-street, in the city of Manchester, on and after the 23rd day of November, 1881.—Dated this 17th day of November, 1881.

W. E. ELDERTON, Trustee.

In the County Court of Herefordshire, holden at Hereford.

A FIRST Dividend of 2s. 4d. in the pound has been declared in the matter of James Hughes, of the Pentre, in the parish of Clyro, in the county of Radnor, Farmer, adjudicated a bankrupt on the 23rd day of June, 1880, and will be paid by me, at my residence, situate in the village of Clyro, in the county of Radnor, on and after the 21st day of January, 1881.—Dated this 20th day of January, 1881.

RICHARD CHALONER, Trustee.

In the County Court of Warwickshire, holden at Birmingham.

A FIRST and Final Dividend of 8d. in the pound has been declared in the matter of Hugo Westman, of Park-street, Birmingham aforesaid, Joinery Manufacturer, adjudicated bankrupt on the 1st day of June, 1880, and will be paid by me, at my offices, Unity-buildings, 14, Temple-street, Birmingham, on and after the 24th day of November, 1881.—Dated this 18th day of November, 1881.

CHARLES T. MACKAY, Trustee.

Declaration of Dividend under a Petition, dated 23rd August, 1869, against William Evans, formerly of No. 108, High-street, Croydon, in the county of Surrey, Tailor and Clothier, and now of No. 6, Whitgift-terrace, Wandl-road, Croydon aforesaid, Tailor and Clothier.

NOTICE is hereby given, that the First Dividend at the rate of 2s. 4d. 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 21, 1881.

P. PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 8th June, 1859, against John Lockhart Mortou, of 8, Finch-lane, in the city of London, Merchant, Dealer and Chapman.

NOTICE is hereby given, that the Fifth Dividend at the rate of 1s. 6d. in the pound, and 6s. 1d. to New Proofs, 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 21, 1881.

P. PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 13th August 1859, against Thomas Peters, of Cambridge, in the county of Cambridge, Tailor and Robe Maker, Dealer and Chapman.

NOTICE is hereby given, that the First Dividend at the rate of 4d. 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 21, 1881.

P. PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 24th August, 1869, against William Johnson, of High-street, Merton, in the county of Surrey, Plumber, Painter, and Glazier.

NOTICE is hereby given, that the First Dividend at the rate of 2s. 7d. 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 21, 1881.

P. PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 31st January, 1866, against Thomas Kettle, of No. 11, Saint Thomas-street, Southwark, in the county of Surrey, and of No. 28, Trafalgar-road, Camberwell, in the same county, Hop Agent.

NOTICE is hereby given, that the First Dividend at the rate of 1s. 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 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 21, 1881.

P. PAGET, Official Assignee.

The Bankruptcy Act, 1869.

In the County Court of Denbighshire, holden at Wrexham, in the Matter of Albert Ward Jubber, of the Grouse Hotel, Carrog, near Corwen, in the county of Merioneth, of no present occupation, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said Albert Ward Jubber, an order of adjudication was made on the 11th day of August, 1881. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 17th day of November, 1881.—Dated this 17th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool, in the Matter of Robert Jeffryes, of Railway-road, Ormskirk, in the county of Lancaster, Cattle Salesman, Horse Dealer, Commission Agent, and Auctioneer, trading under the style or firm of John Jeffryes and Son, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said Robert Jeffryes, an order of adjudication was made on the 6th day of May, 1881. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 18th day of November, 1881.—Dated this 19th day of November, 1881.

The Bankruptcy Act, 1869.

In Her Britannic Majesty's Supreme Court for China and Japan at Shanghai.

In the Matter of James Julius Frederick Bandinel, of Newchwang, in the Empire of China, Merchant and Commission Agent, a Bankrupt.

AN Order of Discharge was, on the 10th day of October, 1881, granted to James Julius Frederick Bandinel, of Newchwang, in the Empire of China, Merchant and Commission Agent, who was adjudicated bankrupt on the 10th day of August, 1880.

R. A. MOWAT, Registrar.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Leopold Boursier, of No. 25, Catherine-street, Strand, in the county of Middlesex, Theatrical Armourer and Jeweller.

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 Leopold Boursier having been given, it is ordered that the said Leopold Boursier be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1881.

By the Court,

Wm. P. Murray, Registrar.

The First General Meeting of the creditors of the said Leopold Boursier is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 9th day of December, 1881, 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 Dudley Wells, of Bosmere, No. 82, Upper Tulse Hill, in the county of Surrey.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said Dudley Wells having been given, it is ordered that the said Dudley Wells be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1881.

By the Court,

P. H. Pepys, Registrar.

The First General Meeting of the creditors of the said Dudley Wells 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, 1881, 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 Philip Henry Pepys, 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 David Sinclair, of 80, Barnwell-road, Dulwich-road, Brixton, in the county of Surrey, Traveller.

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 David Sinclair having been given, it is ordered that the said David Sinclair be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1881.

By the Court,

P. H. Pepys, Registrar.

The First General Meeting of the creditors of the said David Sinclair 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, 1881, at half-past eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination,

and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to Philip Henry Pepys, 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 Henry Mitchell, of 136, Bethnal Green-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 or acts of the Bankruptcy alleged to have been committed by the said Henry Mitchell having been given, it is ordered that the said Henry Mitchell be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 17th day of November, 1881.

By the Court,

Wm. Hazlitt, Registrar.

The First General Meeting of the creditors of the said Henry Mitchell 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, 1881, 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 Hazlitt, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against A. H. Bill, late of 15, Great Cumberland-place, in the county of Middlesex, and late of Her Majesty's 4th Regiment of Foot.

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 A. H. Bill having been given, it is ordered that the said A. H. Bill be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 10th day of November, 1881.

By the Court,

Wm. Hazlitt, Registrar.

The First General Meeting of the creditors of the said A. H. Bill is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 2nd day of December, 1881, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to William Powell Murray, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Thomas Draper, of 9, Love-lane, Eastcheap, in the city of London, Mercantile Clerk.

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 Thomas Draper having been given, it is ordered that the said Thomas Draper be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 16th day of August, 1881.

By the Court,

James R. Brougham, Registrar.

A New First General Meeting of the creditors of the said Thomas Draper is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 6th day of December, 1881, 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 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 Devonshire, holden at East Stonehouse.

In the Matter of a Bankruptcy Petition against Samuel D Moore, of 59, Union-street, Plymouth, in the county of Devon, Baker.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioners, and of the trading, and of the act of the Bankruptcy alleged to have been committed by the said Samuel D Moore having been given, it is ordered that the said Samuel D Moore be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1881.

By the Court,

Gustavus Gidley, Deputy-Registrar.

The First General Meeting of the creditors of the said Samuel D Moore is hereby summoned to be held at this Court, Saint George's Hall, East Stonehouse, in the county of Devon, on the 7th day of December, 1881, 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 Staffordshire, holden at Stafford. In the Matter of a Bankruptcy Petition against Richard Dean, of the Romer Farm, Sandon, in the county of Stafford, Farmer, Cowkeeper, Cattle Dealer, and Cattle Salesman.

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 Bankruptcy alleged to have been committed by the said Richard Dean having been given, it is ordered that the said Richard Dean be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1881.

By the Court,

Geo. Spilbury, Registrar.

The First General Meeting of the creditors of the said Richard Dean is hereby summoned to be held at the County Court Office, Bank-passage, Stafford, on the 6th day of December, 1881, 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 Yorkshire, holden at Barnsley. In the Matter of a Bankruptcy Petition against Thomas Fidler, of No. 30, Sheffield-road, Barnsley aforesaid, Painter, Paper-hanger, and Decorator, and of California Brickworks, Park-road, Barnsley aforesaid, Brick Manufacturer.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of Bankruptcy alleged to have been committed by the said Thomas Fidler having been given, it is ordered that the said Thomas Fidler be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 17th day of November, 1881.

By the Court,

R. Bury, Registrar.

The First General Meeting of the creditors of the said Thomas Fidler is hereby summoned to be held at this Court, on the 5th day of December, 1881, 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 Yorkshire, holden at Scarborough. In the Matter of a Bankruptcy Petition against John Thompson, of Bridlington Quay, in the county of York, and late of Lime-street, in the borough of Kingston-upon-Hull, Seed Crusher and Merchant.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner,

and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said John Thompson having been given, it is ordered that the said John Thompson be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1881.

By the Court,

W. O. Woodall, Registrar.

The First General Meeting of the creditors of the said John Thompson is hereby summoned to be held at the Court-house, Townhall, Kingston-upon-Hull, on the 5th day of December, 1881, 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 William Gregory Smith, of 18, Walton-place, Knightsbridge, in the county of Middlesex, of no occupation, a Bankrupt.

Robert Payne, of No. 57, Moorgate-street, in the city of London, 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, on the 13th day of December, 1881, 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, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Cecilia Cadogan Currie, of 63, Barclay-road, Walham Green, in the county of Middlesex, a Bankrupt.

James Holah, of 6, Moorgate-street, 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, on the 17th day of December, 1881, 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, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Owen Lloyd Miller, of Wellington Mews, Besborough-place, in the county of Middlesex, a Bankrupt.

Henry Arthur Dubois, of No. 1A, Serjeants'-inn, Chancery-lane, in the city of London, 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, on the 2nd day of December, 1881, 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 2nd day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Peter Middleton, of 41, Old Bond-street, in the county of Middlesex, Tailor, a Bankrupt.

Frederick Bidgood, of 6, Vigo-street, Regent-street, in the county of Middlesex, Woollen Draper, 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 9th day of December, 1881, 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, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, by transfer from the County Court of Kent, holden at Canterbury.

In the Matter of Herbert Henry Morris, of Upper Walmer, in the county of Kent, Contractor, a Bankrupt.

Samuel Denny, of Orwell Works, Ipswich, in the county of Suffolk, has been appointed Trustee of the pro-

perty 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 9th day of December, 1881, 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 14th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury. In the Matter of John Bedford, No. 98, Harbour-street, Ramsgate, in the county of Kent, Restaurant Keeper, a Bankrupt.

Richard Jonathan Friend, of High-street, Ramsgate, Upholsterer, 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, Canterbury, on the 9th day of December, 1881, 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, 1881.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Windsor. In the Matter of George Thomas Brangwin and John Arthur Brangwin, both of Foxley Green, in the parish of Bray, in the county of Berks, Copartners, carrying on business at Foxley Green, Bray aforesaid, and trading as Brangwin Brothers, Grocers, Bakers, and Tea Dealers, Bankrupts.

James Herbert, of Peasod-street, Windsor, in the county of Berks, Estate Agent, 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 County Court Office, William-street, Windsor, on the 10th day of December, 1881, 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 19th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Northallerton. In the Matter of Thomas Slater, of No. 6, Park-street, Ripon, in the county of York, Physician and Surgeon, a Bankrupt.

William Wetherill, of Ripon, in the county of York, Auctioneer, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court-house, in Northallerton, on the 17th day of December, 1881, at ten o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1881.

The Bankruptcy Act, 1869.

In the London Court of Bankruptcy.

In the Matter of Edward Clarke, late a member of the firm of J. H. Ferguson and Co., of No. 4, Clive-street, Calcutta, Merchants and Agents, but now of 13, Montague-street, Russell-square, in the county of Middlesex, out of business, adjudicated bankrupt on the 28th day of December, 1880.

NOTICE is hereby given, that at the request of the above-named bankrupt, Edward Clarke, a Meeting of his Creditors will be held at my offices, No. 8, Old Jewry, in the city of London, on Monday, the 5th day of December, 1881, at half-past two o'clock in the afternoon, for the purpose of passing a special resolution of his creditors, signifying their assent to his applying for an Order of Discharge during the continuance of his bankruptcy, in the mode prescribed by the 48th section of the Bankruptcy Act, 1869.—Dated this 21st day of November, 1881.

WM. HURLBATT, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of George Reeves, junior, of Earley, near Reading, in the county of Berks, Horse Dealer, adjudicated a Bankrupt on the 9th April, 1881.

A GENERAL Meeting of the Creditors of the above-named George Reeves, junior, is hereby summoned to be held at the office of Messrs. Cooper and Walker, at No. 5, Billiter-street, in the city of London, on Monday, the 5th day of December, 1881, at two o'clock in the afternoon, for

the following purposes:—1. To consider the application which the Trustee proposes to make to this Court on Friday, the 16th day of December next, at eleven o'clock in the forenoon, for his release; 2. To consider and decide as to the Order of Discharge of the said bankrupt, for which he proposes to apply to this Court; and 3. To pass such resolutions, special or otherwise, as may be deemed necessary or desirable for the purposes, or in relation to the matters aforesaid, or either of them.—Dated this 21st day of November, 1881.

EDWIN H. WALKER, 5, Billiter-street, London, E.C., Solicitor for the Trustee, Robert Lovegrove.

In the London Bankruptcy Court.

On the 15th day of December, 1881, at eleven o'clock in the forenoon, Hugh Dugan Fisher, of No. 32, Great Saint Helen's, in the city of London, General Merchant, carrying on business in copartnership with John Nutter, of No. 32, Great Saint Helen's aforesaid, General Merchant, under the style or firm of Hugh D. Fisher and Co., and who was, with the said John Nutter, adjudicated bankrupt on the 17th day of December, 1880, will apply for an Order of Discharge so far as regards his separate estate.—Dated this 15th day of November, 1881.

In the London Bankruptcy Court.

In the Matter of Joseph Willcocks Hughes and Henry William Pollard (in the adjudication described as William Pollard), of 23, Castle-street, Falcon-square, in the city of London, trading as Hughes and Pollard, Umbrella Manufacturers, and of Englefield-street, Islington, in the county of Middlesex, adjudicated Bankrupts on the 3rd day of September, 1879.

On the 15th day of December, 1881, at eleven o'clock in the forenoon, Henry William Pollard, one of the above-named bankrupts, will apply for an Order of Discharge.—1881.—Dated this 19th day of November, 1881.

In the County Court of Hampshire, holden at Portsmouth. In the Matter of Thomas Bailey and Andrew Nance, of Commercial-road, Landport, in the parish of Portsea, in the county of Hants, Timber, Iron, Slate, and Cement Merchants, Builders, and Copartners, Bankrupts.

On the 15th day of December, 1881, at twelve o'clock at noon, the above-named Andrew Nance, adjudicated bankrupt on the 30th day of August, 1878, will apply for an Order of Discharge as to both his joint and separate estates.—Dated this 19th day of November, 1881.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of Sir Claude Champion de Crepigny, of No. 68, Queen's-gate, Hyde Park, in the county of Middlesex, adjudicated bankrupt on the 28th day of June, 1871. Creditors who have not proved their debts by the 17th day of December, 1881, will be excluded.—Dated this 17th day of November, 1881.

Jos. J. Saffery, Trustee.

In the County Court of Shropshire, holden at Shrewsbury.

A Dividend is intended to be declared in the matter of George Hall, of No. 101, Frankwell, Shrewsbury, in the county of Salop, Grocer and Provision Dealer, adjudicated bankrupt on the 16th day of August, 1881. Creditors who have not proved their debts by the 30th day of November, 1881, will be excluded.—Dated this 18th day of November, 1881.

Wm. Henry Wood, Trustee.

In the County Court of Surrey, holden at Croydon.

A Dividend is intended to be declared in the matter of Alfred Wells, of Milton Court Mill and Milton Court Farm, both in the parish of Dorking, in the county of Surrey, Miller and Farmer, adjudicated bankrupt on the 11th day of November, 1879. Creditors who have not proved their debts by the 2nd day of December, 1881, will be excluded.—Dated this 19th day of November, 1881.

Edw. Butcher, Trustee.

In the County Court of Staffordshire, holden at Hanley.

A Dividend is intended to be declared in the matter of William Ramsden Creyke, of 60, Piccadilly and of Clough-street, both in the borough of Hanley, and of No. 1, Bank-terrace, Basford, in the parish of Stoke-upon-Trent, all in the county of Stafford, Builders' Merchant, Fancy Goods Dealer, and Hair Dresser, and formerly carrying on business in copartnership with Joseph Hall, under the style or firm of Creyke and Hall, adjudicated bankrupt on the 15th day of September, 1811. Creditors who have not proved their debts by the 10th day of December, 1881, will be excluded.—Dated this 10th day of November, 1881.

Paddock and Sons, Solicitors for the Trustee.

In the County Court of Lancashire, holden at Manchester.

A Dividend is intended to be declared in the matter of Wentworth Wilson Schofield, of 88A, Oxford-street, in the city of Manchester, in the county of Lancaster, and of Wakefield-street, and 19, Cheltenham-street, in the said city,

Glass Stainer, adjudicated bankrupt on the 20th day of June, 1872. Creditors who have not proved their debts by the 30th day of November, 1881, will be excluded.—Dated this 19th day of November, 1881.

Sam Kay, Registrar and Trustee.

In the County Court of Lancashire, holden at Manchester. A Dividend is intended to be declared in the matter of John Wilecock, of No. 77, Ashton New-road, Bradford, Manchester, in the county of Lancaster, Grocer and Provision Dealer, and Tax, Rate, and Rent Collector, adjudicated bankrupt on the 4th day of April, 1881. Creditors who have not proved their debts by the 30th day of November, 1881, will be excluded.—Dated this 19th day of November, 1881.

*Joseph Stocks,
Sam Tüzey, Trustees.*

In the County Court of Cornwall, holden at Truro. A Dividend is intended to be declared in the matter of Alfred Ernest Spooner, of Newlyn East, in the county of Cornwall, Clerk in Holy Orders, adjudicated bankrupt on the 12th day of November, 1870. Creditors who have not proved their debts by the 23rd day of November, 1881, will be excluded.—Dated this 15th day of November, 1881.

Thos. Chirgwin, Trustee.

In the County Court of Cornwall, holden at Truro. A Dividend is intended to be declared in the matter of James Henry Gillan, of Devaran, in the county of Cornwall, Clerk in Holy Orders, adjudicated bankrupt on the 8th day of August, 1877. Creditors who have not proved their debts by the 23rd day of November, 1881, will be excluded.—Dated this 15th day of November, 1881.

Thos. Chirgwin, Trustee.

In the County Court of Cheshire, holden at Stockport. A Second and Final Dividend is intended to be declared in the matter of James Lennon, 21, Lord-street, Stockport, adjudicated bankrupt on the 12th day of October, 1880. Creditors who have not proved their debts on or before November 1st, 1881, will be excluded.

Jesse Howard, Trustee.

THIS is to give notice, that the Court acting in the prosecution of a petition of bankruptcy filed on the 18th day of January, 1869, Duncan Robert Barham Liddle, of No. 67, Princes-street, Leicester-square, and of Rose Bank Fulham, in the county of Middlesex, Wine Merchant, Dealer, and Chapman, will sit on the 13th day of December, 1881, 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.

In the London Bankruptcy Court.

In the Matter of James Temple Hollier, of No. 10, Victoria-buildings, Pimlico, in the county of Middlesex, and Edmund Thacker, of the same place, trading together in copartnership lately at Nos. 44 and 46, Ludgate-hill, in the city of London, Dealers in Artists Materials, Bankrupts. An Order of Discharge was this day granted to Edmund Thacker, of 10, Victoria-buildings, Pimlico, in the county of Middlesex, one of the above-named bankrupts, who was adjudicated bankrupt on the 20th day of August, 1879.—Dated this 10th day of November, 1881.

In the London Bankruptcy Court.

In the Matter of Alexandre Manbré, of the Sugar House, Goulston-street, Whitechapel, in the county of Middlesex, Brewer's Chemist, a Bankrupt. An Order of Discharge was this day granted to Alexandre Manbré, of the Sugar House, Goulston-street, Whitechapel, who was adjudicated bankrupt on the 18th day of September, 1879.—Dated this 4th day of November, 1881.

In the County Court of Devonshire, holden at Exeter. In the Matter of Christopher Inch, of No. 8, Park Hill Cottages, Torquay, in the county of Devon, Hackney Carriage Proprietor, a Bankrupt. An Order of Discharge was this day granted to Christopher Inch, of No. 8, Park Hill Cottages, Torquay, in the county of Devon, Hackney Carriage Proprietor, who was adjudicated bankrupt on the 14th day of March, 1879.—Dated this 10th day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of George Edward Powell, of 177, the Pavement, Brookley, in the county of Kent, Watchmaker and

Jeweller, adjudicated Bankrupt on the 20th day of May, 1881.

NOTICE is hereby given, that a Meeting of the Creditors of the above-named bankrupt will be held at the Guildhall Tavern, Gresham-street, in the city of London, on Monday, the 5th day of December, 1881, at three o'clock in the afternoon, for the purpose of determining the Trustee's remuneration.—Dated this 17th day of November, 1881.

JOSEPH BLADON, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of William Pragnell, of 119, High-street, Peckham, and 227, Coldharbour-lane, Brixton, both in the county of Surrey, Cheesemonger's Assistant, late Provision Dealer, 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 7th day of July, 1881, reporting that there is no available property of the bankrupt that can be realized for the benefit of his creditors, and upon reading the report of the Official Assignee, dated the 1st day of November, 1881, and upon hearing the Trustee, and no creditor appearing to oppose, the Court being satisfied that there is no available property of the bankrupt that can be realized for the benefit of the creditors, doth order and declare that the bankruptcy of the said William Pragnell has closed.—Given under the Seal of the Court this 11th day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Henry Coales, of No. 77, Lower Marsh, Lambeth, in the county of Surrey, Grocer, Bankrupt.

Before Mr. Registrar Murray, sitting as Chief Judge.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 26th day of March, 1881, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and that dividends to the amount of four shillings and four pence in the pound have been paid, as shown by the Trustee's report, and upon hearing the Trustee in support of the application, and no creditor appearing to oppose, and upon reading the report of the Official Assignee, dated the 2nd day of November, 1881, the Court being satisfied that the whole of the property of the bankrupt has been realized, and that dividends to the amount of four shillings and four pence have been paid, and that it is needless to protract the bankruptcy, doth order and declare that the bankruptcy of the said Henry Coales has closed.—Given under the Seal of the Court this 5th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Buckinghamshire, holden at Aylesbury.

In the Matter of John Dudley, of Coleshill, in the parish of Amersham, in the county of Buckingham, Farmer, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 12th day of November, 1881, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a dividend to the amount of two shillings and three halfpence in the pound has 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 a dividend to the amount of two shillings and three halfpence in the pound has been paid, doth order and declare that the bankruptcy of the said John Dudley has closed.—Given under the Seal of the Court this 18th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.

In the Matter of Louis Wyatt, now or late of Broadwater and Worthing, in the county of Sussex, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt dated the 11th day of October, 1881, reporting that the bankrupt was not possessed of any property for the realization for the benefit of his creditors, the Court being satisfied that the bankrupt was not possessed of any property, doth order and declare that the bankruptcy of the said Louis Wyatt has closed.—Given under the Seal of the Court this 18th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford.

In the Matter of William Wild Churchill, of 41, Summer-place, Broughton-lane, Salford, in the county of Lancaster, Tea and Hop Merchant, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 14th day of November, 1881, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, but the said

property has been found to be insufficient to pay the costs and charges of these proceedings, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, but the said property has been found to be insufficient to pay the costs and charges of these proceedings, doth order and declare that the bankruptcy of the said William Wild Churchill has closed.— Given under the Seal of the Court this 16th day of November, 1881.

THE estates of Alexander Duff M'Laren, Shipowner, Greenock, were sequestrated on the 17th day of November, 1881, by the Sheriff of Renfrew and Bute. The first deliverance is dated the 17th day of November, 1881.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock, afternoon, on Friday, the 25th day of November, 1881, within the White Hart Hotel, Greenock.

A composition may be offered at this meeting; and to entitle creditors to the first dividend their oaths and grounds of debt must be lodged on or before the 17th day of March, 1882.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

STUART and PHILIP, Writers,
88, St. Vincent-street, Glasgow, Agents.

THE estates of James Smith, Grocer, Nos. 7 and 9, Great Western-road, Glasgow, were sequestrated on the 18th day of November, 1881, by the Court of Session. The first deliverance is dated 18th November, 1881.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Friday, the 25th day of November, 1881, within the Faculty of Procurators' Hall, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 18th day of March, 1882.

The sequestration has been remitted to the Sheriff Court of Lanarkshire, at Glasgow.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILLIAM OFFICER, S.S.C.,
21, Castle-street, Edinburgh, Agent.

THE estates of Mary Lamb Hill, Draper, 475, New City-road, Glasgow, were sequestrated on the 17th day of November, 1881, by the Sheriff of Lanarkshire. The first deliverance is dated 17th day of November, 1881.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 29th

day of November, 1881, 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 17th March, 1882.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

D. and J. HILL, Writers,
139, West Regent-street, Glasgow, Agents.

THE estates of James Tallis, Grocer, Wine, and Spirit Merchant, Kirkgate, Leith, were sequestrated on 19th November, 1881, by the Court of Session. The first deliverance is dated the 19th day of November, 1881.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock, afternoon, on the 30th day of November, 1881, within the Auction Rooms of Alexander Dowell, 18, George-street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th day of March, 1882.

The sequestration has been remitted to the Sheriff of the county of Edinburgh.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ANDREW CLARK, S.S.C.,
21, Bernard-street, Leith, Agent.

THE estates of John Gibb, Power Loom Cloth Manufacturer, Govan, near Glasgow, carrying on business under the firm of Gibb and Company, Power Loom Cloth Manufacturers there, of which he is the sole Partner, as such Partner, and as an Individual, and also as one of the Partners of the former firms of Gibb, Martin, and Smith, Power Loom Cloth Manufacturers, Govan, and Gibb and Smith, Power Loom Cloth Manufacturers there, were sequestrated on the 18th day of November, 1881, by the Sheriff of the county of Lanark.

The first deliverance is dated the 18th day of November, 1881.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 29th day of November, 1881, 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 18th day of March, 1882.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

FISHER, WATT, and HAYES, Writers,
188, St. Vincent-street, Glasgow, Agents.

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.

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