



# The London Gazette.

Published by Authority.

FRIDAY, NOVEMBER 25, 1881.

**A**T the Council Chamber, Whitehall, the 23rd day of November, 1881.

By Her Majesty's Most Honourable Privy Council.

**T**HE 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 twenty-fourth day of November, one thousand eight hundred and eighty-one.

2. The following areas (namely),—(1.) the borough of Accrington, and (2.) the borough of Burnley,—which were declared by Orders of Council to be areas infected with foot-and-mouth disease, are hereby declared to be free from foot-and-mouth disease, and those areas shall, as from the commencement of this Order, cease to be areas infected with foot-and-mouth disease.

3. The following area declared by Order of Council to be an area infected with foot-and-mouth disease (namely),—the petty sessional divisions of Accrington, Blackburn Lower, and Clitheroe, in the county of Lancaster, and the boroughs of Blackburn, and Clitheroe,—is, except (1.) the townships of Balderstone, Dutton, Osbaldeston, and Clayton-le-Dale, in the petty sessional division of Blackburn Lower; and (2.) the townships of Aighton Bailey and Chaigley, Bowland with Leagrim, and Thornley with Wheatley, in the petty sessional division of Clitheroe; in the county of Lancaster, hereby declared to be free from foot-and-mouth disease, and that area, except as aforesaid, shall, as from the commencement of this Order, cease to be an area infected with foot-and-mouth disease.

4.—(1.) The townships of Balderstone, Dutton, Osbaldeston, and Clayton-le-Dale, in the petty sessional division of Blackburn Lower; (2.) the townships of Aighton Bailey and Chaigley, Bowland with Leagrim, and Thornley with Wheatley, in the petty sessional division of Clitheroe; and (3.) the townships of Alston, Elston, Grimsargh with Brockholes, and Hothersall; in the county of Lancaster,—shall continue to be and are hereby declared to be areas infected with foot-and-mouth disease.

C. L. Peel.

**A**T the Council Chamber, Whitehall, the 23rd day of November, 1881.

By Her Majesty's Most Honourable Privy Council.

**T**HE 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 twenty-fourth day of November, one thousand eight hundred and eighty-one.

2. The parish of Dennington, in the union district of Hoxne, in the county of Suffolk, which was declared by Order of Council to be an area infected with foot-and-mouth disease, is hereby declared to be free from foot-and-mouth disease, and that parish shall, as from the commencement of this Order, cease to be an area infected with foot-and-mouth disease.

C. L. Peel.

**A**T the Council Chamber, Whitehall, the 23rd day of November, 1881.

By Her Majesty's Most Honourable Privy Council.

**T**HE 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 twenty-fourth day of November, one thousand eight hundred and eighty-one.

2. The following areas (namely),—(1.) the whole of the parish of Beaconsfield, in the county of Buckingham, (2.) the whole of the parish of Hambleton, in the county of Buckingham, and (3.) the whole of the parish of Ellesborough, in the county of Buckingham,—which were declared by Orders of Council to be areas infected with foot-and-mouth disease, are hereby declared to be free from foot-and-mouth disease, and those areas shall, as from the commencement of this Order, cease to be areas infected with foot-and-mouth disease.

C. L. Peel.

**A**T the Council Chamber, Whitehall, the 23rd day of November, 1881.

By Her Majesty's Most Honourable Privy Council.

**T**HE 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 twenty-fourth day of November, one thousand eight hundred and eighty-one.

2. The following area (namely),—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,—which was declared by Order of Council dated the twentieth day of October, one thousand eight hundred and eighty-one, to be an area infected with foot-and-mouth disease, is hereby declared to be free from foot-and-mouth disease, and that area shall, as from the commencement of this Order, cease to be an area infected with foot-and-mouth disease.

C. L. Peel.

*Chancery of the Order of  
Saint Michael and Saint George,  
Downing Street, November 24, 1881.*

THE Queen has been graciously pleased to give directions for the following appointments to the Most Distinguished Order of Saint Michael and Saint George:

To be an Ordinary Member of the Second Class, or Knights Commanders of the said Most Distinguished Order:—

Joshua Peter Bell, Esq., President of the Legislative Council of Queensland.

To be Ordinary Members of the Third Class, or Companions of the said Most Distinguished Order:—

Lieutenant-Colonel William Clive Justice, lately in command of Her Majesty's Troops in the Gold Coast Colony.

Captain Robert Knapp Barrow, for services rendered in the Gold Coast Colony.

Frederick Evans, Esq., Assistant Colonial Secretary at Sierra Leone, also for services in the Gold Coast Colony.

*Foreign Office, August 18, 1881.*

THE Queen has been pleased to approve of Mr. William Henry Davis, as Consul at Southampton, and of Mr. John Sandilands Ward as Consul in London for the Republic of Liberia.

*Foreign Office, November 22, 1881.*

THE Queen has been pleased to approve of Dr. Richard Krauel as Consul-General for Australia, including New Zealand, Tasmania, and the Fiji Islands, to reside at Sydney, for the German Empire; of Mr. José Gomez de Feran as Consul at Newcastle for His Majesty the King of Spain; of Mr. James W. Siler as Consul at Cape Town for the United States of America; and of Mr. Aloysius J. Kane as Consul at Dover, and of Mr. Felipe Angulo as Consul at Liverpool for the United States of Colombia.

*Foreign Office, November 24, 1881.*

THE Queen has been pleased to approve of Mr. James W. Shaw as Consul-General in London for the Republic of Liberia.

[The following appointment is substituted for that which appeared in last Tuesday's Gazette:—]

*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 the Deputy-Clerks of the Closet in Ordinary to Her Majesty, 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.

*Whitehall, November 23, 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 John Oakley, M.A., the Deanery of the Cathedral Church of Carlisle, now void by the resignation of the Very Reverend Francis Close, D.D., under the provisions of "The Deans and Canons Resignation Act, 1872."

*Whitehall, November 15, 1881.*

THE Queen has been pleased to grant unto Augustus William Savile-Lumley, of Rufford Abbey, in the county of Nottingham, Esq., Her Royal licence and authority that he and his issue may, in compliance with a proviso contained in the last will and testament of the Right Honourable John Savile Lumley-Savile, late Earl of Scarborough, Viscount Lumley and Baron Lumley, of Lumley Castle, in the county of Durham, and Viscount Lumley, of Waterford, in that part of the United Kingdom called Ireland, deceased, henceforth take and use the surname of Savile in lieu of that of Savile-Lumley, and that he and they may bear the arms of Savile; such arms being first duly exemplified according to the laws of arms, and recorded in the College of Arms, otherwise the said Royal licence and permission to be void and of none effect:

And to command that the said Royal concession and declaration be recorded in Her Majesty's said College of Arms.

*Whitehall, November 21, 1881.*

THE Queen has been pleased to grant unto James Cookson, of Measham Hall, in the County Palatine of Durham, Esq., in the Commission of the Peace and High Sheriff (1871) for the said County Palatine, Her Royal licence and authority that he and his issue may, in compliance with a clause contained in the last will and testament of his kinsman, John Sawrey, late of Broughton Tower, Broughton-in-Furness, in the County Palatine of Lancaster, Esq., deceased, take and henceforth use the surname of Sawrey in addition to and after that of Cookson; and that he and they may bear the arms of Sawrey quarterly with those of Cookson, such arms being first duly exemplified according to the laws of arms, and recorded in the College of Arms, otherwise the said Royal licence and permission to be void and of none effect:

And to command that the said Royal concession and declaration be recorded in Her Majesty's said College of Arms.

(S. & C. 3192.)

*Board of Trade, 1, Whitehall,  
November 24, 1881.*

THE Board of Trade have received from the Secretary of State for Foreign Affairs a Despatch

from Her Majesty's Minister at Bucharest, reporting a renewal of the prohibition to import pork, bacon, or lard into Roumania from the following countries, viz., Great Britain, the United States, Russia, and Turkey.

*Admiralty, 22nd November, 1881.*

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

Commander Hardy M'Hardy has been placed on the Retired List from the 13th instant, with permission to assume the rank and title of Retired Captain from that date.

*Admiralty, 23rd November, 1881.*

IN accordance with the provisions of Her Majesty's Orders in Council of 24th March, 1866, and 22nd February, 1870, Admiral Sir William Loring, K.C.B., has been placed on the Retired List of his rank from this date, and consequent thereon the following promotions have been made from the same date :—

Vice-Admiral Sir William Houston Stewart, K.C.B., to be Admiral in Her Majesty's Fleet.  
Rear-Admiral the Honourable Fitzgerald Algeron Charles Foley to be Vice-Admiral in Her Majesty's Fleet.

Captain John Crawford Wilson to be Rear-Admiral in Her Majesty's Fleet.

Consequent on the foregoing, the following promotions have been made on the Retired List from the same date :—

Rear-Admirals :

John Seccombe.

Victor Ferdinand Franz Eugen Gustaf Adolph Constantin Friedrich, Count Gleichen.

William Everard Alphonso Gordon, C.B.,

Robert Dawes Aldrich,

to be Vice-Admirals on the Retired List.

Captains :

Arthur Lukis Mansell,

Hugh Maximilian Elliot,

to be Rear-Admirals on the Retired List.

*Admiralty, 24th November, 1881.*

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

Staff Commander James Cambridge Thomas has been placed on the Retired List of his rank from the 8th instant.

The following promotion has been made :—

Staff Surgeon Henry Ashlin Close to be Fleet Surgeon in Her Majesty's Fleet, with seniority of 19th instant.

*India Office, 25th November, 1881.*

HER Majesty has approved of the following promotions among the Officers of the Staff Corps and Indian Military Forces made by the Governments in India :—

**BENGAL STAFF CORPS.**

*To be Lieutenant-Colonel.*

Major and Brevet Lieutenant-Colonel Robert Byng Patricia Price Campbell. Dated 4th September, 1881.

*To be Major.*

Captain Everard Strangways Neave. Dated 4th September, 1881.

**BENGAL ARMY.**

**INFANTRY.**

*To be Majors.*

Captain George Michell Devereux Hill. Dated 4th September, 1881.

Captain Francis Henry Hinde. Dated 10th September, 1881.

**MADRAS STAFF CORPS.**

*To be Lieutenant-Colonels.*

Major Hugh Patrick Rolston Francis Crawford. Dated 1st September, 1881.

Major Robert Stevens Jago. Dated 4th September, 1881.

Major Charles Dyneley Baynes. Dated 21st September, 1881.

Major Francis Weldon. Dated 26th September, 1881.

Major Herbert Augustus Tierney Nepean. Dated 26th September, 1881.

**MADRAS ARMY.**

**CAVALRY.**

*To be Major.*

Captain Charles May Allen Morant. Dated 20th September, 1881.

**MADRAS MEDICAL ESTABLISHMENT.**

*To be Brigade Surgeon.*

Surgeon-Major John Houston, M.D. Dated 15th June, 1881.

**BOMBAY STAFF CORPS.**

*To be Lieutenant-Colonel.*

Major Murray Doveton Valentine Treasure Grant. Dated 21st September, 1881.

**BOMBAY ARMY.**

**INFANTRY.**

*To be Major.*

Captain Walter Stuart Hore. Dated 12th September, 1881.

**ERRATUM.**

The name of the gentleman appointed to be a Surgeon on the Bengal Establishment in the London Gazette of the 27th February, 1874, should be A. J. *Willcocks*, and not as stated in that Gazette.

**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.

*Civil Service Commission, November 24, 1881.*

THE Civil Service Commissioners hereby give notice, that at an Open Competitive Examination for two situations of Third Class Clerk in the Sasines Department of the General Register House, Edinburgh, held in Edinburgh, under Regulations dated 27th September, 1881, notice of which examination was given in the London Gazette of September 27, 1881, the under-mentioned candidates obtained the first two places:—

No. in Order of Merit.	Name.
1	Kerr, David
2	McCulloch, William

#### NOTICE TO MARINERS.

(No. 226.)—ENGLAND—EAST COAST.  
THAMES RIVER ENTRANCE.

##### (1.) *Buoy Marking Wreck in Queen's Channel.*

THE Trinity House, London, has given notice, dated 5th November, 1881, that a buoy has been placed 15 fathoms S. by W. of the barque 'Emilia M.', sunk in Queen's Channel, Thames, River Entrance:—

The buoy, painted green and marked wreck, lies in  $5\frac{1}{2}$  fathoms at low water spring tides, with the following marks, bearings, and distances, viz.:

Chislet Mill a little open westward of Reculvers S.S.W.  $\frac{1}{2}$  W.

Pansand Spit Buoy, just open southward of Pan Patch Buoy (distant  $1\frac{1}{10}$ th miles), W.  $\frac{1}{2}$  N.  
West Tongue Buoy, E.  $\frac{1}{2}$  S., distant  $1\frac{1}{10}$ th miles.

#### HUMBER RIVER.

##### (2.) *Light-Vessel Marking Wreck on Middle Sand.*

The Trinity House, Hull, has given notice, that on 4th November, 1881, a wreck marking vessel was placed about 60 fathoms south of the barque "Craig Ard," sunk on the previous day on the north-west edge of Middle Sand, opposite Grimsby, Humber River.

The vessel exhibits marks by day and lights by night—in accordance with the regulations—indicating that she should be passed on that side on which two balls or two lights are shown.

The wreck lies in  $4\frac{1}{2}$  fathoms at low water spring tides, with the following marks, bearings, and distances, viz. :—

Killingholme High Lighthouse open northward of the Lower Lighthouse, N.W.  $\frac{1}{4}$  W.

Grimsby Hydraulic Tower, S.W.  $\frac{1}{4}$  W.

Middle Light-vessel (distant about one mile) open a little southward of Spurn High Lighthouse, S.E.  $\frac{1}{4}$  E.

##### (3.) *Whitton Ness Light-Vessel—Alteration in Position.*

Also, dated 26th October, 1881, that in consequence of considerable changes having taken in the channel round Whitton Ness, south shore of Humber River—Whitton Light-vessel has been moved one mile south-westward of her previous position.

[The bearings are magnetic. Variation Thames River Entrance,  $17\frac{1}{2}^{\circ}$ ; Humber River Entrance,  $18\frac{1}{2}^{\circ}$  Westerly in 1881.]

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

Hydrographic Office, Admiralty, London,  
12th November, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Temporarily. North Foreland to Orfordness, No. 1610; North Foreland to the Nore, No. 1607. Also, North Sea Pilot, Part III, 1874, page 240.

(2.) Temporarily, and (3.) Thames River to St. Abb's Head, No. 2902a; Trusthorpe to Flamborough Head, No. 1190 (2 only); Humber River Entrance, No. 102 (2 only). Also, Admiralty List of Lights in the British Islands, 1881, page 22, No. 175; and North Sea Pilot, Part III, 1874, page 96.

#### NOTICE TO MARINERS.

(No. 227.)—MEDITERRANEAN.—FRANCE—SOUTH COAST.—APPROACH TO MARSEILLE.

##### *Flashing Light on Planier Islet.*

WITH reference to Notice to Mariners, No. 45 (1), of 31st March, 1881, and No. 99 (1), of 16th June, 1881, on the intended exhibition of a new light on Planier Islet, southern approach to Marseille, in the course of the year 1881.

The French Government has given further notice, that on 1st December, 1881, Planier Islet Light will be transferred to the new lighthouse, which has recently been constructed about 27 yards north-east of the old lighthouse.

The new light will be a flashing light (electric) with three white flashes and one red flash; the three white flashes forming one group will follow each other at intervals of about three seconds, and the groups of white flashes will be separated by an interval of about twelve seconds, in the middle of which interval the red flash will appear. The light will be elevated 207 feet above the sea (193 feet above the ground), and should be visible in clear weather from a distance of 21 miles.

Position, lat.  $43^{\circ} 11' 55''$  N., long.  $5^{\circ} 13' 45''$  E.

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
15th November, 1881.

This Notice affects the following Admiralty Charts:—Mediterranean Sea, Nos. 449, 2158a; Les Saintes Maries to Marseille, No. 2606; Marseille to Hyères, No. 2607. Also, Admiralty List of Lights in the Mediterranean, 1881, No. 139; and Mediterranean Pilot, Vol. II, 1877, page 32.

#### NOTICE TO MARINERS.

(No. 228.)—EASTERN ARCHIPELAGO.

SUMATRA—WEST COAST.—PADANG ISLANDS.

##### (1.) *Pulo Pandang Light.*

WITH reference to Notice to Mariners, No. 181 (1), of 1st September, 1881, on the exhibition of a fixed white light from a lighthouse erected on the south side of Pulo Pandang, approach to Padang Road:—

The Netherlands Government has published the following additional information concerning the lighthouse and light:—

The lighthouse, constructed of iron and pyramidal in shape, is painted white, as are also the keeper's dwelling and the neighbouring buildings.

Pulo Pandang Light serves, in conjunction with the harbour lights on Pulo Pisang Besar and on the Apenberg, to conduct vessels to Padang Road at night.

NOTE—The proposal to show a sector of coloured light over Brandywine (Brandewijns) Bay from Pulo Pandang Lighthouse has been abandoned.

Pulo Pandang can be approached on all sides to a distance of 2 cables.

CHINA SEA—PHILIPPINES.—LUZON ISLAND.  
MANILA BAY.

(2.) *St. Nicholas Banks—Destruction of Light Apparatus.*

Information has been received from Vice-Admiral G. O. Willes, C.B., Commander-in-Chief on the China Station, that during a storm on the 19th–20th August, 1881, the light on St. Nicholas Banks, south-eastern side of Manila Bay, was washed away.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
16th November, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Indian Ocean, No. 748*b*; Acheen Head to Tykingkokh Bay, No. 2760; Priaman to Oujong Indrapoera, No. 709. Also, Admiralty List of Lights in South Africa, &c., page 16; and Hydrographic Notice, West Coast of Sumatra, No. 9, of 1879, page 39.

(2.) Temporarily. China Sea, northern portion, No. 2661*b*; St. Bernardins Strait, &c., No. 2577; Philippine Islands, No. 943; Manila Bay, No. 976. Also, Admiralty List of Lights in South Africa, &c., No. 238; and China Sea Directory, Vol. II, 1879, page 262.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage or benefice of Saint Mark, Barrow-in-Furness, in the county of Lancaster, and in the diocese of Carlisle, and to his successors, Incumbents of the same vicarage or benefice, one yearly sum or stipend of one hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and eighty-one, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage or benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage or benefice of Saint Luke, Barrow-in-Furness, in the county of Lancaster, and in the diocese of Carlisle, and to his successors, Incumbents of the same vicarage or benefice, one yearly sum or stipend of one hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to

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

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage or benefice of Saint Matthew, Barrow-in-Furness, in the county of Lancaster, and in the diocese of Carlisle, and to his successors, Incumbents of the same vicarage or benefice, one yearly sum or stipend of one hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and eighty-one, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage or benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

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

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant and convey to the Incumbent of the benefice of Saint Mary, Hook-with-Warsash, in the county of Southampton, and in the diocese of Winchester, and to his successors, Incumbents of the same benefice, all and singular the yearly tithe commutation rent-charges which are particularly described in the schedule hereunto annexed, and are now vested in us: To have and to hold the said yearly tithe commutation rent-charges (subject as hereinafter mentioned) to the use of the said Incumbent and his successors for ever: Provided always, that the said yearly tithe commutation rent-charges expressed to be hereby granted and conveyed, shall be and be taken to be in lieu of and in full substitution for the yearly sum or stipend of two hundred and ninety-five pounds heretofore payable by us, the said Ecclesiastical Commissioners, to the Incumbent, for the time being of the said vicarage, under the authority of an instrument sealed by us on the twenty-seventh day of June, in the year one thousand eight hundred and seventy-two, and published in the London Gazette on the fifth day of July, in the same year: And provided also, that the Incumbent for the time being of the same benefice shall be entitled to receive from us, or on our account, the net amount of the profits and proceeds of the said yearly tithe commutation rent-charges, for and in respect of the period intervening between the first day of October, in the year one thousand eight hundred and eighty-one, and the date of the publication of these presents in the London Gazette.

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

(L.S.)

## SCHEDULE.

EXTRACT from the Apportionment of the Rent-charge in lieu of Tithes, in the parish of Titchfield, in the county of Southampton.

Landowners.	Occupiers.	Numbers referring to the Plan.	Quantities in Statute Measure.			Amount of Rent-charge payable to Impropriator.
			A.	R.	P.	
Aslett, George ... ..	Spencer, Robert ... ..	1269	0	1	27	£ 0 3 9
Ayling, James ... ..	Himself ... ..	...	1	0	8	0 3 8
Beves, William ... ..	Himself ... ..	...	1	1	15	0 16 9
	Emery, Samuel ... ..	1263	0	0	22	0 1 3
Biddlecombe, William ... ..	Himself ... ..	1264	0	0	39	0 2 3
Chiddell, Joseph ... ..	Himself ... ..	1274	0	0	23	0 1 3
Crouch, Edward Thomas ... ..	Gray, James ... ..	...	21	1	1	5 18 10
Crouch, Mrs. Hannah ... ..	Gray, James ... ..	...	4	0	39	1 11 3
Curtis, William ... ..	Himself ... ..	1276	0	0	5	0 0 3
Dible, Thomas ... ..	Roman, William, and others	1172	0	1	6	0 2 7
Edwards, James ... ..	Himself ... ..	...	0	1	36	0 4 3
Fry, James, Thomas Monday, and William Stares, Trustees of	Chard, William ... ..	1268	0	1	27	0 3 8
Greene, William ... ..	Hewett, Robert ... ..	1152	24	3	30	8 9 7
		1160	4	2	7	1 7 10
		1164	5	0	23	1 11 6
		1166	1	3	35	0 16 1
		1167	0	2	19	0 8 4
		1170	0	3	33	0 1 4
		1171	3	0	14	0 18 9
		1176	2	2	18	0 19 5
		1177	16	0	34	3 17 2
		1178	7	1	23	2 15 4
		1180	18	0	39	7 8 11
		1182	7	2	17	2 11 10
		1187	23	2	21	9 12 10
		1286	1	2	23	0 11 3
Goddard, William Gilbert, Esq.	Hawkins, Alexander ... ..	...	88	0	26	26 5 4
Gray, James ... ..	Himself ... ..	1266	0	1	14	0 3 0
	Earwicker, George, and Banton, William	1173	0	0	37	0 2 1
	Bryan, William, and Lee, Thomas	1267	0	2	5	0 4 10
	Ireland, Samuel, and others	1265	0	1	7	0 2 7
Hobbs, Mrs. Mary Wilcox, and others	Themselves ... ..	1255	0	3	24	0 8 2
	Dimock, Peter ... ..	1256	16	2	25	4 8 1
	Themselves, and Beves, Thomas	1257	0	2	15	0 5 4
Hornby, William, Esq. ... ..	Himself ... ..	1289	14	0	30	0 4 10
		1290	3	1	23	0 13 10
		1291	2	1	21	0 6 5
		1292	11	2	37	1 4 0
		1293	0	3	28	0 0 4

Landowners.	Occupiers.	Numbers referring to the Plan.	Quantities in Statute Measure.			Amount of Rent-charge payable to Impropriator.				
			A.	R.	F.	£	s.	d.		
Hornby, William, Esq. (continued)	Himself .. ...	1294	0	2	29	0	0	4		
		1297	1	0	13	0	4	5		
		1299	5	0	9	2	1	3		
		1300	34	2	17	12	10	0		
		1301	12	0	17	6	10	0		
		1303	2	0	28	2	19	5		
		1306	18	1	12	4	5	0		
		1310	7	2	16	1	11	1		
		1313	3	2	37	0	7	7		
		1314	14	0	28	3	7	7		
		1315	23	0	30	6	16	0		
		1317	26	1	5	2	13	8		
		1328	25	1	20	11	0	0		
		1333	0	3	19	0	5	10		
		1335	10	2	23	3	15	0		
		1338	0	2	28	0	9	2		
		1339	1	3	31	0	1	3		
		1340	9	3	19	0	4	5		
		1342	1	2	28	0	1	2		
		1345	0	1	14	0	3	0		
		1346	2	0	29	0	2	11		
		1347	0	0	33	0	1	9		
		1348	5	3	30	1	4	4		
		1405	9	3	10	0	13	4		
		1406	6	3	39	0	9	6		
		1422	2	1	8	0	1	6		
		Sparsholt, John, and others	1337	0	0	39	0	3	2	
		Hopwood, George, and others	1353	0	0	29	0	1	7	
		Gray, James	...	22	0	26	5	1	10	
		Wilkinson, John Maddison	...	281	2	15	112	0	9	
		Dimmock, Peter	...	1360	0	0	28	0	1	7
		Norris, Edward	...	1383	5	3	29	3	16	1
			...	1384	8	0	11			
			...	1385	0	3	10	0	5	6
			...	1386	4	0	6	0	11	0
			...	1387	4	1	2	0	5	9
			...	1388	15	0	23	5	13	0
			...	1389	8	3	1	1	15	9
			...	1390	5	3	5	1	3	7
			...	1391	0	3	39	1	1	6
			...	1392	0	2	14			
			...	1393	12	0	24	4	19	2
			...	1395	24	2	37	8	10	3
			...	1396	21	1	11	7	6	6
			...	1397	20	0	0	7	11	1
			...	1400	15	1	7	6	4	8
			...	1403	12	2	14	4	2	10
	...	1404	13	2	0	6	0	3		
	...	1407	10	2	23	4	7	0		
	...	1408	7	2	35	2	17	8		
	...	1409	11	1	37	3	10	3		
	...	1410	6	0	13	2	1	4		
	...	1411	1	1	20	0	11	3		
	...	1412	0	1	24	0	11	11		
	...	1413	0	1	36					
	...	1414	6	1	1	2	19	6		
	...	1415	14	1	27	5	17	7		
	...	1462	7	3	12	3	3	11		
	Beves, Thomas	...	0	0	34	0	2	9		
	Watts, John	...	0	1	0	0	2	3		
Hewett, James-(New Town)	Himself	...	12	0	16	1	0	11		
	Emblem, William	...	1272	0	1	9	0	2	8	
	Sims, Reuben	...	1273	0	2	1	0	4	6	
	Sims, George	...	1275	0	0	25	0	1	4	
	Sandy, Charles	...	1277	0	0	23	0	1	3	
	Hinxman, John	...	...	41	0	26	15	19	1	
	Dimmock, Peter, the elder, and others	...	0	2	29	0	6	2		
	Duffen, John	...	1368	0	0	31	0	2	7	

Landowners.	Occupiers.	Numbers referring to the Plan.	Quantities in Statute Measure.			Amount of Rent-charge payable to Impropiator.		
			A.	R.	P.	£	s.	d.
King, George (Brook-lane) ...	Himself, and Read, John ...	1159	0	1	21	0	3	4
Parsons, George Snook ...	Barrey, Thomas ...	1254	0	1	0	0	2	4
Palmer, William ...	Bryer, Sarah ...	1260	0	1	17	0	3	2
Swinton, Archibald; Esq. ...	Himself ...	...	16	3	17	5	2	9
	Blanchard, George ...	1248	0	0	18	0	1	0
	Beves, William ...	...	0	2	31	0	6	3
	Gray, James ...	1238	3	1	35	0	11	10
		1239	4	1	36	0	18	3
		1240	3	1	2	0	13	3
		1241	2	1	17	0	9	6
		1242	6	2	29	1	16	6
		1244	8	2	3	2	0	9
Sweetingham, George ...	Himself ...	1258	0	0	7	0	0	4
Watts, Mrs. Ann ...	Daniel May and others ...	1432	0	0	31	0	2	7
						£380 19 10		

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage or benefice of Saint John, Barrow-in-Furness, in the county of Lancaster, and in the diocese of Carlisle, and to his successors, Incumbents of the same vicarage or benefice, one yearly sum or stipend of one hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and eighty-one, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage or benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage or benefice of Saint Mary, Brighton, in the county of Sussex, and in the diocese of Chichester, and to his successors, Incumbents of the same vicarage or benefice, one yearly sum or stipend of two hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and eighty-one, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend,

or any part thereof, shall be annexed by us to the said vicarage or benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage of Arlecdon, in the county of Cumberland, and in the diocese of Carlisle, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of nine pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the fifth day of April, in the year one thousand eight hundred and eighty-one, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage or benefice of the Holy Trinity, Ripon, in the county of York,

and in the diocese of Ripon, and to his successors, Incumbents of the same vicarage or benefice, one yearly sum or stipend of eighty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the twelfth day of May, in the year one thousand eight hundred and eighty-one, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage or benefice in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

#### INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of West Ward, in the county of Westmorland, 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 Lowther Castle Hotel, in Hackthorpe, near Penrith, on Wednesday, the 7th day of December, 1881, at ten 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 West Ward aforesaid.

*Chas. Keith-Falconer.*  
*W. S. Northcote.*

Inland Revenue, Somerset House,  
London, November 24, 1881.

#### INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Bridport, in the county of Dorset, 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 Townhall, in Bridport, on Monday, the 28th 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 Bridport aforesaid.

*Chas. Keith-Falconer.*  
*W. S. Northcote.*

Inland Revenue, Somerset House,  
London, November 24, 1881.

No. 25041.

B

#### 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 Pydar, in the county of Cornwall, 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 Townhall, in St. Columb, on Friday, the 2nd day of December, 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 Pydar aforesaid.

*Chas. Keith-Falconer.*  
*W. S. Northcote.*

Inland Revenue, Somerset House,  
London, November 24, 1881.

#### INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Hitchin, in the county of Hertford, 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 Townhall, Hitchin, on Tuesday, the 6th day of December, 1881, at half-past 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 Hitchin aforesaid.

*Chas. Keith-Falconer.*  
*W. S. Northcote.*

Inland Revenue, Somerset House,  
London, November 24, 1881.

#### INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Tavistock, in the county of Devon, 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 Guildhall, in Tavistock, on Friday, the 2nd day of December, 1881, at twelve o'clock, noon, 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 Tavistock aforesaid.

*Chas. Keith-Falconer.*  
*W. S. Northcote.*

Inland Revenue, Somerset House,  
London, November 24, 1881.

**N**OTICE is hereby given, that a separate building, named Park-street Church, situate at Park-street, in the parish of Holy Trinity, in the county of the town of Kingston-upon-Hull, in the district of Hull, being a building certified according to law as a place of religious worship, was, on the 26th day of October, 1881, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85, being substituted for the building known as Bowlalley-lane Chapel, now disused.—Witness my hand this 31st day of October, 1881.

*John Jos. Thorney*, Superintendent Registrar.

**N**OTICE is hereby given, that a separate building, named the Primitive Methodist Chapel, situated at Lynn-street, in the parish of Swaffham, in the county of Norfolk, in the district of the Swaffham Union, being a building certified according to law as a place of religious worship, was, on the 1st 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 3rd day of November, 1881.

*Robt. Sewell*, Superintendent Registrar.

**N**OTICE is hereby given, that a separate building, named Saint Joseph's Roman Catholic Church, situate at Chertsey-street, Guildford, in the parish of Stoke-next-Guildford, in the county of Surrey, in the district of Guildford, being a building certified according to law as a place of religious worship, was, on the 5th day of November, 1881, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85, being substituted for the building known as Saint Joseph's Roman Catholic Chapel, in Chertsey-street, Guildford aforesaid, now disused.—Witness my hand this 8th day of November, 1881.

*Mark Smallpeice*, Superintendent Registrar.

**N**OTICE is hereby given, that a separate building, named Levenshulme Congregational Church, situate at Stockport-road, in the township of Levenshulme, in the county of Lancaster, in the district of Chorlton, being a building certified according to law as a place of religious worship, was, 7th November, 1881, duly registered for solemnizing marriages therein, pursuant to the Act 6th and 7th Wm. 4, cap. 85, being substituted for the building known as Levenshulme Congregational Church, now disused.—Witness my hand this 8th day November, 1881.

*Wm. N. Edgill*, Superintendent Registrar.

**N**OTICE is hereby given, that a separate building, named the New Congregational Church, situate in the parish of Walton, otherwise Walton-on-the-Naze, in the county of Essex, in the district of Tendring, being a building certified according to law as a place of religious worship, was, on the 9th 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 10th day of November, 1881.

*David Mustard*, Superintendent Registrar.

**N**OTICE is hereby given, that a separate building, named Mount Zion, situate at Hopton, in the parish of Hodnet, in the county of Salop, in the district of Market Drayton, being a building certified according to law as a place of religious worship, was, on the 19th 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 23rd day of November, 1881.

*Joseph E. Wilkinson*, Superintendent Registrar.

#### BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 23rd day of November, 1881.

##### ISSUE DEPARTMENT.

	£		£
Notes issued ... ..	35,454,410	Government Debt ... ..	11,015,100
		Other Securities ... ..	4,734,900
		Gold Coin and Bullion ... ..	19,704,410
		Silver Bullion ... ..	—
	£35,454,410		£35,454,410

Dated the 24th day of November, 1881.

*F. May*, Chief Cashier.

##### BANKING DEPARTMENT.

	£		£
Proprietors' Capital ... ..	14,553,000	Government Securities ... ..	13,244,014
Rest ... ..	3,124,819	Other Securities ... ..	20,350,882
Public Deposits (including Ex- chequer, Savings Banks, Com- missioners of National Debt, and Dividend Accounts) ... ..	4,204,692	Notes ... ..	9,903,135
Other Deposits ... ..	22,289,797	Gold and Silver Coin ... ..	906,336
Seven Day and other Bills ... ..	232,059		
	£44,404,367		£44,404,367

Dated the 24th day of November, 1881.

*F. May*, Chief Cashier.

In the Matter of Letters Patent granted to David Mitchell, formerly of 49, Peel-street, Macclesfield, in the county of Chester, but now of Dundas, in the Province of Ontario, in the Dominion of Canada, formerly Cut Looker at a Weaving Mill, but now unemployed, and at present temporarily residing with Thomas Mitchell, at No. 8, Eagle-street, Haulgh, Bolton, in the county of Lancaster, for the invention of "improvements in the manufacture of figured cloth," bearing date the 17th June, 1868. No. 1964.

NOTICE is hereby given, that it is the intention of the above-named David Mitchell to present a petition to Her Majesty in Council, praying Her Majesty to grant a prolongation of the term of the said Letters Patent. And notice is also hereby given, that on the 6th day of

January next, or on such subsequent day as the Judicial Committee of Her Majesty's Privy Council shall appoint for that purpose, application will be made to the said Committee that a time may be fixed for hearing the matter of the said petition. And notice is also hereby further given, that any person desirous of being heard in opposition to the said petition, must enter a caveat to that effect in the Privy Council Office on or before the said 6th day of January next.—Dated this 24th day of November, 1881.

Chester, Mayhew, Broome, and Griffiths,  
11, Staple-inn, London, W.C.; Agents  
for

Bailey and Read, Bolton, Lancashire,  
Solicitors for the above-named David  
Mitchell.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 23rd November, 1881.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Germany... ..	...	...	...	...	17,000	17,000
Belgium ... ..	1,308	...	1,308	...	...	...
Turkey ... ..	78	...	78	20,600	...	20,600
Australia... ..	14,197	4,282	18,479	1,120	...	1,120
Brazil ... ..	28	1,974	2,002	1,900	184,850	186,750
United States ... ..	...	...	...	8,547	333,203	341,750
Other Countries ... ..	1,070	780	1,850	8,747	1,060	9,807
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
Aggregate of the Importations registered in the Week ... }	16,681	7,036	23,717	40,914	536,113	577,027
Declared Value of the said Importations ... .. }	£ 67,510	£ 28,139	£ 95,649	£ 9,007	£ 114,950	£ 123,957

  

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.	Ounces.	Ounces.	British.	Foreign.	Ounces.	Ounces.
France ... ..	19,456	...	...	19,456	...	...	...	
Malta ... ..	3,072	...	...	3,072	...	...	...	
Egypt ... ..	14,110	...	...	14,110	...	...	...	
West Coast of Africa ... ..	...	...	...	...	9,826	...	9,826	
British Possessions in S; Africa	33,410	...	...	33,410	...	...	...	
British India ... ..	...	...	17,770	17,770	...	269,558	269,558	
Mexico, South America (except Brazil), and West Indies: ...	885	...	...	885	21,288	...	7,490	
Other Countries ... ..	26	77	...	103	...	4,376	4,376	
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	
Aggregate of the Exportations registered in the Week ... }	70,459	77	17,770	88,306	31,114	4,376	277,048	
Declared Value of the said Exportations ... .. }	£ 274,600	£ 300	£ 75,000	£ 349,900	£ 8,550	£ 996	£ 64,060	

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

RETURN of the NUMBER of PLACES in GREAT BRITAIN upon which Contagious or Infectious Disease (except Sheep-Scab) has been reported to have existed during the Week ended November 19th, 1881, with particulars relating thereto.

## PLEURO-PNEUMONIA.

	Farms or other Places.			Cattle Attacked.		Diseased Cattle.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Cattle Attacked.
<b>ENGLAND.</b>											
<b>COUNTY.*</b>											
Cumberland ..	2	..	2	..	..	..	..	..	..	..	..
Essex .. ..	3	..	3	..	..	..	..	..	..	..	..
Hants .. ..	1	..	1	..	..	..	..	..	..	..	..
Hertford ..	1	..	1	..	..	..	..	..	..	..	..
Huntingdon ..	2	..	2	1	..	1	..	..	..	1	1
Kent (ex. Metropolis).	..	1	1	..	2	2	..	..	..	..	..
Lancaster ..	10	1	11	..	4	4	..	..	..	..	..
Middlesex (ex. Metropolis).	6	1	7	1	3	4	..	..	..	1	1
Norfolk .. ..	6	1	7	..	4	2	2	..	..	..	..
Salop. .. ..	3	..	3	..	..	..	..	..	..	..	..
Stafford .. ..	1	1	2	1	1	2	..	..	..	1	1
Suffolk .. ..	2	..	2	1	..	1	..	..	..	..	..
York, East Riding.	..	2	2	..	2	1	1	..	..	..	..
.. West Riding.	1	1	2	..	1	1	..	..	..	..	..
The Metropolis	1	1	2	..	3	2	..	..	1	..	..
<b>SCOTLAND.</b>											
<b>COUNTY.*</b>											
Aberdeen .. ..	2	..	2	..	..	..	..	..	..	..	..
Fife .. ..	4	..	4	2	2	2	..	..	2	..	..
Perth .. ..	1	..	1	..	..	..	..	..	..	..	..
<b>TOTAL ..</b>	<b>46</b>	<b>9</b>	<b>55</b>	<b>6</b>	<b>22</b>	<b>22</b>	<b>3</b>	<b>..</b>	<b>3</b>	<b>3</b>	<b>3</b>

## GLANDERS.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
<b>ENGLAND.</b>											
<b>COUNTY.*</b>											
Bedford .. ..	1	..	1	1	..	1	..	..	..	..	..
Warwick .. ..	1	..	1	4	..	4	..	..	..	..	..
The Metropolis	5	9	14	..	17	17	..	..	..	..	..
<b>TOTAL ..</b>	<b>7</b>	<b>9</b>	<b>16</b>	<b>5</b>	<b>17</b>	<b>22</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>

FARCY.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
ENGLAND. COUNTRY.* The Metropolis	4	3	7	12	3	9	..	2	9	..	..

SWINE-FEVER.

	Farms or other Places.			Swine Attacked.		Diseased Swine.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Swine Attacked.
ENGLAND. COUNTRY.*											
Bedford .. ..	3	1	4	..	4	4	..	..	..	..	3
Cambridge (ex. Liberty of the Isle of Ely).	1	..	1	..	..	..	..	..	..	..	..
Chester .. ..	..	1	1	..	1	1	..	..	..	..	..
Dorset .. ..	..	3	3	..	9	8	1	..	..	..	..
Essex .. ..	3	3	6	..	29	26	3	..	..	..	..
Gloucester ..	2	..	2	2	1	1	2	..	..	1	2
Hants .. ..	1	2	3	43	2	32	13	..	..	1	43
Hertford .. ..	1	1	2	..	3	..	1	..	2	..	..
Huntingdon ..	1	2	3	15	10	15	9	..	1	1	15
Kent (ex. Metropolis).	3	1	4	14	2	12	4	..	..	..	..
Lancaster .. ..	..	1	1	..	1	1	..	..	..	..	..
Lincoln, Parts of Holland.	..	1	1	..	5	3	2	..	..	..	..
Monmouth .. ..	2	..	2	..	..	..	..	..	..	..	..
Norfolk .. ..	2	1	3	8	5	7	6	..	..	1	6
Somerset .. ..	2	..	2	..	8	8	..	..	..	1	6
Sussex .. ..	1	1	2	..	10	..	1	..	9	..	..
Warwick .. ..	..	1	1	..	4	4	..	..	..	..	..
York, East Riding.	..	4	4	..	3	4	3	..	..	1	..
„ North Riding.	..	2	2	..	2	1	1	..	..	..	..
„ West Riding.	1	3	4	..	11	10	1	..	..	..	..
WALES. COUNTRY.*											
Glamorgan .. ..	..	1	1	..	7	..	..	..	7	..	..
SCOTLAND. COUNTRY.*											
Ayr .. ..	3	2	5	8	7	13	1	..	1	1	2
Dumfries .. ..	1	..	1	..	..	..	..	..	..	..	..
TOTAL ..	27	31	58	90	129	150	48	..	21	6	76

## FOOT-AND-MOUTH DISEASE.

	Farms or other Places.			Animals Attacked.		Diseased Animals.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Animals Attacked.
<b>ENGLAND.</b>											
<b>COUNTY.*</b>											
Bedford .. ..	1	..	1	4	..	..	..	..	4	..	..
Buckingham ..	3	..	3	68	..	..	..	54	14	..	..
Cambridge (ex. Liberty of the Isle of Ely).	3	1	4	120	7	..	..	5	122	..	..
Chester .. ..	1	1	2	2	6	..	..	1	7	..	..
Cornwall .. ..	3	..	3	41	..	..	..	30	11	..	..
Devon .. ..	1	..	1	51	..	..	..	..	51	..	..
Durham .. ..	1	..	1	6	..	..	..	6	..	..	..
Essex .. ..	7	..	7	69	6	..	..	35	40	..	..
Hants .. ..	5	..	5	119	25	..	..	21	123	1	40
Hertford .. ..	3	1	4	64	43	..	..	27	80	..	21
Huntingdon ..	1	..	1	42	..	..	..	22	20	..	..
Kent (ex. Metropolis).	1	..	1	1	..	..	..	1	..	..	..
Lancaster .. ..	24	..	24	99	3	..	..	72	30	..	..
Leicester .. ..	5	..	5	50	5	..	..	45	10	..	..
Lincoln, Parts of Kesteven.	1	..	1	5	..	..	..	..	5	1	5
" Parts of Lindsey.	1	..	1	28	..	..	..	23	..	..	..
Middlesex (ex. Metropolis).	1	..	1	1	..	..	..	1	..	..	..
Norfolk .. ..	50	9	59	1,943	196	..	1	630	1,508	1	9
Northampton (ex. Soke of Peterborough).	1	3	4	4	10	..	..	4	10	..	..
Notts .. ..	3	1	4	19	22	..	..	10	31	..	..
Somerset .. ..	3	..	3	523	..	..	..	..	523	..	..
Stafford .. ..	15	1	16	26	11	..	..	31	6	..	..
Suffolk .. ..	6	3	9	371	112	..	..	203	280	..	..
Surrey (ex. Metropolis).	3	..	3	31	..	..	..	27	4	..	..
Sussex .. ..	..	3	3	..	15	..	..	..	15	..	..
Warwick .. ..	3	..	3	17	2	..	..	17	2	..	..
Wilts .. ..	4	..	4	378	..	..	..	51	327	..	..
York, East Riding.	16	3	19	1,898	524	..	2	392	2,028	..	..
" North Riding.	2	..	2	74	..	..	..	15	59	..	..
" West Riding.	11	..	11	116	..	..	..	72	44	..	..
Liberty of the Isle of Ely.	4	..	4	32	7	..	..	24	15	..	..
The Metropolis	..	1	1	..	1	1	..	..	..	..	..
<b>TOTAL ..</b>	<b>133</b>	<b>27</b>	<b>210</b>	<b>6,207</b>	<b>995</b>	<b>1</b>	<b>3</b>	<b>1,824</b>	<b>5,374</b>	<b>3</b>	<b>75</b>

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

Veterinary Department, Privy Council Office, 25th November, 1881.

## Leicestershire to Wit.

AT a Court of General Quarter Sessions of the Peace, holden at the Castle of Leicester, in and for the above county, on the 27th day of June, 1881, a Provisional Order was made by the Justices then assembled, pursuant to the Statute 25th and 26th Vict., c. 61, that the townships or places of Hugglescote, Hugglescote Grange, and Donington-on-the-Heath, be combined, and that no separate waywardens be elected for such townships or places, and that such combined parish shall be subject to the same liabilities in respect of all the highways within it as if their several liabilities attached to the whole parish, and that a waywarden shall be elected for such parish as a whole, and that such combined parish, township,

or places shall be added to and form part of the Ashby-de-la-Zouch Highway District, in the said county. And whereas at a Court of General Quarter Sessions of the Peace, holden at the Castle of Leicester, in and for the above county, on the 17th day of October, 1881, the above-mentioned Provisional Order was then taken into consideration, and duly confirmed by the said Court, and a Final Order made that henceforth a Waywarden should be elected for such parish as a whole, and that such combined parish, township, or places should be added to and form part of the Ashby-de-la-Zouch Highway District, in the said county.

By the Court,

Wm. Napier Reeve, Clerk of the Peace.

India Office, November 24, 1881.

THE Secretary of State for India in Council hereby gives notice, that he has received Bombay Gazettes containing the following Notices that the undermentioned Insolvents filed their Petitions in the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11 Vict., cap. 21 :—

*Petitions filed praying for relief.*

Date of Gazette containing Notice, September 23, 1881.

Names.	Profession or Occupation.	Denomination.	Place of Residence in Bombay.	Date of Petitions filed.
Abdul Rahimon Esak...	Trading under the name of Abdul Rahimon Esak	Mahomedan ...	Lately in Rungary Mola, without the Fort (at present in the Bombay Gaol)	1881. 10th Sept.
Anpurnabai, wife of Venayek Trimbak	Unemployed ...	Hindoo ...	Lately on Girgaon-road, without the Fort (at present in Bombay Gaol)	9th Sept.
Peter Vitoriano Desidore Rodrigues	A Clerk in the Bombay and Persia Steam Navigation Company	Portuguese ...	At Mázgaon, without the Fort	10th Sept..
Nur Mahomed Hasam Khoja	Lately a Wood-seller, and now unemployed.	Mahomedan ...	At Dongri, without the Fort	Ditto
Karmali Rahimbhai Khoja	Unemployed ...	Ditto ...	In Khoja Mola, without the Fort	Ditto
Bhagu Karson Lohana	A Retail Grain-seller	Hindoo ..	In Bangri Bazar, without the Fort	12th Sept..
Umer Vali Memon ...	A Dealer in Hookas	Mahomedan ...	In Khoja Mola, without the Fort	Ditto
Dinshaw Jamsetji Contractor	Formerly a Clerk in the G. I. P. Railway Company, and now unemployed	Parsee ...	At Khetwádi, without the Fort	Ditto
John Michael D'Souza	Lately a Fitter in the Gun Carriage Factory, and now unemployed	Portuguese ...	In Cavel-street, without the Fort	13th Sept..
Tukaram Kondaji Kadkey and Ganu Babaji Bhasmay	The first-named insolvent is a Dealer in Spices, and the second a Betlenut Seller	Hindoo ...	In Bhandarwada-street, without the Fort	15th Sept..
Bhikaji Hormasji Neterwala	A Press Reader in the Times of India	Parsee ...	At Girgaon - road, within the Fort	Ditto
Kuverji Merwanji Gazdar	Formerly a Shop-keeper in Europe Goods, and now a Clerk to Messrs. Volkart Brothers	Ditto ...	Near Chundunwádi, without the Fort	Ditto
Kuverji Herjibhai Warden	A Government Pensioner	Ditto ...	In Kawasji Patel-street, within the Fort	Ditto
Ramji Ladha Thaker ...	A Labourer in the service of Thaker Kara Damji	Hindoo ...	On Bhendi Bázár-road, without the Fort	19th Sept..
John William Steuart...	A Guard in the G. I. P. Railway	European ...	In Bell-lane, within the Fort	Ditto
Meghji Ghelabhai ...	Dealer in Shares of different Companies	Hindoo ...	At Mándvi Bandar, without the Fort	Ditto
Wamon Bhikaji Patharay	Formerly a Carpenter in the Bhávnagar State Railway, and at present unemployed	Ditto ...	At Mázgaon, without the Fort	20th Sept..
Pitamber Hira Lohar, Karson Pitamber Lohar, and Dewji Pitamber Lohar	Blacksmiths ...	Ditto ...	At Jakaria Masjid, without the Fort	Ditto

Names.	Profession or Occupation.	Denomination.	Place of Residence in Bombay.	Date of Petitions filed.
Esu Malu Chawan ...	Formerly a Dealer in Perfumery, and now a Dealer in Flowers	Hindoo ...	At Dongri, without the Fort	1881. 21st Sept.
Manaji Hariba Ghatker and Sakaram Manaji Ghatker	The first-named Insolvent is a Hawker of Common Sweetmeats, and the second is a Vegetable Seller	Ditto ...	At Khuduk, without the Fort	Ditto
Bhimsi Malusi Sha ...	A Labourer ...	Ditto ...	At Chinch Bandar, without the Fort	Ditto
Lakhamsi Rowji Sha and Bhimsi Rowji Sha	Trading under the name of Lakhamsi Rowji, as Cotton Merchants	Ditto ...	At Mándvi Bandar, without the Fort	Ditto

Date of Gazette containing Notice, 7th October, 1881.

Names.	Profession or Occupation.	Denomination.	Place of Residence in Bombay.	Date of Petitions filed.
Ransord Parmanand Thaker	Formerly a Merchant, and now unemployed	Hindoo ...	Lately at Modykhana, within the Fort (at present in the Bombay Gaol)	1881. 23rd Sept.
Framji Ardesir Wadia	A Clerk in the service of the French Bank	Parsee ...	At Modykhana, within the Fort	24th Sept.
Virji Jadowji Sha and Dhanji Jadowji Sha	Grocers ...	Hindoo ...	In Memon Mola, without the Fort	26th Sept.
Tejpal Surji Thaker ...	A Petty Broker ...	Ditto ...	At Vad Gady, without the Fort	Ditto
Monaji Ramdu Jela ...	A Silver Cutter in Her Majesty's Mint	Ditto ...	In Fourth Kámathipura-lane, without the Fort	4th October
Dwarkadas Lakmidas Thaker	A Mehta in the service of Shamji Dyal	Ditto ...	At Vad Gady, without the Fort	27th Sept.
Charles Edward Morris	Formerly a Clerk in the Bombay Ice Company, now unemployed	Eurasian ...	Near Mount-road, without the Fort	28th Sept.
Hansraz Sowchand Sha	A Share Broker ...	Hindoo ...	In Holi Chukla, within the Fort	Ditto
Surkia Govind Mayaker, Govind Laxumon Bholay, Janu Sunder Patel, and Makund Manik Patharay	Carpenters in the G. I. P. Railway Company	Ditto ..	The first, second, and third-named Insolvents in Máhim Agur, and the fourth at Parel, without the Fort	29th Sept.
Bapu Madon Matre, Jairam Madon Matre, Pandurang Madon Matre, Harichand Madon Matre, and Vitoba Madon Matre	Carpenters ...	Ditto ...	At Mátunga, without the Fort	Ditto
Govind Esusett	A Muccadam in the Dinsha Maneckji Spinning and Weaving Company Limited	Ditto ...	At Parel, without the Fort	1st October
Bapu Manore Thaker...	A Petty Broker in Shares	Ditto ...	Near Páydhuni, without the Fort	Ditto
Jeta Peraj Khatri ...	A Carpenter in the employ of one Rahimtula Jeta	Ditto ...	Lately at Gulalwady without the Fort (at present in the Bombay Gaol)	Ditto

Names.	Profession or Occupation.	Denomination.	Place of Residence in Bombay.	Date of Petitions filed.
Charles Robert Lucas...	A Clerk in the office of Messrs. Grindlay, Groom, and Co.	Eurasian ...	At Lower Colába, without the Fort	1881. 1st October
Haji Esmail Haji Umer and Ali Mahomed Haji Umer	Lately Dealers in Perfumery, now unemployed	Mahomedan ...	In Rangary Mola, without the Fort	3rd October
William Henry Owen Lawrence Lovett	Lately Proprietor of a Laundry, now unemployed	European ...	At Parel, without the Fort	Ditto
Parshotam Lakmon, and Taply, widow of the late Lakmon Murar	Washermen ...	Hindoo ...	In Hanman Gully, without the Fort	4th October
Raghunath Ramraton Pardesi	A Milk Seller ...	Ditto ...	At Bori Bandar, without the Fort	5th October
Shaik Ramjee bin Shaik Karim	A Farrier ...	Mahomedan ...	Lately at Khára Taláv, without the Fort (at present in the Bombay Gaol)	Ditto
Khatizabai, wife of Shaik Ramjee bin Shaik Karim	Unemployed ...	Ditto ...	At Khára Taláv, without the Fort	Ditto
Natha Lalubhai Sha ...	Formerly traded in partnership with Chunilal Bhikabhai and Bhikabhai Shamaldas under the name and firm of Bhikabhai Shamaldas, as a Merchant, and now a Mehta in the employ of Mulji Lalubhai	Hindoo ...	At Bhuleshvar, without the Fort	Ditto

Orders in the matters of the above-named Insolvents' Petitions that the real and personal Estate and Effects of the said Insolvents be vested in the Official Assignee of this Honourable Court, under Section VII of the said Act, have been duly made.

*India Office, November 25, 1881.*

THE Secretary of State for India in Council hereby gives notice, that he has received Calcutta Gazettes, containing the following Notices of Orders made by the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11 Vict., cap. 21 :—

Court for the Relief of Insolvent Debtors at Calcutta.

In the Matter of Mackertick Catchick Joakim, an Insolvent.

On Tuesday, the 6th day of September instant, an account of the receipts and disbursements of the Official Assignee, from the 1st day of March, 1878, to the 31st day of August last, was filed in the office of the Chief Clerk, and it was ordered that Tuesday, the 6th day of December next, be appointed for the further hearing of this matter for the purpose of making a dividend. Any creditor or other person interested who may intend to establish or oppose any claim upon the estate of the said Insolvent may attend and be heard, having given notice to the Chief Clerk three clear days before the day of hearing.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of Marcar Gregory, an Insolvent. On Tuesday, the 6th day of September instant, an account of the receipts and disburse-

ments of the Official Assignee from the 1st day of December, 1872, to the 31st day of August last, was filed in the office of the Chief Clerk, and it was ordered that Tuesday, the 6th day of December next, be appointed for the further hearing of this matter for the purpose of making a dividend. Any creditor or other person interested who may intend to establish or oppose any claim upon the estate of the said Insolvent may attend and be heard, having given notice to the Chief Clerk three clear days before the day of hearing.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of Manueldel Espino, an Insolvent.

On Tuesday, the 6th day of September instant, an account of the receipts and disbursements of the Official Assignee from the 26th day of May, 1880, to the 31st day of August last, was filed in the office of the Chief Clerk, and it was ordered that Tuesday, the 6th day of December next, be appointed for the further hearing of this matter for the purpose of making a dividend. Any creditor or other person interested who may intend to establish or oppose any claim upon the estate of the said Insolvent may attend and be heard, having given notice to the Chief Clerk three clear days before the day of hearing.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of David Cowie and John Cowie, Insolvents.

On Tuesday, the 6th day of September instant, an account of the receipts and disbursements of the Official Assignee from the 1st day of July, 1880, to the 31st day of August last, was filed in the office of the Chief Clerk, and it was ordered that Tuesday, the 6th day of December next, be appointed for the further hearing of this matter for the purpose of making a dividend. Any creditor or other person interested who may intend to establish or oppose any claim upon the estate of the said Insolvents may attend and be heard, having given notice to the Chief Clerk three clear days before the day of hearing.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of John Mathew Dove, an Insolvent.

On Tuesday, the 6th day of September instant, an account of the receipts and disbursements of the Official Assignee from the 1st day of January, 1873, to the 31st day of August last, was filed in the office of the Chief Clerk, and it was ordered that Tuesday, the 6th day of December next, be appointed for the further hearing of this matter for the purpose of making a dividend. Any creditor or other person interested who may intend to establish or oppose any claim upon the estate of the said Insolvent may attend and be heard, having given notice to the Chief Clerk three clear days before the day of hearing.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of James Cullen and Robert Brown, Insolvents.

On Tuesday, the 6th day of September instant, an account of the receipts and disbursements of the Official Assignee from the 12th day of August, 1879, to the 31st day of August last, was filed in the office of the Chief Clerk, and it was ordered that Tuesday, the 6th day of December next, be appointed for the further hearing of this matter for the purpose of making a dividend. Any creditor or other person interested who may intend to establish or oppose any claim upon the estate of the said Insolvents may attend and be heard, having given notice to the Chief Clerk three clear days before the day of hearing.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of William DeMonte Sinaes, an Insolvent.

On Tuesday, the 6th day of September instant, an account of the receipts and disbursements of the Official Assignee from the 1st day of April, 1869, to the 31st day of August last, was filed in the office of the Chief Clerk, and it was ordered that Tuesday, the 6th day of December next, be appointed for the further hearing of this matter for the purpose of making a dividend. Any creditor or other person interested who may intend to establish or oppose any claim upon the estate of the said Insolvent may attend and be heard, having given notice to the Chief Clerk three clear days before the day of hearing.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of Simon Koch, an Insolvent.

On Tuesday, the 6th day of September instant, it was ordered that the Assignee do pay and divide the sum of Rs. 2,103-10-7 to and amongst all the creditors upon the estate of the said Insolvent as a dividend at the rate of Rs. 6 per cent. upon such of the debts as are admitted in the schedule of the said Insolvent, and such claims as shall be

proved or substantiated to the satisfaction of the said Assignee, in proportion to their several debts, with leave to the Official Assignee to apply to this Court from time to time for directions respecting any debts or any other matter or thing relating thereto.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of Brojogopaul Bysack, an Insolvent.

On Tuesday, the 6th day of September instant, it was ordered that the Assignee do pay and divide the sum of Rs. 7,232-11-8 to and amongst all the creditors upon the estate of the said Insolvent, as a dividend at the rate of Rs. 10 per cent. upon such of the debts as are admitted in the schedule of the said Insolvent, and such claims as shall be proved or substantiated to the satisfaction of the said Assignee, in proportion to their several debts, with leave to the Official Assignee to apply to this Court from time to time for directions respecting any debts or any other matter or thing relating thereto.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of Hamilton Anstruther and William Burnett Mactavish, Insolvents.

On Tuesday, the 6th day of September instant, it was ordered that the Assignee do pay and divide the sum of Rs. 2,061-2-1 to and amongst all the creditors upon the estate of the said Insolvents, as a dividend at the rate of 10 annas per cent. upon such of the debts as are admitted in the schedule of the said Insolvents, and such claims as shall be proved or substantiated to the satisfaction of the said Assignee, in proportion to their several debts, with leave to the Official Assignee to apply to this Court from time to time for directions respecting any debts or any other matter or thing relating thereto.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of Joseph Hughesdon and Alexander Mackay, Insolvents.

On Tuesday, the 6th day of September instant, it was ordered that the Assignee do pay and divide the sum of Rs. 663-4-10 to and amongst all the creditors upon the estate of the said Insolvents, as a dividend at the rate of 4 annas per cent. upon such of the debts as are admitted in the schedule of the said Insolvents, and such claims as shall be proved or substantiated to the satisfaction of the said Assignee, in proportion to their several debts, with leave to the Official Assignee to apply to this Court from time to time for directions respecting any debts or any other matter or thing relating thereto.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of Edward Charles Radcliffe, an Insolvent.

On Tuesday, the 6th day of September instant, it was ordered that the Assignee do pay and divide the sum of Rs. 93-2-7 to and amongst all the creditors upon the estate of the said Insolvent as a dividend at the rate of Rs. 1-12 per cent. upon such of the debts as are admitted in the schedule of the said Insolvent, and such claims as shall be proved or substantiated to the satisfaction of the said Assignee, in proportion to their several debts, with leave to the Official Assignee to apply to this Court from time to time for directions respecting any debts or any other matter or thing relating thereto.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of James Calder, George James Gordon, and John Storm, Insolvents.

On Tuesday, the 6th day of September instant, it was ordered that the Assignee do pay and divide the sum of Rs. 9,678-3-1 to and amongst all the creditors upon the estate of the said Insolvents as a dividend at the rate of eight pie per cent. upon such of the debts as are admitted in the schedule of the said Insolvents, and such claims as shall be proved or substantiated to the satisfaction of the said Assignee, in proportion to their several debts, with leave to the Official Assignee to apply to this Court from time to time for directions respecting any debts or any other matter or thing relating thereto.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of George Gillispie Radcliffe, an Insolvent.

On Tuesday, the 6th day of September instant, it was ordered that the Assignee do pay and divide the sum of Rs. 92-14-7 to and amongst all the creditors upon the estate of the said Insolvent as a dividend at the rate of Rs. 1-12 per cent. upon such of the debts as are admitted in the schedule of the said Insolvent, and such claims as shall be proved or substantiated to the satisfaction of the said Assignee, in proportion to their several debts, with leave to the Official Assignee to apply to this Court from time to time for directions respecting any debts or any other matter or thing relating thereto.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of John Palmer, an Insolvent.

On Tuesday, the 6th day of September instant, it was ordered that the Assignee do pay and divide the sum of Rs. 538-1-7 to and amongst all the creditors upon the estate of the said Insolvent, as a dividend at the rate of four annas per cent. upon such of the debts as are admitted in the schedule of the said Insolvent, and such claims as shall be proved or substantiated to the satisfaction of the said Assignee in proportion to their several debts, with leave to the Official Assignee to apply to this Court from time to time for directions respecting any debts or any other matter or thing relating thereto.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of Nathaniel Laval, an Insolvent.

On Tuesday, the 6th day of September instant, it was ordered that the Assignee do pay and divide the sum of Rs. 91-5-1 to and amongst all the creditors upon the estate of the said Insolvents, as a dividend at the rate of Rs. 6 per cent. upon such of the debts as are admitted in the schedule of the said Insolvent, and such claims as shall be proved or substantiated to the satisfaction of the said Assignee in proportion to their several debts, with leave to the Official Assignee to apply to this Court from time to time for directions respecting any debts or any other matter or thing relating thereto.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 21, 1881.

In the Matter of Hayward Pritchard Rushton, Henry Rushton, and Joseph Rushton, Insolvents.

On Thursday, the 8th day of September instant, it was ordered that the first Court-day in October, 1882, be appointed for the further hearing of this matter, and that unless cause be shown to the contrary on that day the said Insolvents be discharged personally, as well as to their after-acquired property, from all liabilities for debts, claims, and

demands of and against the said Insolvents at the time of the filing of their petition for relief.—Dignam and Robinson, Attorneys. Date of Gazette containing notice, September 21, 1881.

In the Matter of Surrut Chunder Doss, alias Habool Chunder Doss, an Insolvent.

On Tuesday, the 5th day of July last, it was ordered that, subject to payment to Albert Birmingham Miller, Esq., the Official Assignee of this Court and the Assignee of the estate and effects of the said Insolvent, of his usual commission and all costs and charges lawfully due, the petition filed by the said Insolvent seeking for relief under the provisions of the said Act, do stand dismissed, and the vesting order made thereon be discharged: Provided always, that all acts or things done by the said Assignee, or other person acting under his authority, prior to this Order shall be good and valid and shall not be annulled or in any wise affected thereby, and upon payment of his commission and all costs, charges, and expenses lawfully incurred by him as aforesaid, the said Assignee do deliver over to the said Insolvent upon his receipt all the estate and effects, moneys, goods, books, and papers now remaining in the hands of the said Assignee belonging to the estate of the said Insolvent.—Troyluckonauth Roy, Attorney. Date of Gazette containing notice, September 21, 1881.

In the Matter of Hayward Pritchard Rushton, Henry Rushton, and Joseph Rushton, Insolvents.

On Wednesday, the 7th day of September instant, by an Order of this Court, the said Insolvents were adjudged entitled to their personal discharge under the Act 11 Vic., cap. 21, as to all persons named in their schedule as creditors or claiming to be creditors respectively, except the debt due to Messrs. W. J. Wilson and Co. for Rs. 100, who has not had notice of the day of hearing in this matter.—Dignam and Robinson, Attorneys. Date of Gazette containing notice, September 21, 1881.

In the Matter of Aga Mahomed Hossein Sherajee and T. S. M. Brewer, Insolvents.

On Tuesday, the 6th day of September instant, it was ordered that the Assignee do pay and divide the sum of Rs. 452-2-3 to and amongst all the creditors upon the estate of the said Insolvents as a dividend at the rate of annas 11 per cent. upon such of the debts as are admitted in the schedule of the said Insolvents, and such claims as shall be proved or substantiated to the satisfaction of the said Assignee in proportion to their several debts, with leave to the Official Assignee to apply to this Court from time to time for directions respecting any debts or any other matter or thing relating thereto.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 27, 1881.

In the Matter of Ramnarain Sreemane, an Insolvent.

On Tuesday, the 6th day of September instant, it was ordered that the Assignee do pay and divide the sum of Rs. 6,728-11-11, to and amongst all the creditors upon the estate of the said Insolvent, as a dividend at the rate of Rs. 12-8 per cent. upon such of the debts as are admitted in the schedule of the said Insolvent, and such claims as shall be proved or substantiated to the satisfaction of the said Assignee in proportion to their several debts, with leave to the Official Assignee to apply to this Court from time to time for directions respecting any debts or any other matter or thing relating thereto.—A. B. Miller, Official Assignee. Date of Gazette containing notice, September 27, 1881.

In the Matter of Obhoy Churn Addy, an Insolvent.

On Tuesday, the 6th day of September instant, it was ordered that the hearing of this matter do stand adjourned until Tuesday, the 6th day of December next, and that the order made in this matter for the ad interim protection of the said Insolvent from arrest be enlarged to the said 6th day of December next, and that the said Insolvent do then attend to be examined before the said Court.—B. C. Dutt, Attorney. Date of Gazette containing notice, September 27, 1881.

In the Matter of Alexander William McLeod, an Insolvent.

On Tuesday, the 6th day of September instant, it was ordered that the hearing of this matter do stand adjourned until the first Court-day in December, 1883, and that the order made in this matter for the ad interim protection of the said Insolvent from arrest be enlarged to the said first Court-day in December, 1883; provided the said Insolvent shall in the interim pay the Official Assignee of this Court monthly, for the benefit of the estate of the said Insolvent, Rs. 30 a month from his salary, the first of such payment to be made on the 5th day of October, and thereafter on the 5th day of each succeeding month, and that the said Insolvent do then attend to be examined before the said Court.—Wilson and Chatterjee, Attorneys. Date of Gazette containing notice, September 27, 1881.

In the Matter of Saleyman Ahmed Bhamjee, an Insolvent.

On Tuesday, the 6th day of September instant, it was ordered that the creditors of the said Insolvent do, on or before the 6th day of December next, file in the office of the Chief Clerk of this Court a statement of their respective claims against the estate of the said Insolvent, duly verified by affidavit, and that the Chief Clerk do form a schedule from the claims so to be filed.—Beeby and Rutter, Attorneys. Date of Gazette containing notice, September 27, 1881.

In the Matter of Gobind Chund Doogore, Setab Chand Doogore, Shaikhur Chand Doogore, and Hurruck Chand Doogore, Insolvents.

On Monday, the 19th day of September instant, it was ordered that the matters of the petition of the said Insolvents be heard on Tuesday, the 22nd day of November next, and that the said Insolvents do then attend to be examined before the said Court.—H. C. Chick, Attorney. Date of Gazette containing notice, September 27, 1881.

In the Matter of Robert Andrew Lyall and Alfred Augustus Lyall, Insolvents.

On Thursday, the 8th day of September instant, it was ordered that the hearing for proof of claims of this matter do stand adjourned to Tuesday, the 6th day of December next, and it was also ordered that such of the creditors as shall be required by the Official Assignee of this Court to prove their claims, do file affidavits in support of their respective claims, on or before the 30th day of November next, and that such of the creditors as shall fail to do so shall be liable to be expunged from the schedule of the said Insolvents as creditors.—Sanderson and Co., Attorneys. Date of Gazette containing notice, September 27, 1881.

In the Matter of Hayward Pritchard Rushton, Joseph Rushton, and Henry Rushton, Insolvents

On Thursday, the 8th day of September instant, it was ordered that the hearing for proof of

claims of this matter do stand adjourned to Tuesday, the 6th day of December next, and it was also ordered that such of the creditors as shall be required by the Official Assignee of this Court to prove their claims, do file affidavits in support of their respective claims, on or before the 30th day of November next, and that such of the creditors as shall fail to do so shall be liable to be expunged from the schedule of the said Insolvents as creditors.—Dignam and Robinson, Attorneys. Date of Gazette containing notice, September 27, 1881.

In the Matter of Bhujjooram, an Insolvent.

On Tuesday, the 6th day of September instant, by an Order of this Court, the said Insolvent was adjudged entitled to his personal discharge under the Act 11 Vic., cap. 21, as to all persons named in his schedule as creditors, or claiming to be creditors respectively, except the debt due to Hursamull Ram Chunder for Rs. 125-15-3, Sewsohayram Ransohoyram for Rs. 241, and Sreenath Chatterjee for Rs. 300, who have not had notice of the day of hearing in this matter.—M. Camell, Attorney. Date of Gazette containing notice, September 27, 1881.

Chief Clerk's Office, the 26th September, 1881.

*India Office, November 25, 1881.*

THE Secretary of State for India in Council hereby gives notice, that he has received Calcutta Gazettes, containing the following notices that the undermentioned Insolvents filed their Petitions in the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11 Vict., cap. 21:—

*Petitions filed praying for relief.*

In the Matter of Neelcomull Dutt, of No. 1, Kallachand Sandles-lane, Sham Bazar, in the town of Calcutta, a Mohurir in the Native Department of Messrs. Hoare, Miller, and Co., Merchants and Agents, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk, on Friday, the 9th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Bissonauth Dutt, Attorney. Date of Gazette containing notice, September 14, 1881.

In the Matter of Doorgamoney Dossee, of No. 42, Kasaureparah-lane, in the town of Calcutta, wife of Madhub Chunder Coondoo, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Wednesday, the 7th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Swinhoe, Law, and Co., Attorneys. Date of Gazette containing notice, September 14, 1881.

In the Matter of Bejoykristo Chatterjee, of No. 20, Kasaureparah, Simla, in the town of Calcutta, a Teacher in Singing, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Friday, the 9th day of September instant, and by an order of the same date, the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person. Date of Gazette containing notice, September 14, 1881.

In the Matter of Alexander James D. Anselme, of 64, Bow Bazar-street, and a temporary Assistant in the office of the Public Works Department, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Tuesday, the 6th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person. Date of Gazette containing notice, September 14, 1881.

In the Matter of John Thomas Pickett, of No. 11, Howe's-lane, in the town of Calcutta, late an Assistant, Gaete Theatre, and subsequently a Clerk in the employ of British India Steam Navigation Company, at present out of employment, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Friday, the 2nd day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person. Date of Gazette containing notice, September 14, 1881.

In the Matter of William John Morden, of Government-place, in the town of Calcutta, an Assistant of Messrs. Francis, Wakefield, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Monday, the 12th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—E. B. Goodall, Attorney. Date of Gazette containing notice September 21, 1881.

In the Matter of Sonawallah Bhooyea, of Chandney, in the town of Calcutta, Shopkeeper, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Monday, the 12th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person. Date of Gazette containing notice, September 21, 1881.

In the Matter of Makhunloll Ghose, an Insolvent.

On Monday, the 12th day of September instant, it was ordered that the matters of the petition of the said Insolvent be heard on Tuesday, the 22nd day of November next, and that the said Insolvent do then attend to be examined before the said Court.—Norendronauth Sen, Attorney. Date of Gazette containing notice, September 21, 1881.

In the Matter of Hurrynauth Mookerjee, of No. 31, Gooroprosad Chawdrie's-lane, in the town of Calcutta, a Mohurir employed in the firm of Messrs. Kettlewell, Bullen, and Co., Merchants, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Tuesday, the 13th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person. Date of Gazette containing notice, September 21, 1881.

In the Matter of Alfred Duncan Clerk Rollo, of No. 6, Mott's-lane, in the town of Calcutta, at

present a Prisoner in the Presidency Jail, Calcutta, Inhabitant, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Tuesday, the 13th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—M. M. Zorab, Attorney. Date of Gazette containing notice, September 21, 1881.

In the Matter of Grees Chunder Doss, of No. 25, Hogulkooria, in the town of Calcutta, late Gomastah of the firm of Ramsoonder Sircar, Denonauth Sircar, at present Gomastah of the firm of Russick Lall Bistoo, of Burrabazar, in Calcutta, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Thursday, the 15th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Sitanauth Doss, Attorney. Date of Gazette containing notice, September 21, 1881.

In the Matter of Shaik Elahibux, of No. 3, Mydaputty-street, in the town of Calcutta, lately a Dealer in Gunny-bags, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Friday, the 16th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—W. T. Graham, Attorney. Date of Gazette containing notice, September 21, 1881.

In the Matter of Lutchmeenarain, of Lucknow, in the province of Oudh, at present at Foolbagan, at Burrabazar, in the town of Calcutta, lately a Dealer in Piece Goods in Calcutta, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Friday, the 16th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Nundogopaul Neogie, Attorney. Date of Gazette containing notice, September 27, 1881.

In the Matter of Robert Campbell Brewster, of No. 13, Old Court House-street, in the town of Calcutta, late a member of the firm of R. S. Brewster and Co., of the same place, Milliners and Haberdashers, Traders, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Saturday, the 17th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Barrow and Co., Attorneys. Date of Gazette containing notice, September 27, 1881.

In the Matter of Charles Norman Martin, of No. 12, Chowringhee-road, in the town of Calcutta, an Assistant in the Calcutta Custom House, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk, on Tuesday, the 20th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—C. F. Pittar, Attorney. Date of Gazette containing notice, September 27, 1881.

In the Matter of Sason N. Barook, Broker, of No. 11, Chattawallah Gully, in Calcutta, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Wednesday, the 21st day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—C. A. Smith, Attorney. Date of Gazette containing notice, September 27, 1881.

In the Matter of Robert Cumming, of No. 164, Bow Bazar, in Calcutta, a Seafaring Man, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Tuesday, the 20th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Remfry and Remfry, Attorneys. Date of Gazette containing notice, September 27, 1881.

In the Matter of Samuel Ballard, of No. 79, Chitpore-road, in the town of Calcutta, Inspector of Police, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk, on Saturday, the 24th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—S. J. Leslie, Attorney. Date of Gazette containing notice, September 27, 1881.

In the Matter of James Lawrie Anderson, formerly of Agra, but at present of No. 4, Bentinck-street, in the town of Calcutta, an Assistant in the firm of Messrs. Bathgate and Co., Chemists and Druggists, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk, on Tuesday, the 27th day of September last, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Nobin Chund Burreaul, Attorney. Date of Gazette containing notice, September 27, 1881.

Chief Clerk's Office, the 18th October, 1881.

*India Office, November 25, 1881.*

**T**HE Secretary of State for India in Council hereby gives notice, that he has received Fort St. George Gazettes, containing the following Notices of Orders made by the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11 Vic., cap. 21:—

**Court for the Relief of Insolvent Debtors at Madras.**

**Names of Insolvents.**

Canamarlapoody Soobroy Chetty.

Permasawmy Vencatadry Naidoo.

Pasalapoody Vurdarajooloo Naidoo.

Jacob Moses.

William Thomas Browne, 2nd Petition.

Thundray Sabapathy Naiker.

Poovala Nellathumby Pillay.

Date of Gazette containing notice August 30, 1881.

**Estate**—Thomas McMootry, first dividend, at the rate of 16rs. 6a. Op. per cent.

In pursuance of an Order of this Court made in the above matter, and dated 5th day of September, 1881, the above dividend will be paid at the office of the Official Assignee of the said

Court on any day in the week, Saturdays and Sundays excepted, between the hours of twelve and two o'clock P.M. Date of Gazette containing this notice, August 30, 1881.

**Names of Insolvents.**

Catnuru Veerabuddra Chetty.

Perambore Ramanjooloo Naidoo.

Lazaro Matthews.

M. Mohideen Saib.

George Francis Lawrence.

Pitchay Thumbay and Sadian Abdool Ryman.

Thomas Raymond.

Seemungalum Soondra Moodelly, 2nd Petition.

Date of Gazette containing notice, September 18, 1881.

*India Office, November 25, 1881.*

**T**HE Secretary of State for India in Council hereby gives notice, that he has received Fort Saint George Gazettes, containing the following Notices that the undermentioned Insolvents filed their Petitions in the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11 Vic., cap. 21:—

*Petitions filed praying for Relief.*

Paul Charles Francis Pillay and David Martin Pillay, respectively residing at No. 5, Comaruppah Chetty-street, in Perambettoo, within the local limits of Madras, Clerks in the Madras Railway Company. Dated of Gazette containing notice, 4th September, 1881.

James Albert White, residing at No. 10, Meeran Saib-street, in Nursingapooram, within the local limits of Madras, a Clerk in the Lawrence Asylum Press Office. Date of Gazette containing notice, 4th September, 1881.

Poonamallee Moonesawmy Moodelly, residing at No. 26, Sambier-street, in the Black Town of Madras, a Conicopillay in the service of one Comarasawmy Naidoo, a Dubash of Messrs. Arbutnot and Co. Date of Gazette containing notice, 4th September, 1881.

Colathoor Teagaroya Moodelly, residing at No. 3, Narasimadassary-street, Madras, a temporary Carpenter in the Carriage Workshop, South Indian Railway, Madras. Date of Gazette containing notice, 4th September, 1881.

Cauleammen Covil Boologam, residing at No. 14, Casavah Iyah-street, in Peddoo Naick's Pettah, in the Black Town of Madras, a Dasee of Cauleammen Covil, of Madras. Date of Gazette containing notice, 4th September, 1881.

Colathoor Moothoo Comarasawmy Chetty, alias Comarasawmy Chetty, residing at Nos. 17 and 18, Mint-street, in the Black Town of Madras, late an Iron Merchant, but now without employ. Date of Gazette containing notice, 10th September, 1881.

Charles Issack DeSilva, residing at No. 3, The-roomaliappa Moodelly-street, in Pursewalkum, within the local limits of Madras, a Clerk in the Traffic Department of the Madras Railway Company. Date of Gazette containing notice, 10th September, 1881.

Charles Anthony King, residing at No. 29, Matha Covil-street, in Royapooram, within the local limits of Madras, a Clerk in the Oriental Bank Corporation. Date of Gazette containing notice, 10th September, 1881.

George Augustus Romeo, residing No. 2/77, Popham's Broadway, in the Black Town of Madras, a Clerk in the Positive Government Security Life Assurance Company Limited. Date of Gazette containing notice, 17th September, 1881.

Shathanacherry Ramasawmy Iyer, residing at No. 47, Coral Merchant-street, in the Black Town of Madras, a Broker. Date of Gazette containing notice, 17th September, 1881.

Alexander Thomas D'Silva, residing at No. 35, Kattur Sadayappa-street, in Pareamettoo, within the local limits of Madras, a Clerk in the "Madras Times" Office. Date of Gazette containing notice, 17th September, 1881.

Pubbee Chetty Vencatarungum Chetty, residing at No. 6, Narraina Moodelly-street, in the Black Town of Madras, late a China Bazaar Keeper, but now without employ. Date of Gazette containing notice, 17th September, 1881.

Charles Victor Tanner, residing at No. 12, Semboodoss-street, in the Black Town of Madras, a Pensioner of the firm of Messrs. Arbuthnot and Company, Madras, and now a Prisoner in Her Majesty's Civil Jail at Madras aforesaid. Date of Gazette containing notice, 17th September, 1881.

Albert Joseph Browne, residing at No. 1st, 164, Mount-road, within the local limits of Madras, a Boot and Shoe Manufacturer. Date of Gazette containing notice, 17th September, 1881.

In Parliament—Session 1882.

Railway Working and Management Company. (Incorporation of Company; Powers to undertake Working, Maintenance, Management, &c., of Railways authorised, or to be authorised, by Act of Parliament or Certificate of Board of Trade; to Manufacture and Supply Rolling Stock; to exercise Powers of Acts of other Companies; to become Shareholders in and advance Money to, and to guarantee Interest or Dividends on Share and Loan Capitals of other Companies; to constitute separate undertakings; to apply Money in Promotion of Bills, &c.; Agreements with other Companies; Relief of such Companies from liability.)

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

To incorporate a Company, and to confer upon the Company so to be incorporated (hereinafter referred to as "the Company"), the powers or some of the powers, and to enable them to carry into effect the objects and purposes, or some of the objects and purposes, hereinafter mentioned, that is to say:—

(a.) To undertake the working and maintenance (including repairs and renewals) of any railway already authorised or to be hereafter authorised by Parliament or by Certificate of the Board of Trade.

(b.) To manufacture, provide, let on hire, purchase, sell and supply engines, carriages, waggons, trucks and rolling stock of every description, and appliances connected therewith, for the working of any such railway.

(c.) To undertake the management of any such railway as aforesaid, including the providing of officers and servants, the keeping of accounts, the receipt and payment of monies, the distribution of dividends and interest on shares, stock and loans, and all or any other details of administration.

(d.) To exercise, and if necessary or expedient in their own name and upon their own responsibility, any statutory or other powers relating to or in connection with any such railway.

(e.) To purchase, take, hold, sell and assign shares or stock of the capital of any incorporated Company being the owners of a railway, and to advance money to any such Company.

(f.) To guarantee dividends or interest upon shares, stock or loans of any such Company.

(g.) To constitute separate and distinct undertakings with separate and distinct objects, capital, proprietaries and borrowing powers.

(h.) To apply their capital, or the capital of any of their separate undertakings in or towards the cost of promoting Bills in Parliament for the construction of new railways and works, and for any other purposes which the Company or their Directors may think fit.

2. To authorise the Company and any other Company incorporated by Act of Parliament, being the owners of a railway, to enter into and carry into effect contracts and agreements for or with reference to any of the above purposes, and to confer all necessary powers in that behalf upon such other Companies.

3. To relieve any Company, other than the Company party to any such contract or agreement, from all liability for any acts or defaults of the Company, or their officers and servants acting or purporting to act in the performance of such contract or agreement.

4. To sanction, confirm and give effect to any agreement or agreements which may have been or may be made with reference to any of the matters aforesaid.

5. And the Bill will vary or extinguish all rights and privileges which would interfere with its objects, and confer other rights and privileges.

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

Dated this 17th day of November, 1881.

*Bircham and Co.*, 46, Parliament-street, S.W., Solicitors for the Bill.

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

Board of Trade.—Session, 1882.

City of Oxford and District Tramways.

Extension of the Oxford Tramways Order, 1879.

NOTICE is hereby given, that application is intended to be made to the Board of Trade, under the provisions of "The Tramways Act, 1870," for a Provisional Order to be confirmed by Parliament in the ensuing Session for the following, or some of the following, among other purposes, that is to say:—

1. To authorise the Promoters to make, lay down, form, and maintain all, or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, junctions, turn-tables, turn-outs, crossings, passing-places, stables, carriages, houses, sheds, buildings, works, and conveniences connected therewith respectively. The said proposed tramways are the following, viz.:—

Tramway Nos. 10 to 10b inclusive, forming a tramway route of 2 furlongs and 6 chains in length, and consisting of 13 chains of double line and 13 chains of single line. These tramways are as follows:—

Tramway No. 10.—A single line of 2 furlongs and 6 chains in length, partly in the parish of St. Aldate, in the city of Oxford, and partly in the parish of St. Aldate in the liberty of Grandpont, in the county of Berks, commencing in St. Aldate's-street at a point 75 yards south of the centre of Carfax, passing along St. Aldate's-

street, and terminating at a point in the said street about 25 yards north of Folly Bridge.

Tramway No. 10a.—A single or second line 10 chains 50 links in length, wholly in the said parish of St. Aldate, commencing in St. Aldate's-street by a junction with Tramway No. 10 at a point about 1 chain north of Brewer's-street, and terminating 10 chains 50 links southerly from its commencement by a junction with Tramway No. 10.

Tramway No. 10b.—A single or second line 2 chains 50 links in length, wholly in the said parish of St. Aldate's, in the liberty of Grandpont, in the county of Berks, commencing in St. Aldate's-street by a junction with Tramway No. 10, at a point about 1 chain north of Thames-street, and terminating 2 chains 50 links southerly from its commencement by a junction with Tramway No. 10.

Each of the said tramways will consist of a single pair of rails on the gauge of 4 feet.

It is not intended to run on the tramways carriages or trucks adapted for use upon railways, and it is not proposed to lay any tramway so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath of either side of the street and the nearest rail of the tramway, except in the case of the following tramways, and then only at the places hereinafter described, that is to say:—

Tramway No. 10.—Commencing at the corner of Brewer's-street, along both sides of St. Aldate's-street, being a distance of about 190 yards on each side of the said St. Aldate's-street, and terminating at English's-row. Also commencing at the corner of Thames-street, along both sides of St. Aldate's-street, being a distance of 30 yards on each side of the said St. Aldate's-street, and terminating at a point about 30 yards south of Thames-street.

And for extending all the powers under the "Oxford Tramways Order, 1879," to the new lines so far as applicable.

Duplicate plans and sections of the proposed tramways and works, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November, 1881, with the Clerk of the Peace for the county of Oxford, at his office in Oxford, and on or before the same date a copy of the said plans and sections and of this Notice will be deposited at the office of the Clerk of the Peace and Town Clerk of the city of Oxford, at the Town Hall, Oxford, at the office of the Clerk of the Peace for the county of Berks, in Reading, in the county of Berks; at the office of the Oxford Local Board, at Oxford, and a copy of so much of the said plans and sections as relates to each parish in or through which the intended tramways and works will be made, and a copy of this Notice will be deposited in the case of each such parish with the parish clerk thereof at his residence, and at the office of the Board of Trade, Whitehall, London.

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 Order, when deposited, and of the Provisional Order when made, will be obtainable at the price of 1s. each, at the office of Mr. J. J. Bickerton, at the Town Hall, Oxford, and at the office of Messrs. W. W. Wynne and Son, 40, Chancery-lane, London.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant

Secretary of the Railway Department of the Board of Trade on or before the 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 Mr. J. J. Bickerton, at the Town Hall, Oxford, or of Messrs. W. W. Wynne and Son, 40, Chancery-lane, London, aforesaid; and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 15th day of November, 1881.

*J. J. Bickerton*, Town Hall, Oxford;

*W. W. Wynne and Son*, 40, Chancery-lane, London;

Solicitors.

In Parliament—Session 1882.

Hull, Barnsley and West Riding Junction Railway and Dock Company.

(Authorising Payment of Interest or Dividends on Company's Capital out of Moneys raised under their Act of 1880; Confirming certain Agreements with Contractors; Repeal or Amendment of Sections 2 and 157, and other Sections of the said Act of 1880.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by or on behalf of the Hull, Barnsley, and West Riding Junction Railway and Dock Company (herein called "the Company") for leave to bring in a Bill for effecting the following or some or one of the following objects (that is to say):

1. To enable the Company or the Directors of the Company, out of moneys raised or to be raised by the Company under the powers of the Hull, Barnsley and West Riding Junction Railway and Dock Act, 1880 (hereinafter called the Act of 1880), to pay interest or dividends up to the 31st day of December, 1884, or such other day as may be prescribed by the Bill, to the shareholders of the Company, on the sums which have been or may be from time to time paid up on the shares allotted to or held by them respectively.

2. To confirm, sanction and give effect to, and, if necessary, to declare valid, ab initio, certain indentures or contracts, dated respectively the 3rd day of December, 1880, and a certain indenture dated the 4th day of December, 1880 (as modified respectively by a certain indenture dated the 16th day of May, 1881), and the said indenture, dated the 16th day of May, 1881, respectively, made between Messrs. Charles Thomas Lucas, Thomas Lucas, and John Aird of the one part, and the Company of the other part.

3. To repeal, amend, vary or modify the provisions or some of the provisions of the Act of 1880, and especially Section 157 thereof, and so much of Section 2 thereof as incorporates with that Act the Companies Clauses Consolidation Act, 1845, and also Section 121 of the last mentioned Act so far as it extends or applies to the Company, or their undertaking, or capital, or their Directors.

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

Dated this 19th day of November, 1881.

*Lowe, Moss and Moss*, Hull.

*Brooksbank and Galland*, 14, Gray's-inn-square, London, Solicitors for the Bill.

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

In Parliament, Session 1882,

**Blackburn Improvement.**

(Repeal and consolidation of Acts—Construction of Tramways and Street Improvements—Compulsory Purchase of Lands—Electric and other Lighting—Extension of Gas limits—Further powers as to Gas, Water, Markets, Fairs, Slaughter-houses, Parks, Streets, Buildings, and Sewers, and as to places of Public Resort and Refreshment, and other matters of Police and Local Government—Redemption of Annuities and other securities—Creation of further Corporation Stock—Borrowing Powers—Tolls, Rates, and Duties, and variation of same—Running Powers over Tramways—Bye-Laws—Amendment of Acts, and other purposes.)

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

To repeal, alter, consolidate, continue, amend, or extend all or some of the provisions now in force of the several Acts of Parliament following, or some of them, that is to say, The Blackburn Waterworks Act, 1845, The Blackburn Gas Act, 1853, The Blackburn Improvement Act, 1854, The Blackburn Gas Act, 1860, The Blackburn Waterworks Act, 1861, The Blackburn Improvement Act, 1870, The Blackburn Waterworks Act, 1875, The Gas and Water Orders Confirmation Act, 1875, and the Provisional Order relating to the Blackburn Gas Company thereby confirmed. The Blackburn Borough Gas, Water, and Extension Act, 1877, The Blackburn Improvement Act, 1879, and of all other local Acts (if any) relating to the Corporation or the Borough, or to the gas-works, waterworks, markets, fairs, slaughter-houses, parks, sewers, sewage works, and farms, highways, buildings, baths and washhouses, fire brigade, police, and other undertakings and property, powers, rights, authorities, and privileges of the Corporation, and of all Provisional Orders and Acts confirming the same respectively relating to the Corporation or the Borough or any of such undertakings.

To authorise the Corporation to make, form, lay down, and maintain the several tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, sleepers, works and conveniences (that is to say):—

**Tramway No. 1**, commencing in St. Peter Street, 1.90 chains or thereabouts westward of Darwen Street and passing south-west along St. Peter Street and thence into and north-westerly along Byrom Street, and thence into and south-westerly along King Street and into and along Whalley Banks, Bank Top, Redlam Brow, Redlam, Witton Village, and Preston Old Road (formerly part of the road included in the Blackburn and Walton Cop Turnpike Trust), and passing over Finiscliffe Bridge, and terminating in that road 0.4 chains or thereabouts westward of the centre of that bridge.

**Tramway No. 1** will be a single line except at the following places, where it will be a double line, viz.:

- (1). In St. Peter Street, between points 6 chains or thereabouts and 9 chains or thereabouts south-west of Back Lane.
- (2). In Whalley Banks, between points 1 chain or thereabouts and 4 chains or thereabouts south-west of Harrison Street.

No. 25041.

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(3). In Bank Top, between points 1.2 chains or thereabouts and 4.2 chains or thereabouts west of Montrose Street.

(4). In Witton Village, between points 1.4 chains or thereabouts east and 1.6 chains or thereabouts west of Broomfield Street.

(5). In Preston Old Road, between points 3.2 chains or thereabouts and 0.2 chains or thereabouts from the termination of the tramway.

**Tramway No. 2** (single line), commencing in St. Peter-street by a junction with Tramway No. 1, 10.35 chains or thereabouts south-west of Back lane and passing into and north-westerly along Freckleton-street and into and south-westerly along King-street, and terminating in that street by a junction with Tramway No. 1, 0.45 chains or thereabouts west of Byrom-street.

**Tramway No. 3** (single line), commencing in Church-street by a junction with Tramway No. 6 (hereinafter described) 0.65 chains or thereabouts east of Victoria-street, and passing westerly along Church-street and thence into and along Darwen-street, and terminating in that street 1.35 chains or thereabouts northward of St. Peter-street.

**Tramway No. 4**, commencing in a proposed new street over and along the River Blackwater between Salford Bridge and Merchant-street by a junction with Tramway No. 6, at a point 0.95 chains or thereabouts south of Merchant-street, and passing thence southward along the proposed new street and crossing Salford Bridge, and thence into and along Railway-road, High-street, Eanam, Higher Eanam, Copy Nook, Bottomgate, Furthergate, Accrington-road, and Blackburn-road, and terminating in that road 2.90 chains or thereabouts east of Oswald-street.

**Tramway No. 4**, will be a single line except at the following places, where it will be a double line:—

- (1). In Eanam, between points 6 chains or thereabouts, and 3 chains or thereabouts westward of George-street east.
- (2). In Copy Nook, between points 1.8 chains or thereabouts and 4.8 chains or thereabouts east of Audley-street.
- (3). In Furthergate, between points 0.25 chains or thereabouts and 3.25 chains or thereabouts east of Hill-street.
- (4). In Accrington-road, at the places between the respective points following (that is to say):—
  - (a). 1.80 chains or thereabouts west and 1.20 chains or thereabouts east of Audley range.
  - (b). 3.30 chains or thereabouts and 0.30 chains or thereabouts west of Intack-road.
- (5). In Blackburn-road at the places between the respective points following (that is to say):—
  - (a). 11.05 chains or thereabouts and 8.05 chains or thereabouts west of the Old Mother Red Cap Public-house and farm buildings.
  - (b). 15 chains or thereabouts and 18 chains or thereabouts east of the Old Mother Red Cap Public-house and farm buildings.
  - (c). 42.25 chains or thereabouts and 45.25 chains or thereabouts east of the Old Mother Red Cap Public-house and farm buildings.
  - (d). 0.4 chains or thereabouts and 3.4 chains or thereabouts east of the stone repository of the Oswaldtwistle Local Board, near the Spread Eagle Farm.
  - (e). 1.9 chains or thereabouts and 4.9 chains or thereabouts north-east of White Ash-lane.

(f). 18.35 chains or thereabouts and 15.35 chains or thereabouts west of Commercial-street.

(g). 3.15 chains or thereabouts and 0.15 chains or thereabouts from the termination of the tramway.

Tramway No. 5 (single line), commencing in Railway-road by a junction with Tramway No. 4, 1.4 chains or thereabouts northward of High-street and passing into and along Bridge-street, and easterly along Jubilee-street, and into Darwen-street, and terminating in that street, 0.5 chains or thereabouts north of Jubilee-street.

Tramway No. 5a (single line) being a short junction line 1 chain or thereabouts in length, commencing in Jubilee-street by a junction with Tramway No. 5, 0.45 chains or thereabouts east of Darwen-street, and passing into Darwen-street, and terminating in that street, 0.4 chains or thereabouts south of Jubilee-street.

Tramway No. 5b (single line) being a short junction line 2 chains or thereabouts in length, commencing in Bridge-street by a junction with Railway No. 5, 1.5 chains or thereabouts south of Railway-road and passing into High-street; and terminating in that street by a junction with Tramway No. 4, 0.6 chains or thereabouts east of Railway-road.

Tramway No. 6, commencing in the said proposed new street at the point where its centre line and the centre line of Merchant-street would if continued intersect each other, and passing thence southwards along the proposed new street and into and along Church-street, Victoria-street, the portion of the New Market-place adjoining the Town-hall, King William-street (in a north-westerly direction) Sudell-cross, and Preston New-road, and terminating in that road, 1.2 chains or thereabouts east of the Shackerley Toll Bar thereon.

Tramway No. 6 will be a single line except at the following places, where it will be a double line.

In Preston New-road at the places between the respective points following (that is to say):

(a). 5.1 chains or thereabouts and 2.1 chains or thereabouts south-east of Alma-street.

(b). 0.9 chains or thereabouts and 3.9 chains or thereabouts west of Duke's Brow.

(c). 6.7 chains or thereabouts and 9.7 chains or thereabouts west of Leamington-street.

(d). 3.3 chains or thereabouts and 0.3 chains or thereabouts south-east of Revidge-road.

(e). 22.65 chains or thereabouts and 25.65 chains or thereabouts north-west of Revidge-road.

(f). 17 chains or thereabouts and 14 chains or thereabouts south-east of the Yew Tree public-house.

(g). 3.25 chains or thereabouts and 0.25 chains or thereabouts from the termination of the tramway.

Tramway No. 7, commencing in the said proposed new street by a junction with Tramway No. 4, 4.45 chains or thereabouts, south of Merchant-street, and passing thence across Water-street into and along Salford (as proposed to be widened under the powers of the "Blackburn Improvement Act, 1879"), Penny-street, Larkhill, Whalley-road, Whalley New-road, and terminating in that road in line with the north side of the Bull's Head public house.

Tramway No. 7 will be a single line except at the following places, where it will be a double line:—

(1) In Larkhill between points 3.85 chains or thereabouts and 0.85 chains or thereabouts south of Myrtle-street.

(2) In Whalley New-road at the places between the respective points following (that is to say):

(a) 10.8 chains or thereabouts and 7.8 chains or thereabouts south-west of Whalley Range.

(b) 3.7 chains or thereabouts and 6.7 chains or thereabouts north of Willow-street.

(c) 5.15 chains or thereabouts and 8.15 chains or thereabouts north of Carr Cottage Mill.

(d) 32.45 chains or thereabouts and 35.45 chains or thereabouts north-west of Carr Cottage Mill.

(e) 7.20 chains or thereabouts and 10.20 chains or thereabouts north of Pleckgate-road.

(f) 3.50 chains or thereabouts and 0.50 chains or thereabouts from the termination of the Tramway.

Tramway No. 8 (single line), commencing in Richmond terrace by a junction with Tramway No. 9 (hereinafter described), 0.4 chains or thereabouts east of Victoria-street, and passing thence into and northerly along Victoria-street, easterly along Regent-street and into Larkhill, and terminating in Larkhill by a junction with Tramway No. 7, 0.5 chains or thereabouts north-east of Regent-street.

Tramway No. 9 (single line), commencing in the said proposed new street by a junction with Tramway No. 6, 3.95 chains or thereabouts south of Merchant-street and passing thence into and along Holme-street, as proposed to be widened and improved by the Bill, northerly along Ainsworth-street, into and along Richmond-terrace, Sudell Cross, into and terminating in Preston New-road, by a junction with Tramway No. 6, 5.5 chains or thereabouts south-east of Alma-street.

The above Tramways will pass from, through, or into, or be situate in the several townships, parishes, and places following, or some of them (that is to say):—

The townships of Blackburn, Witton, Oswaldtwistle, Church, and little Harwood, and the parishes of Blackburn and Whalley, in the county of Lancaster.

At the following places it is proposed to lay the Tramway so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets hereinafter mentioned and the nearest rail of the tramway (that is to say):—

Tramway No. 1, in St. Peter-street on both sides (a) between points 6 chains and 9 chains, south-west of Back-lane; (b) between points 0.7 chains and 5 chains west of the northern portion of Freckleton-street. In Byrom-street on the south-westerly side. In Whalley Banks on both sides between points 1 chain and 4 chains west of Harrison-street. In Bank Top on the north side between points 1.2 chains and 4.2 chains west of Montrose-street and on the south side between points 1.2 chains and 1.9 chains west of Montrose-street, and between points 3.8 chains and 4.2 chains west of Montrose street. In Preston Old Road on both sides

between points 0·2 chains and 3·2 chains from the termination of the Tramway.

Tramway No. 2, in Freckleton-street, on the south-westerly side. In King-street on both sides for a distance of 2·30 chains south-west of Freckleton-street.

Tramway No. 3, in Church-street on both sides for a distance of 1·3 chains west of Victoria-street.

Tramway No. 4, in Railway-road, on both sides between points 3·60 chains and 1·50 chains north of High-street. In High-street on both sides. In Blackburn-road on both sides between the respective points following (that is to say):

- (a) 11·05 chains and 8·05 chains, west of the Old Mother Red Cap public-house and farm buildings.
- (b) 15 chains and 18 chains east of the Old Mother Red Cap public-house and farm buildings.
- (c) 42·25 chains and 45·25 chains east of the Old Mother Red Cap public-house and farm buildings.
- (d) 0·4 chains and 3·4 chains east of the said stone repository.
- (e) 1·9 chains and 4·9 chains north-east of the White Ash-lane.
- (f) 18·35 chains and 15·35 chains west of Commercial-street.

Tramway No. 5, in Jubilee-street, on both sides.

Tramway No. 7, in Salford, on the north-westerly side, between points 4·4 chains and 3·5 chains south-west of Starkie-street. In Penny-street, on the westerly side between points 3·5 chains and 2·9 chains south of Starkie-street and on the easterly side between points 0·7 chains south and 12·30 chains north of Starkie-street. In Lark-hill on both sides between points 3·85 chains and 0·85 chains, south of Myrtle-street. In Whalley New-road on both sides between the respective points following, that is to say:—

- (a). 10·8 chains and 7·8 chains south-west of Whalley Range.
- (b). 3·7 chains and 6·7 chains north of Willow-street.
- (c). 5·15 chains and 8·15 chains north of Carr Cottage Mill.
- (d). 32·45 chains and 35·45 chains north-west of Carr Cottage Mill.
- (e). 7·20 chains and 10·20 chains north of Pleckgate-road.
- (f). 3·50 chains and 0·50 chains from the termination of the tramway.

Tramway No. 8, in Victoria-street, on both sides. In Regent-street on both sides, except for a distance of two chains, from the termination of the tramway.

Tramway No. 9, in Holme-street, on both sides. In Ainsworth-street on both sides between Merchant-street and Cort-street and between Back Union-street and Richmond-terrace. In Richmond-terrace on both sides between Ainsworth-street and Tacketts-street.

Where in the above descriptions any distance or point is given with reference to any street or road which intersects or joins the street or road in which the tramway is to be laid, the distance or point is taken as measured from the point at which lines drawn along the centres of the two streets or roads and continued would intersect each other.

To authorise the construction of the tramways

on a gauge of four feet, and to authorise the use thereon of carriages extending more than 11 inches on each side beyond the outer edge of the wheels of such carriages.

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

To incorporate with the Bill all or some of the provisions of Parts II and III of "The Tramways Act, 1870," and other provisions of that Act so far as applicable, with such alterations or amendments as may be expedient, and to enable the Corporation to exercise the powers granted by that Act to persons who are therein called promoters, as well as the powers hereinafter mentioned (that is to say):—

(a) To empower the Corporation from time to time and either temporarily or permanently to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts and other works in addition to those particularly specified in this notice as may be necessary or convenient to the efficient working of the tramways, or any of them, or for facilitating the passage of traffic along streets or for providing access to any stables or carriage sheds or works or buildings of the Corporation.

(b) To enable the Corporation when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare in which any tramway is laid or for any other reason it is expedient to remove or discontinue the use of any tramway or any part thereof, to substitute in the same, or any adjacent street, road, or thoroughfare, and maintain so long as occasion requires, temporary tramway or temporary tramways.

(c) To provide for the repair of any streets, roads, or thoroughfares, in which any tramway is laid, and for the use and disposition of any materials or things found in the construction or repair of the tramways.

(d) To enable the Corporation, their lessees, and licensees, to levy tolls, rates, and charges for the use of the tramways, and for the conveyance of passengers or traffic thereon, and to confer exemption from tolls, rates, and charges.

(e) To empower the Corporation to sell or lease the proposed tramways, or any part thereof, to the Blackburn and Over Darwen Tramways Company, or any other Corporation, authority, company, or person, or to grant licenses and running powers in respect thereof, to any Company or person, or to permit the use thereof by the public on such terms as they may think fit.

(f) To empower the Corporation and the Blackburn and Over Darwen Tramways Company, the Corporation of Accrington, the Local Board of Church, and the Local Board of Oswaldtwistle, or some one or more of them, or any other Corporation, Local Board, authority, Company, person, or persons being promoters, owners, or lessees of tramways within or beyond the borough, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance, and management of their respective undertakings, as authorised or proposed to be authorised, or some part or parts thereof respectively, the procuring and supply of rolling and working stock, the appointment, removal, and payment of officers and servants; the inter-

change, transmission, collection, and delivery of traffic; the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters.

(g) To authorise the Corporation, their lessees, licencees, and others whom they may authorise, to run over, work, and use, with their engines, carriages, and servants, and for the purposes of their traffic of all kinds, the tramways, whether constructed or to be constructed, of the Blackburn and Over Darwen Tramways Company, or of any other Company, body, person, or persons, whether within or without the borough, upon such terms and subject to such payments and upon such conditions as shall be mutually agreed upon, or as, in case of difference, shall be fixed by arbitration, and as far as necessary to alter the tolls and charges which the said Companies, bodies, or persons, or any of them are now authorised to take, and to enable the Corporation, their licencees, and other persons as aforesaid to levy tolls, rates, and charges in respect of the tramways so run over, worked, and used.

(h) To empower the Corporation, their lessees, licencees, and assigns from time to time on such terms and conditions and subject to such restrictions (if any) as may be prescribed by or under the Bill to use upon all or any part or parts of the proposed tramways such locomotive, steam, or other mechanical power other than and in addition to animal power for the moving thereon of engines and carriages as may be prescribed or authorised by the Bill, and to hold and acquire patent and other rights or licencees in relation to any such locomotive or other mechanical power.

(i) To empower the Corporation to use the tramways and any tramways which from time to time they may be authorised to run over and use for the conveyance of road and building material, refuse, coal, ashes, and for other sanitary purposes of the Corporation and for any other purpose.

(j) To make special provision (if need be) with reference to such of the proposed tramways as are intended to be laid in proposed new streets and streets authorised or to be authorised to be widened.

(k) To authorise the Corporation to make junctions or connections of the proposed tramways, or some of them, with any tramways of the Blackburn and Over Darwen Tramways Company.

To authorise the Corporation to make and maintain all or some of the following street improvements and other works in the said township, borough, and parish of Blackburn, in the County of Lancaster, namely:—

(1) To widen and improve Railway-road on its easterly side between Salford and High-street.

(2) To widen and improve Salford on its southerly side between Railway-road and Calendar-street.

(3) To alter the level of and if necessary take down, reconstruct, and improve Salford Bridge.

(4) To widen and improve Holme-street on its westerly side between Ainsworth-street and Church-street, and on its easterly side between Ainsworth-street and the foot-bridge over the River Blackwater.

(5) To widen and improve Ainsworth-street on its easterly side for a distance of 26 yards or thereabouts in a northerly direction from its junction with Holme-street.

To authorise the Corporation to close, stop up, and discontinue, and to extinguish all rights of way and other easements in, upon, and over the existing public footpath leading from Railway-road to High-street and Alleys Springs, and to vest in the Corporation the soil of such public footpath.

To authorise the Corporation to alter or otherwise interfere with, temporarily or permanently, the levels of the streets or portions of streets with which the proposed street improvements communicate, and to alter or otherwise interfere with, temporarily or permanently, the line and levels of, or to stop up, appropriate, and extinguish all rights of way over the whole or any part of any streets or places within the borough which it may be necessary or convenient to alter or otherwise interfere with.

To empower the Corporation to deviate laterally from the lines of the works for street improvements shown upon the plans hereinafter mentioned, and to deviate vertically to any extent from the levels of those works shown upon the sections hereinafter mentioned.

To authorise the Corporation to purchase by compulsion or agreement, or to take easements over lands, houses, and other property, and to appropriate and use any lands from time to time belonging to the Corporation to or for the purposes of the before mentioned works, and of the Bill, and for any of the purposes of the Corporation, and for continuing the improvements of streets and the erection of suitable buildings to the front of the streets, and also for sites for such buildings and also for approaches to such streets and buildings whether already constructed or to be constructed, improved, or widened, under the powers of the Bill or any power already possessed by the Corporation, and for the same purposes to demise, sell, or otherwise dispose thereof for the erection thereon of suitable houses and buildings in conformity with, and in furtherance of, such improvements, and to erect offices, buildings, and conveniences on any such lands, and to authorise the sale by persons under disability of lands and easements to the Corporation.

To empower the Corporation to purchase so much as they may require of any property without being subject to the liability imposed by the ninety-second section of "The Lands Clauses Consolidation Act, 1845," and for that purpose to amend the provisions of that Act.

To enable the Corporation from time to time to sell or exchange any lands for the time being belonging to or vested in them, and to lay out the same for building purposes, or to grant building or other leases thereof in such manner and upon such terms and conditions, pecuniary or otherwise, and for such period or periods as the Corporation may think fit, or as may be prescribed by the Bill, to accept the surrender of any lease of any lands or buildings and to sell and dispose of any rent reserved or agreed to be reserved for any such lands, and the reversion and inheritance thereof, either absolutely or subject to such conditions as they think fit, and to make provision for the application of any purchase money, premiums, fines, or other moneys which may be received by the Corporation upon or in connection with any such sale, exchange, or lease, and to relieve the Corporation from any liability to sell surplus lands.

To empower the Corporation and (if deemed expedient) to the exclusion of any other person or

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

To alter and extend the limits within which the Corporation are authorised to supply gas, and to include within such limits the Townships of Pleasington and Wilpshire, in the Parish of Blackburn, in the County Palatine of Lancaster, and to authorise the Corporation to exercise within such extended limits all such powers with respect to the supply of gas, and to the charging and recovering of gas rates and rents and otherwise in relation thereto, as they are now authorised to exercise within the present gas limits.

To comprise within the easements which the Corporation have acquired, or may acquire under the powers of "The Blackburn Borough Gas, Water, and Extension Act, 1877," for the purposes of the reservoirs, lines of pipes and other waterworks by that Act authorised, the right and authority to the Corporation to construct, maintain, and use telegraphic or other means of communication, and for that purpose to authorise the Corporation to acquire patent rights, licenses, and authorities under letters patent for the use of any inventions, machinery, and apparatus.

To enable the Corporation from time to time to supply water to any Urban or Rural Sanitary Authority or other public body, or any person or persons, in bulk or otherwise, beyond the limits of the water supply of the Corporation, upon terms to be agreed, or prescribed, or authorised by the Bill, and to enable the Corporation to recover rates, rents, and charges for such supply in the same manner as rates, rents, and charges are or may be recoverable within their limits of supply.

To make provision for prescribing the nature, material, size, strength, and dimensions, and the mode of laying down, fixing, and repair of communication pipes, meters, stop taps, stop cocks, cisterns, water closets, and other water apparatus, and fittings, and for requiring the same to be approved and stamped by the Corporation, and to prohibit the use of unstamped fittings and apparatus, and to make other provision with reference to water fittings and apparatus and their approval and the charges to be made in respect thereof.

To make further provision for the protection of the water-works property and water supply of the Corporation, and for defining and regulating their supply, and to authorise the Corporation to increase or vary all or any of their water rates,

rents, and charges, and to make and alter differential rates and charges for supply of water within and without the borough, and to provide for the charging of such water rates, rents, and charges at the option of the Corporation, upon or according to the rental or assessment of houses and premises, whether according to the Poor Law or according to some other valuation to be prescribed by the Bill, and for the recovery by distress or otherwise of any rates, rents, or charges for water or for work and labour in connection with the supply of water, or supply, maintenance, or repair of fittings.

To authorise the Corporation to cover in their existing or future market places, and to remove their markets and fairs to any lands vested in, or belonging to, or to be acquired by the Corporation, to close existing or future markets and fairs, and to construct and maintain either temporarily or permanently, buildings, works, and conveniences for, upon, or in connection with markets and fairs.

To authorise the taking of new and additional tolls, rents, rates, duties, stallages, and other payments and charges for or in respect of markets and fairs, and for stallage and standage therein, and for weighing and measuring, and for other matters connected with markets and fairs, and to alter and increase all or any of the existing tolls, rates, and duties which the Corporation are now authorised to take and demand, and to confer, vary, or extinguish exemptions from tolls, rates, and duties, and to confer on the Corporation all other powers, rights, and privileges incident to markets and fairs, and for recovery of any toll, rent, or charge payable in respect of markets and fairs, and stalls and other premises, and for entry upon taking possession of and re-letting stalls and other premises in markets or fairs, and to vary and extinguish all franchises, rights, powers, and privileges of the Lords of the Manor of Blackburn for the time being with reference to markets and fairs in the manor of Blackburn.

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

To prohibit the sale by retail in any wholesale market, or *vice versa*, and to define what shall be deemed wholesale or retail, in any or each particular class of goods, animals, articles, or things.

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

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

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

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

To authorise the Corporation to prohibit,

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

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

To enable the Corporation to stop up, extinguish, or suspend, at such times, and during such periods as they prescribe, all public rights of way across over or along any park of the Corporation.

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

To empower the Corporation to regulate inspect, or license dancing rooms, public-houses, coffee houses, lodging houses, theatres, music houses, tea gardens, and places of public resort or entertainment, and the keepers or managers thereof respectively, and brokers, bill posters, porters, drovers, and marine store dealers, and also tram cars and other public vehicles, and their proprietors, drivers and conductors, and to make bye-laws with regard to the approval of public vehicles prior to their use.

To make further provision for preventing the placing of signs, sign boards, projections, things, and obstructions in or over streets, and for preventing vehicles standing in streets or highways notwithstanding any right or custom.

To make further provision as to the prevention of fire, the prevention and consumption of smoke, the position of steam and smoke pipes, the discharge of steam from factories and other works,

the issuing of smoke or steam from buildings and locomotive engines.

To define what shall constitute new buildings to make further provision for the notices and plans to be given to the Corporation as to the erection of buildings, and for the closing, removal, and prohibiting the occupation of ruinous and dangerous buildings, or rooms, or buildings, or rooms unfit for human habitation, or situate in positions injurious to or liable to injure health, and the payment of the expenses of such removal, and for the construction, workmanship, examination, inspection, demolition, removal, and alteration of, and the control by the Corporation over materials, foundations, joists, roofs, walls, main timbers, chimneys, ventilation, privies, water-closets, ashpits, middens, cesspools, elevation, height and drainage, area and open space, back roadways, fencing off of gardens and forecourts of buildings, and for the approval and disapproval of plans and sections with regard to the laying out of streets and construction of buildings, and for the limiting of the time during which, and the conditions on which such approval shall operate, and for prescribing the form and contents of such plans and sections.

To make provision in respect of the lighting, ventilation, and the securing of proper means of ingress and egress to and from public buildings, hotels, and places of public entertainment and resort, whether temporary or permanent, and for securing the safety and stability of all such public buildings, hotels, and places.

To regulate the laying out or alteration of new and existing streets, and to prescribe the level of every such street, and the line, length, and width thereof, or any part thereof, and the line of frontage of any house or building whether newly built or rebuilt in such streets or abutting thereon or near thereto, and to make provision for declaring private streets to be highways for the construction of crossings over footways and of openings in streets, and for preventing injury and damage to footways.

To prevent the construction of bridges, gangways, or passages over and of vaults or cellars under or openings into any street or highway within the borough; and to make regulations with respect to bridges, vaults and cellars.

To make further provision for the removal of night-soil, and the provision, alteration, removal, and user of privies, cesspools, ashpits or receptacles for ashes, and other sanitary accommodation, and appliances for houses, factories, workshops, and other buildings, and for providing public conveniences, and for prevention of infectious diseases, and as to the remuneration to be received by medical practitioners for the granting of certificates relative thereto, and to make bye-laws, rules, and regulations with regard to the inspection, situation, and arrangements of dairies, cow-sheds, and milk-shops, and for ensuring a supply of pure water thereto.

To make further provision as to removal, erection, and repair of bridges over, and as to arching over and otherwise dealing with and improving the rivers Blakewater and Darwen, and for preventing damage to, or openings in arches constructed or to be constructed over the said rivers, and the narrowing of the waterways thereof, and for preventing the passage of matters or things, and sewerage, draining, or casting rubbish into the said rivers; and to make further provision with reference to the disposal of the sewage of the low lying portions of the borough.

To sanction and confirm any bye-laws made by

the Corporation and to empower them to make, alter, rescind, vary, and enforce bye-laws, rules, and regulations in relation to all or any of the purposes of the Bill, or of the several Local Acts relating to the borough, and all institutions and places for the time being vested in the Corporation or under their control.

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

To extend the powers of the Corporation with reference to the sewerage, drainage, construction, repair, and maintenance of private streets, buildings, and houses, and to provide for the payment and apportionment of the expenses of such sewerage, drainage, construction, repair, and maintenance in the case of any land used or occupied as a railway or for railway purposes, and not having any opening into or entrance from such street.

To make better provision for securing and recovering private improvement expenses and all expenses to which the owner or occupier of property is liable, and to enable the Corporation to enter into receipt of and to apply the rents and profits of such property and to make other provisions in relation thereto.

To enable the Corporation to cancel any of the Blackburn Corporation Consolidated Debenture Stock created by them but not issued.

To authorise the Corporation to create and issue consolidated perpetual or terminable debenture stock or annuities without being subject to the provisions of "The Local Loans Act, 1875," and to be charged on all or some of the securities mentioned in the Bill or the various Acts of Parliament relating to the Corporation or the borough for all or some of the following purposes (that is to say):—

- (1) To enable the Corporation to pay off and discharge and redeem, or by agreement to convert into stock all or any existing loans, debts, mortgages, annuities, or other securities granted by the Corporation, or for which they may be liable.
- (2) To enable the Corporation to raise all or any part of the moneys which they are empowered to raise under or by virtue of the said Acts, or which by the Bill they may be empowered to raise.

To authorise the Corporation to make arrangements with the Bank of England for carrying into effect the provisions of the Bill, with reference to the creation, issue, transfer, transmission, and payment of dividends and interest of or upon consolidated debenture stock.

To enable the Corporation to redeem by compulsion, or otherwise, the Blackburn Water Annuities, or other annuities issued by them, and to make new provisions with respect to the repayment of any existing loans, mortgages, annuities, and securities of the Corporation, and of any moneys which they are authorised to raise, and the sinking funds respectively applicable thereto, and to extend the periods of such repayment, and to make other provisions as to or in lieu of such sinking funds for all or any moneys raised or to be raised, or to convert all or part of such loans, mortgages, annuities, and securities into a permanent debt or stock.

To authorise the investment of trust funds in the consolidated stock or annuities, and other securities (existing or future) of the Corporation, and to exempt the Corporation from liability in respect of notice of any trust affecting money advanced to them.

To provide for the registration in the name and as the separate property of any woman married, or about to be married, of stock annuities or other securities of the Corporation, and to give or extend to any such woman in respect of her separate property invested or to be invested in the mortgages, debentures, or consolidated stock, or annuities of the Corporation such or the like rights, privileges, and benefits as by "The Married Woman's Property Act, 1870," and all Acts amending the same, are given to married women with respect to their separate property invested in fully paid-up shares, or stock of any incorporated or joint stock company.

To empower any person holding any stock, annuity or security of the Corporation, and being a person enabled by "The Lands Clauses Consolidation Act, 1845," (section 7), to sell land, to consent to the conversion of such stock, annuity, or security into consolidated stock of the Corporation.

To authorise the Corporation to apply any moneys belonging to them or under their control for all or any of the purposes of the Bill, or of the said Local Acts, or any of them, whether already effected or hereafter to be effected, and for those purposes or any of them, to raise money by the granting of life, terminable, or perpetual annuities or rent charges or other annual sums, or by borrowing money on mortgage, or by all or any of those means, and to charge as well the undertakings, rates, rents, and property which they may acquire under the Bill, as also the borough rate, borough fund, general district fund, general district rate, and gas and water revenues, or any other rate or rates, and all the present and future estates, rates, revenues, and property of the Corporation, or any part or parts thereof, with and as security for all or any, or any part of such annuities, rent charges, or annual sums of money, or money to be borrowed as aforesaid, and to authorise the re-borrowing of all or any moneys which the Corporation are authorised to borrow.

To authorise the Corporation for all or any of the purposes of the Bill, or of the said Local Acts, or "The Public Health Act, 1875," or other Public General Acts of Parliament, to levy rates and to alter any rates or the incidence of any rates now leviable by them, and the mode of assessing, levying, collecting, and recovering such rates, or any of them, and to authorise the Corporation to levy new rates in lieu thereof or in addition thereto, and to vary or abolish all differential rating of canals to all or any rates of the Corporation.

To empower the Corporation from time to time to alter the dates of payment of annuities or of interest or dividends on any securities of the Corporation.

To empower the Corporation to appoint any committee to execute all or any of their powers, and to authorise such committee to delegate their functions to sub-committees and to empower the Corporation to appoint from time to time a deputy to any of their officers, and to authorise such deputy to perform all or any of the duties of the respective officer, and to confirm the appointment of any deputy heretofore made, and to authorise the Corporation to appoint an auditor or auditors for the borough, and to alter and make uniform the dates at which, and the manner in which, the Corporation accounts shall be made out, audited, and published.

To authorise the making of and to confirm and give effect to contracts, agreements, or arrangements made or to be made by the Corporation with any landowner or other persons, companies

or corporations with respect to any of the objects of the Bill, or with respect to any lands, houses, or buildings, required for the purposes of the Bill.

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

To repeal, alter, or amend, so far as may be necessary for the purposes of the Bill, all or some of the provisions of "The Blackburn and Over Darwen Tramways Act, 1879." The Local and Personal Act of 10th George III, cap. 114, and all other Acts relating to the Company of Proprietors of the Canal Navigation from Leeds to Liverpool.

To incorporate, with alterations and amendments, or to apply, amend, or alter all or some of the provisions of the several Acts of Parliament following, or some of them (that is to say): "The Municipal Corporation Acts," "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Gasworks Clauses Acts, 1847 and 1871," "The Markets and Fairs Clauses Act, 1847," "The Waterworks Clauses Acts, 1847 and 1863," "The Towns Improvement Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Local Loans Act, 1875," "The Commissioners Clauses Act, 1847," 9 and 10 Vic. c. 74, 10 and 11 Vic. c. 61, "The Baths and Washhouses Act, 1878," "The Telegraph Act, 1863," "The Public Health Act, 1875," and all Acts amending the said Acts respectively or any of them.

And notice is hereby further given that duplicate plans and sections of the said several works, and of the lands, houses, and other property to be taken for the purposes thereof, and 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, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of Lancaster, at his office in Preston, in that county; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, in or through which the said intended works are proposed to be made, or any lands and houses proposed to be taken are situate; and also a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of each such parish, at his place of abode. On or before the 21st day of December next printed copies of the Bill, will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1881.

*W. E. L. Gaine*, Town Clerk, Blackburn,  
Solicitor for the Bill.

*Tahourdins and Hargreaves*, 1, Victoria-  
street, Westminster, Parliamentary  
Agents.

In Parliament.—Session 1882.

Tynemouth Corporation.

(Creation of Consolidated Stock; Conversion of existing Loans and Debts into Stock; Provisions with reference thereto; 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 Bur-

gesses of the borough of Tynemouth (hereinafter called the Corporation), for an Act to effect the purposes and to confer the powers and privileges following, or some of them (that is to say):—

To authorise the Corporation to raise all or any part of the monies which they are empowered to raise under the present statutory powers, or by virtue of any Act now in force or hereafter to be in force within the borough, or relating to the Corporation by the creation of consolidated, perpetual, or other stock or annuities to be charged on all or some of the securities mentioned in those Acts, or on all or some of the securities upon which the Corporation are or may be authorised to raise money, and to provide for the conversion of existing loans, debts, mortgages, annuities, and securities into such intended consolidated stock or annuities.

To make new provisions with respect to the repayment of the existing loans, mortgages, and securities of the Corporation, and the sinking funds respectively applicable thereto, and, if thought fit, to extend the periods of such repayment, and to make other provisions as to or in lieu of sinking funds, or to convert all or part of such loans, mortgages, and securities into a permanent debt or stock.

To authorise the investment of trust funds in the consolidated stock or annuities and other securities of the Corporation, and to exempt the Corporation from liability in respect of notice of any trust affecting money advanced to them or affecting such stock, annuities, or other securities.

To empower any person holding any stock, annuity, or security of the Corporation, and being a person enabled by the Lands Clauses Consolidation Act, 1845, section 7, to sell land, to consent to the conversion of such stock, annuity, or security into consolidated or other stock of the Corporation.

To declare any perpetual annuities granted or to be granted by the Corporation under any statutory powers to be personal estate.

To make provision for the exemption from stamp duty of transfers of the consolidated or other stock of the Corporation upon such terms and subject to such payments by way of composition as may be prescribed by the intended Act.

To vary or extinguish all rights and privileges which would interfere or be inconsistent with any of the objects of the intended Act, and to confer other rights and privileges.

To amend, alter, extend, enlarge, or repeal the provisions, or some of the provisions, of the following Acts, namely—13 & 14 Vic., cap. 42 (Public); 14 & 15 Vic., cap. 103 (Public); and the local and personal Acts following; 29 & 30 Vic., cap. 51, and all other Acts (if any) relating to or affecting the Corporation, and any other local Acts which it may be necessary to amend, alter, or repeal for any of the purposes of the intended Act.

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

Dated this 12th day of November, 1881.

*Horatio A. Adamson*, Town Clerk, Tyne-  
mouth.

*Wyatt, Hoskins, and Hooker*, 28, Parlia-  
ment-street, Westminster.

In Parliament.—Session 1882.

Bolton Improvement.

(Extension of Borough; Alteration of Wards and Townships; New Streets and Street Improvements; New Waterworks; Alteration and Amendment of Acts as to Wayoh and Entwisle Reservoirs; Additional Powers to ensure Purity of Water; Extension of Water Limits and of Power to Supply Water; New Works for Manufacture of Gas and of Residual Products and for Conversion of the Latter; Extension of Gas Limits; Electric Lighting; Gas and other Stoves and Fittings; Licensing Plumbers; Chadwick Museum; Parks, Recreation Grounds, Libraries and Museums; Further Powers as to Sales out of Market; Cemeteries; Telegraph and Telephone Apparatus over Streets; Additional Building, Street, and Sanitary Provisions and Regulations; Infectious Diseases; Purchase of Lands Compulsorily and by Agreement; Sale of Lands; Stopping and Breaking up Streets; Agreements by Town Clerk; Additional Powers as to Recovery of Tolls, Rates, Rents, and Charges; Application of Corporate Funds; Levying, Alteration, and Increase of Rates and Tolls; Additional Borrowing Powers; Consolidation of Debts and Creation of Debenture Stock and Compulsory Conversion of Rent Charges and Annuities; Renewal Funds for Gas and Water Works; Bye-laws; Penalties; Amendment and Repeal of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Bolton, in the county palatine of Lancaster, being also the Urban Sanitary Authority for the borough (hereinafter called the Corporation), intend to apply to Parliament in the next session for leave to bring in a Bill for the following or some of the following, among other purposes, that is to say:—

1. To alter and extend the boundary of the municipal borough of Bolton (hereinafter referred to as the Borough) so as to include within the same the portion hereinafter described of that part of the township of Tonge-with-Haulgh which is called Tonge, and that portion of the township of Heaton, north of the Lancashire and Yorkshire Railway, which constitutes the Heaton Cemetery of the Corporation, and land purchased but not yet appropriated therefor.

The boundaries of the area so proposed to be added to the borough (hereinafter referred to as the added area) are as follows, that is to say:—

So much of the said township of Tonge-with-Haulgh, in the parish of Bolton-le-Moors, as is included between the existing borough and a line commencing at a point on the northerly side of Bury-road, 51 yards east of the centre of the north side of Tonge Bridge, and thence crossing Bury-road to the north easterly side of the approach road to the Tonge Cemetery, thence along the easterly side of that road to where the same meets the northerly boundary of that Cemetery, thence easterly and southerly along the boundary wall of that Cemetery to where it joins the River Tonge, and there terminating. So much of the said township of Heaton, in the parish of Deane, as is included between the existing borough and a line commencing at the boundary of the existing borough where the same intersects the northerly side of the Lancashire and Yorkshire Railway at Gilnow, and proceeding westerly along the said northerly side of the said railway to the westerly fence of the Heaton Cemetery, along that fence to the northern fence of the said Cemetery, thence easterly along that fence to and terminating at the borough boundary.

2. To alter and extend the boundary of the Church and West Wards, and to annex to the Church Ward so much of the area called Tonge, in the township of Tonge-with-Haulgh, and to the West Ward so much of the township of Heaton as is added to the borough.

3. To detach the added area from the Local Board, Highway, Rural, Sanitary, and other Local Authorities of or within the said townships of Tonge-with-Haulgh and Heaton respectively, and to sever the Tonge portion of the added area from the Tonge part of the township of Tonge-with-Haulgh and annex it to the Haulgh part of that township, and to sever the Heaton portion of the added area from the township of Heaton and annex it to the township of Little Bolton, and to make provision for and with respect to the Local Government of and the highways within the remaining part of the said townships of Tonge-with-Haulgh and Heaton respectively, and so far as relates to the added area to rescind and annul all orders and resolutions whereby the Public Health, Local Government, or Sanitary and other Acts, or any or either of them, have been put in force therein.

4. To provide for the appointment of the current rates in the added area.

5. To extend to the added area all enactments, bye-laws, regulations, rules, and orders of the Corporation now in force within the borough, and which may be deemed applicable to or expedient for such area, and to extend over the added area the jurisdiction, powers, privileges, rights, authorities, and duties of the Mayor, Council, School Board, Recorder, Justices of the Peace, Coroner, constables of the borough, and of all officers and servants of the Corporation, and to exempt the added area from all rates payable to the county, or to any Highway Board, Sanitary, or other Local Body or Authority other than the Corporation, and from the jurisdiction of the Justices of the Peace, and any Coroner of the county of Lancaster.

6. To detach the before-mentioned portions of Tonge from the Tonge part of the said township of Tonge-with-Haulgh, and annex the same to the Haulgh part of the same township, and also detach the before-mentioned portion of the township of Heaton from that township and annex the same to the said township of Little Bolton, in order that such portions may form part of the borough, as though they had at the date of the incorporation thereof respectively formed parts of Haulgh and Little Bolton aforesaid.

7. To authorize the Corporation to make and maintain the following new streets and street improvements, all in the county of Lancaster, that is to say:

(a.) The widening and improving of Park-road on the east and west sides thereof, for a distance of 51 yards, measured in a southerly direction from the south side of Chorley New-road.

(b.) The widening and improving of Leicester-street on the east side thereof, for a distance of 7 yards, measured in a southerly direction from the south side of Fleet-street.

(c.) A new street, commencing in Pen-street, opposite to the junction of that street with St. John-street, and terminating by a junction with Hampden-street, 88 yards from the south side of Argyle-street.

(d.) The widening and improving of Back Arkwright-street, on the east side thereof, for a distance of 36 yards, measured in a northerly direction from the north side of Back Arrow-smith-terrace.

(e.) A new street commencing in Back Arkwright-street, 15 yards north of Ceylon-street, and terminating by a junction with Arkwright-street, 13 yards north of Press-street.

The before-mentioned works will be wholly in the township of Little Bolton, in the parish of Bolton-le-Moors.

(f.) The widening of and improving of Bradshawgate, on the west side thereof, from Lomax-buildings to Great Moor-street, and on the east side thereof for a distance of 79 yards, measured in a southerly direction from the south corner of Princess-street.

(g.) The widening and improving of Pike's-lane, on the north side thereof, for a distance of 126 yards, measured in an easterly direction from the south-east corner of Fern-street.

(h.) The widening and improving of Deansgate, on the north and south sides thereof, for a distance of 177 yards, measured in a westerly direction from the west side of Old Hall-street.

Works *f*, *g*, and *h* will be wholly in the township of Great Bolton, in the parish of Bolton-le-Moors.

(i.) The widening and improving of Church Bank, Church Bridge, and Church Wharf, on the north and south sides thereof, for a distance of 150 yards, measured in a westerly direction from the south-east side of Church-court.

Works *i* will be partly in the township of Little Bolton, and partly in the township of Great Bolton, in the parish of Bolton-le-Moors.

(j.) The widening and improving of Bella-street, on the west side thereof, for a distance of 43 yards, measured in a north-westerly direction from the north side of St. Helens-road.

Works *j* will be wholly in the township of Rumworth, in the parish of Deane.

All necessary arches, piers, abutments, drains, pipes, approaches, buildings, works, appliances, and conveniences in connection with the said several intended works.

8. To authorize the Corporation and the justices of the county of Lancaster in relation to works *i* to enter into arrangements with respect to such works.

9. To enable the Corporation to construct and maintain wholly in the county of Lancaster the following or some of the following among other works, namely:

(a.) A settling pond partly in the township of Entwisle and partly in the township of Turton, both in the parish of Bolton-le-Moors, on lands at the upper or westerly end of the Turton and Entwisle Reservoir.

(b.) A reservoir, to be called the Old Know (Cotton) Mill Reservoir, partly in the said township of Entwisle and partly in the said township of Edgeworth, on land belonging or reputed to belong to the Corporation, situate near to the northerly end of the Wayoh Reservoir, and at or near the foot of the Wheatsheaf Brook, to be formed by an embankment commencing at or near a point on the north side of the watercourse of that brook, situate 27 feet east of Hob-lane and extending thence in a northerly direction for a length of about 180 feet and terminating about 35 feet east of the said Wayoh Brook. The said reservoir will extend up the said Wheatsheaf Brook for a distance of about 200 feet from the said embankment.

(c.) A line of pipes, partly in the said township of Entwisle and partly in the said township of Edgeworth, commencing in and out of the eastern side of the Wayoh Brook, at or about 10 feet above the weir belonging or reputed to belong to the Corporation, adjoining to the Know Mill Print Works, and such conduit passing from thence along an old watercourse of the Corporation, to and terminating in the said Old Know (Cotton) Mill Reservoir, at or near the northern end of the said embankment.

(d.) An aqueduct or line of pipes wholly in the said township of Edgeworth, commencing in and out of the said Old Know (Cotton) Mill Reservoir at or near the said commencement of the said embankment, and terminating in the north-westerly gauge basin below the embankment of the Wayoh Reservoir.

10. To enable the Corporation to divert into the intended aqueducts the waters of the Whittle Stonehead Brook, the Broadhead Brook, the Know Mill Brook, the Wayoh Brook, and the Wheatsheaf Brook, which flow directly or derivatively into the Bradshaw Brook and the River Irwell and thence into the River Mersey.

11. To authorize the Corporation to deliver water from the said intended works *b*, *c*, *d*, or any or either of them instead of from the Wayoh Reservoir, and to alter and amend "The Bolton Improvement Act, 1864," and "The Bolton Improvement Act, 1865," accordingly.

12. To enable the Corporation in or upon the beds and banks of the streams and watercourses supplying any reservoir of the Corporation with water, to execute and maintain such retaining walls, revetments, and other works as may be necessary or expedient for protecting the said banks, beds, streams, and watercourses respectively, and for preventing the fouling and dirtying thereof, and of any water belonging to or over which the Corporation have any rights for the purposes of their water undertaking, and to constitute such works part of that undertaking.

13. To enable the Corporation to make and maintain all such conduits, cuts, tunnels, dams, sluices, hatches, penstocks, valves, embankments, abutments, retaining and other walls, arches, piling, reservoirs, machinery, engines, approaches, roads, works, and conveniences as may be expedient for or in relation to the said waterworks, or any or either of them, or for the taking, collecting, and impounding of the waters of the said streams, or for the delivery of water, or for the preventing the fouling or dirtying of the said waters.

14. To enable the Corporation to deviate vertically and horizontally from the lines and levels of the works shown on the deposited plans and sections to the extent to be prescribed by the Bill, or sanctioned by Parliament.

15. To extend the limits within which the Corporation may supply water, and to enable them to supply with water the township of Lostock, in the parish of Bolton-le-Moors, the townships of Middle Hulton and Over Hulton, in the parish of Deane; and the township of Ainsworth, in the parish of Middleton, or some part or parts thereof respectively, all in the county of Lancaster, and to extend and apply with or without variation all or some of the powers and provisions of the existing Acts of or relating to the Corporation and of the Bill (so far as those powers and provisions respectively relate to water), to such townships and parishes, or some part or parts thereof respectively, and to enable the Corporation to lay down and maintain therein all such mains, pipes,

culverts, tanks, service reservoirs, apparatus, machinery, appliances, conveniences, and other works as may be necessary for those purposes, and to levy tolls, rates, and charges for and in respect of a supply of water within the water limits as extended.

16. To amend Section 39 of "The Bolton Corporation Act, 1872," so as to enable the Corporation to supply water within the water limits of any Sanitary Authority or other public body or of any Water Company with their consent, and to exercise for this purpose all necessary powers of "The Waterworks Clauses Acts, 1847 and 1863," as amended or extended by any Local Act relating to the Corporation.

17. To enable the Corporation to manufacture and sell water meters.

18. To enable the Corporation on the lands hereinafter in that behalf described, or on some part or parts thereof, to construct and maintain, and from time to time alter, improve, enlarge, extend, and renew or discontinue new gasworks and works for the manufacture, conversion, utilisation, and distribution of materials used in or about the manufacture of gas and of residual products resulting therefrom, and to manufacture and store gas; and to manufacture, convert, utilise, distribute, and store such materials and residual products, and to manufacture, store, sell, and let on hire meters and gas apparatus, and to erect, fit up, maintain, let, and dispose of houses, workmen's cottages, workshops, and other buildings, and to enable the Corporation to exercise in respect of the said lands, or any of them, and the manufacture and supply of gas, and of such materials and residual products, meters, and apparatus, all or some of the powers and provisions of the Acts relating to the Corporation, and of the Bill so far as those powers and provisions relate to gas.

19. To extend the limits within which the Corporation may supply gas, and to enable them to supply with gas the townships or places of Sharples Higher End, Entwisle, and Rivington, in the parish of Bolton-le-Moors, or some or one of them, or some part or parts thereof respectively, and to extend and apply, with or without variation, all or some of the powers and provisions of the existing Acts of or relating to the Corporation and of the Bill (so far as those powers and provisions respectively relate to gas), to such townships, or one of them, or some part or parts thereof respectively, and to enable the Corporation to lay down and maintain therein all such mains, pipes, apparatus, conveniences, and other works as may be necessary for those purposes, and to charge and recover rents for and in respect of a supply of gas within the gas limits as extended.

20. To enable the Corporation to produce, and within their limits for the supply of gas, to supply or contract with any company or person for the supply for public and private lighting and heating, light and heat, and motive power produced by electricity, or by gas, or any other illuminating or heating agent, and for that purpose to utilise all or any of their lands, buildings, works, plant, machinery, mains, pipes, and apparatus, so far as the same may be applicable to any such purpose, and to exercise with respect to such supply all their existing statutory and other rights and powers in relation to the supply of gas, and such other rights and powers as may be conferred upon them by the Bill, including the power to levy rates, rents, and charges.

21. To authorize the Corporation to acquire, hold, and use patent rights or licences and authorities under letters patent for the use of inven-

tions and apparatus for or relative to the production, manufacture, utilisation, supply, and distribution of electric light, and any other illuminating agent or heating or motive power, either in substitution for or as supplementary to or in aid of coal gas.

22. To authorize the Corporation to purchase, hire, manufacture, let, sell, and fix meters, stoves, fittings, and other apparatus for or in relation to the production of heat or motive power by gas or electricity.

23. To authorize the Corporation on the one hand, and any corporation, local or sanitary authority, company, or public body, on the other hand, to enter into and fulfil contracts and agreements for the supply by the Corporation to the other contracting party of such electric light, or other illuminating or heating agent, and all necessary apparatus therefor, and to enable such last-mentioned contracting party to expend their funds and to levy rates and charges for the purpose.

24. To constitute the Chadwick Museum, erected in Bolton Park, an appurtenant to that park, and maintainable as an integral part thereof; and to empower the Corporation to complete, fit up, furnish, light, warm, and maintain the said museum, and to hold exhibitions therein, with or without charge for admission, and to transfer thereto all specimens of art, industry, and science, books, papers, and property now vested in, or hereafter to be acquired by, the Corporation for the purposes of public museums, and to acquire, from time to time, by gift, purchase, or otherwise, additional specimens, books, and papers, or any work of art, and to accept gifts of money for the purposes of such museum, and to provide for the establishment and maintenance therein of a reading room and library, and to defray the cost of and in relation to the several matters aforesaid out of the borough fund and borough rate.

25. To authorize the Corporation to appropriate, as and for the purposes of public parks and recreation grounds, libraries, and museums, any lands belonging to them or which they are authorized to acquire, and which may not be required for the objects for which they were acquired, and for such purposes to acquire by agreement additional lands and easements in and over lands, and to lay out, drain, plant, fence, ornament, and maintain public parks and recreation grounds, with all necessary or convenient approaches, roads, footways, lodges, buildings, and conveniences, and to make and enforce bye-laws and regulations with respect to the admission to, the exclusion from, and the times, modes, and conditions of the user of any existing or future parks and recreation grounds, libraries, and museums respectively, or any part or parts thereof respectively, the behaviour of the persons frequenting the same, the payment for admission thereto, or to any part or parts thereof respectively, and for securing the preservation of the property of the Corporation therein.

26. To empower the Corporation to construct and maintain in the parks and recreation grounds, swimming baths, bowling greens, gymnasiums, lavatories, and water-closets, with all requisite appliances, and to provide apparatus and appliances for games, and to charge for the use of the same respectively, and to make and enforce bye-laws for regulating the times, conditions, and payments, for the user thereof, and the conduct of persons frequenting the same, and for the preservation thereof, and of the property therein.

27. To empower the Corporation to grant licences to persons for the sale of marketable commodities in the streets, or in places other than the markets, or their dwelling-houses or shops,

ard to prohibit any such sale except by persons so licensed.

28. To authorize the Corporation to make and enforce bye-laws, rules, and regulations with respect to their cemeteries and burial grounds, for regulating the days, hours, and conditions of admission thereto, and exclusion therefrom, and the conduct of persons frequenting the same, and for excluding therefrom persons not connected with any funeral thereat, and for protecting the property whether of the Corporation or of others therein.

29. To prohibit the fixing, placing, or attaching of any wire, tube, or other apparatus for telegraphic, telephonic, or electrical purpose, over 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 tube, wire, or apparatus (whether existing or future), and the supports and attachments thereof, and to order the repair, alteration, renewal, or removal thereof respectively, and in default thereof to enable the Corporation to execute the requisite works themselves at the cost of the owner or hirer thereof, 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 wire, tube, apparatus, or works.

30. To enable the Corporation to provide and maintain or permit the providing and maintenance in public thoroughfares of places of shelter and convenience for the use of drivers and conductors of hackney carriages and public conveyances, and of licensed porters, public water-closets, urinals, and lavatories, and to make and enforce bye-laws and regulations for and in relation to the premises, and the persons using or resorting to the same respectively, and to make and recover charges for the user thereof.

31. To prohibit the discharge of steam into any sewer, and regulate the turning into any sewer of steam-condensing water, or water from boilers, and to regulate the discharge of steam from engines or buildings, and the use of portable engines near public thoroughfares.

32. To make further provisions for the prevention of the spread of contagious and infectious diseases, by enabling the Corporation to provide and maintain hospitals and nurses, to provide temporary accommodation for persons suffering from such diseases, to secure the isolation of such persons, to charge and recover the costs of removal of such persons and their maintenance while isolated or removed, to close schools and places of public resort and buildings and shops for the sale of consumable articles and clothing, to compel the disinfection of buildings and of persons liable to communicate contagion or infection, to prohibit the removal of corpses in public conveyances.

33. To confer upon the Corporation further powers for the improvement and good government of the borough, and the prevention of nuisances, obstructions, and offences therein, and especially with respect to the following matters, that is to say:—

The stopping up of unnecessary highways, the construction of crossings over footways and of openings in streets, removal of wooden buildings and of projections over thoroughfares and land open to the access of the public, defining new buildings and buildings abutting on streets, approval of plans of streets and buildings by the

Corporation, levels and construction of ground floors and cellars, the laying out of trunk streets and main thoroughfares, prohibiting building in unformed streets, sanitary arrangements of water-closets, slopstones, ashpits, and closets, brick burning, the improvement, raising, or reconstructing of chimneys used for trade purposes, and the regulating the use for trade purposes of chimneys not originally constructed therefor, defacing names and numbers of streets and buildings, injuring trees and shrubs, and to secure the observance of such provisions by penalties and otherwise.

34. To enable the Corporation for all or any the purposes of the Bill to purchase or otherwise acquire, compulsorily or by agreement, lands, buildings, easements, and other property, and to extinguish all rights of way manorial and other rights thereover, and particularly to purchase or otherwise acquire

For Gas purposes.

Certain lands containing about 12 acres 2 roods and 8 perches and  $8\frac{1}{4}$  square yards, and situate in the townships of Great Bolton and Tonge-with-Haulgh, in the parish of Bolton-le-Moors, and the township of Great Lever, in the parish of Middleton, in the county of Lancaster, and bounded on the north by land belonging, or reputed to belong, to the Lancashire and Yorkshire Railway Company, on the east by a reservoir and land belonging, or reputed to belong, to the Right Honourable the Earl of Bradford, and forming part of the Burnden Bleachworks, on the south by a proposed new street leading from the Manchester-road to those works, and on the west by the said Manchester-road.

For Water Works purposes.

A strip of land wholly in the said township of Turton of the width of 4 chains, or thereabouts, measured from the top water line of the Turton and Entwisle Reservoir, and extending along the boundary of the southern margin of the said reservoir from a point distant 10 chains, or thereabouts, from the embankment of the reservoir to the western end thereof.

35. To confirm any agreement which has already been, or which may be entered into with respect to the acquisition of any lands required for any of the purposes of the Bill, and particularly to confirm an agreement dated the 4th day of April, 1881, and made between the Earl of Bradford of the first part, the Earl of Powis and the Honourable and Reverend J. R. O. Bridgeman of the second part, and the Corporation of the third part; and also an agreement dated the 31st day of October, 1881, between the Bank of Bolton Limited of the one part and the Corporation of the other part, relating to the purchase of the said proposed new gas lands.

36. To exempt the Corporation from the provisions of section 92 of "The Lands Clauses Consolidation Act, 1845," in respect of all or some of the properties to be acquired under the Bill.

37. To authorize the Corporation to appropriate to all or any of the purposes of the Bill other than sewage works, gas works, or works for the manufacture and conversion of residual products any lands vested in them at the passing thereof.

38. To authorize the Corporation to sell, exchange, demise, and grant building and other leases, and otherwise dispose of lands to be acquired under the powers of the intended Act.

39. To stop up, alter, divert, and interfere with, either temporarily or permanently (and if permanently to appropriate the site and soil of and to extinguish all rights of way over), and to

cross over, under, or upon all such streets, roads, highways, bridges, thoroughfares, railways, tramways, rivers, navigations, streams, canals, brooks, water-courses, sewers, drains, gas and water, and other pipes, and telegraphic apparatus, as it may be requisite or convenient to stop up, alter, divert, interfere with or cross, for any of the purposes of the Bill, and particularly to stop up and extinguish all rights of way over, and to vest in the Corporation the site and soil of the following roads and footways, that is to say:—

(a.) A road in the said township of Great Bolton, leading from Pump Houses to Cromwell-street.

(b.) A portion of the road in the township of Sharples, in the said parish of Bolton-le-Moors, leading from Rose Cottage past High Houses to the Belmont-road, commencing at a point 89 yards south-east of Rose Cottage, and terminating at High Houses.

(c.) A portion of the occupation road and footway in the said township of Sharples, leading from the Bolton and Blackburn-road, to and joining the said road from Rose Cottage to Belmont-road, commencing at the said junction of the said occupation road and terminating at a distance of 112 yards, measured in a north-easterly direction from the said junction.

And in lieu of the said portions of roads and footway so to be stopped up in the said township of Sharples, to make and maintain the following roads, that is to say:—

(1.) A road wholly in the said township of Sharples, commencing by a junction with the Belmont-road, at a point therein distant in a southerly direction about 67 feet from a house abutting on the said last-mentioned road, and in the occupation of Thomas Haselden, and terminating by a junction with the said road from Rose Cottage to High Houses, at the said point south of that cottage.

(2.) A road wholly in the said township of Sharples, commencing by a junction at High Houses with the said road from Rose Cottage to Belmont-road, and terminating by a junction with the said occupation road, at the said point of termination of the proposed stopping up thereof.

(3.) A footway commencing in and out of the said occupation road at the said lastly described point, and terminating in the said road from Rose Cottage to Belmont-road at a point about 41 yards south of Rose Cottage.

40. To enable the Corporation in apportioning any new street or private improvement expenses to allow for labour already expended and materials already used by any owner of the property or properties to which such expenses relate.

41. To enable the Corporation and owners for the time being of any premises liable to or charged with new street or private improvement expenses to enter into and fulfil agreements with respect to the payment thereof.

42. To enable the Town Clerk of the Borough to enter into contracts and agreements for and on behalf of the Corporation.

43. To provide for the giving by post of all notices to be sent or given by any officers of the Corporation.

44. To authorize the creation of reserve, insurance, or renewal funds for water and for gas purposes or either of them.

45. To enable the Corporation to license plumbers and to prohibit any gas or water fittings and plumbing not fixed or done by such licensed plumber.

46. To enable the Corporation and the Lancashire and Yorkshire Railway Company to enter into and fulfil contracts and agreements for and in relation to the abandonment of the construction of a new road in the Borough from Mayor-street to Pump Houses, and to confirm any such contract or agreement heretofore or to be made, and to authorize the abandonment of such road.

47. To authorize the Corporation to apply to and for all or any of the purposes of the Bill their Corporate funds, rates, and revenues, and any moneys they are still authorized to raise, and to make and levy additional, and alter existing tolls, rates, and charges, and confer, vary, and extinguish exemptions therefrom respectively.

48. To alter and enlarge the present borrowing powers of the Corporation, and to enable them for all or any of the purposes of the Bill, and of their existing Acts, and for hospital, scavenging, and sanitary purposes generally, to borrow further moneys by mortgage, debenture stock, or annuities, and to charge the same on all or any one or more of the following securities, namely, the borough fund, borough rate, general district, district and other rates, tolls, revenues, estates, lands, undertakings, and properties of the Corporation.

49. To authorize and provide for the consolidation and for the conversion into stock, compulsorily or by agreement, of all or any of the loans, annuities, rent charges, or monetary obligations of the Corporation, whether already or hereafter authorized to be contracted by the Corporation under the powers of any Act of Parliament, or of the Order of any Public Department of the State, and for those purposes to enable them to create and issue consolidated, debenture, or other stock, terminable, perpetual, or otherwise, upon and subject to such terms and conditions as may be prescribed by the Bill or sanctioned by Parliament, and charged upon all or any of the before-mentioned securities.

50. To make provision for and in relation to the repayment of moneys borrowed and to be borrowed, sinking funds and their investment, and, if thought fit, to alter existing provisions in relation to those several matters, and, especially the provisions for the repayment of loans contracted for cemetery purposes.

51. To empower the Corporation to enter into and fulfil contracts and agreements with the Bank of England, or any other bank, companies, or persons, for and in relation to the issue and transfer of, and the payment of interest upon, the said stock, and for the keeping at such bank, or elsewhere, of all or any registers, books of accounts, and documents of or in relation thereto.

52. To authorize the investment of trust funds in such stock aforesaid, and to exempt the Corporation from liability in respect of notice of any trust affecting such stock or stocks.

53. To empower any person holding any security of the Corporation, and being a person entitled under "The Lands Clauses Consolidation Act, 1845," to sell land, to consent to the conversion of such security into any of the aforesaid stocks of the Corporation.

54. To extend to the aforesaid stock or stocks, and all other securities of the Corporation, the provisions of "The Married Women's Property Act, 1870."

55. 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.

56. The Bill will or may incorporate with itself, and with or without alterations such of the provisions as may be deemed expedient of "The Lands Clauses Consolidation Acts, 1845, 1860,

and 1869 ;" "The Railways Clauses Consolidation Act, 1845 ;" "The Public Health Act, 1875 ;" "The Towns Improvement Clauses Act, 1847 ;" "The Town Police Clauses Act, 1847 ;" "The Commissioners' Clauses Act, 1847 ;" the Acts relating to Free Libraries and Museums, and "The Local Loans Act, 1875 ;" and will or may, so far as may be necessary, alter, amend, extend, and repeal the provisions of "The Bolton Improvement Act, 1854 ;" "The Bolton Improvement Act, 1861 ;" "The Bolton Improvement Act, 1864 ;" "The Local Government Supplemental Act, 1864 ;" "The Bolton Improvement Act, 1865 ;" "The Local Government Supplemental Act, 1871 ;" "The Local Government Supplemental Act, 1871 (No. 4) ;" "The Bolton Corporation Act, 1872 ;" "The Bolton Improvement Act, 1877 ;" "The Lancashire and Yorkshire Railway (North Lancashire Loop Line and Capital) Act, 1867," and any other Act relating directly or indirectly to the Corporation, and of any and every other Act which will interfere with any of the objects of the Bill.

57. The Bill will, or may, enable the Corporation to carry the provisions of the Bill into effect, as the Local Board of Health or Urban Sanitary Authority of the Borough under and according to the provisions of the Public Health Acts, and as the municipal authority under and according to the provisions of the Municipal Corporation Acts, but in both cases with such modifications as the Bill may contain, and will authorize the Corporation for all or any of the purposes of the Bill, to make and enforce bye-laws and regulations, and to enter into and fulfil contracts and agreements, and will, or may, confirm any such contract or agreement, which may have been entered into prior to the passing of the Bill.

58. Duplicate plans and sections showing the lines, situations, and levels of the proposed works, and the lands, houses, and property through which they will be respectively made, or which may be taken under the powers of the Bill, and a book of reference to those plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and property, and a copy of this notice as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November, 1881, with the Clerk of the Peace for the county of Lancaster, at his office at Preston ; and on or before the same date a copy of so much of the said plans and sections as relates to each parish and extra-parochial place in or through which the intended works will be respectively made, and a copy of this notice will be deposited in the case of each such parish with the parish clerk thereof at his residence, and in the case of an extra-parochial place with the parish clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

And notice is hereby given, that on or before the said 30th day of November a map in duplicate, showing as well the present boundaries of the borough as the boundaries of the proposed extension, will be deposited for public inspection with the town clerk of the said borough at his office at Bolton.

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

Dated this 18th day of November, 1881.

R. G. Hinnell, Town Clerk, Bolton.  
Dyson and Co., 24, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

Latimer Road and Acton Railway.

(Incorporation of Company ; Railways from the Hammersmith and City Railway, near the Latimer-road Station to Acton ; Agreements with Great Western and the Metropolitan Railway Company ; Running Powers over Railway ; Subscriptions by Great Western and Metropolitan Railway Companies ; Amendment of Acts, &c.)

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

1. To incorporate a Company (herein referred to as "the Company"), and to enable them to construct and maintain wholly within the county of Middlesex the following railway and works, that is to say :—

A railway commencing in the parish of Hammersmith and county of Middlesex, by a junction with the Hammersmith and City Railway (belonging to the Great Western and Metropolitan Railway Companies), at a point where that railway crosses Wood-lane, and terminating in the parish of Acton by a junction with the Great Western Railway main line at a point about 80 yards distant, measured in an easterly direction, from the bridge carrying the public-road from Acton to Willesden over the said Great Western Railway at Acton Station.

The aforesaid railway will or may be made in or pass from, through, or into some or all of the following parishes, extra-parochial, or other places, namely :—Shepherd's Bush, Hammersmith, and Acton, all in the county of Middlesex.

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

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

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

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

6. To enable the Company on the one hand and

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

7. To enable the Company, and all Companies and persons lawfully using the railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration or defined by the Bill, so much of the Hammersmith and City Railway as lies between the proposed junction therewith of the said intended railway and the Latimer-road Station of that railway, including the use of such station and so much of the Great Western Railway as lies between the junction of the proposed railway at the termination thereof, and the station at Acton, including the use of that station, and all stations, watering-places, booking offices, warehouses, landing-places, sidings, works, and conveniences connected with the said portion of railways.

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 Consolidation Act, 1845"; "The Companies Clauses Act, 1863"; "The Companies Clauses Act, 1869"; "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869"; "The Railways Clauses Consolidation Act, 1845"; "The Railways Clauses Act, 1863"; and it will amend and enlarge the powers and provisions of the following among other Acts, namely, 5 and 6 Will. IV, cap. 107; 26 and 27 Vict., caps. 113 and 198; and any other Acts relating to the Great Western Railway Company; "The Metropolitan Act, 1854," and any other Act relating to the Metropolitan Railway Company; the 24 and 25 Vict., cap. 164, and any other Act or Acts relating to the Hammersmith and City Railway.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an ordnance map, with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions-house, Clerkenwell; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parish of Hammersmith, with the Clerk of the Fulham District Board of Works, at his office, in the Broad-

way, Hammersmith; and as relates to each other parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 18th day of November, 1881.

In Parliament.—Session 1882.

Cowes and Newport, Ryde and Newport, Isle of Wight (Newport Junction), and Isle of Wight Railways.

(Running Powers to the Cowes and Newport, the Ryde and Newport, and the Isle of Wight (Newport Junction) Railway Companies over portion of the Isle of Wight Railway from Sandown to Ventnor; Amendment of Acts.)

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

To empower the Cowes and Newport, the Ryde and Newport, and the Isle of Wight (Newport Junction) Railway Companies, or some or one of them, and all companies lawfully working or using the railways of those companies, or some or one of them, or any part thereof, either by agreement or otherwise, to run over, work, and use with their engines, carriages, wagons, officers, and servants, and for the purposes of traffic of all kinds, and upon such terms and conditions and upon payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration, or provided by the intended Act, the railway or portion of railway following (that is to say):—

I. So much of the railway of the Isle of Wight Railway Company as lies between the junction therewith of the railway of the Isle of Wight (Newport Junction) Railway Company at Sandown, and the termination of the Isle of Wight Railway at Ventnor, all in the county of Southampton.

Also the stations at Sandown and Ventnor of the Isle of Wight Railway Company, 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 portion of railway as aforesaid.

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

To alter, amend, and enlarge, or repeal, so far as may be necessary, all or some of the powers and provisions of the several local and personal Acts following (that is to say):

The Cowes and Newport Railway Act, 1859, and any other Acts relating to or affecting the Cowes and Newport Railway Company, the Ryde and Newport Railway Act, 1872, and any other Acts relating to or affecting the Ryde and Newport Railway Company, the Isle of Wight (Newport Junction) Railway Act, 1868, and any other Acts relating to or affecting the Isle of Wight (Newport Junction) Railway Company the Isle of Wight Railway's (Extensions) Act,

1863, and any other Acts relating to or affecting the Isle of Wight Railway 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 18th day of November, 1881.

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

Local Government Board.—Session 1882.

Upper Sedgley Gas (Provisional Order).  
(Application to Local Government Board for Provisional Order giving power to Purchase and Hold Lands; to Purchase existing Gas Works; to Continue and Maintain existing Gas Works; to Construct and Maintain new Gas Works; to Levy Rates and Charges; to Borrow Money; Incorporation and Amendment of Acts).

**N**OTICE is hereby given that in pursuance of "The Gas and Waterworks Facilities Act, 1870," "The Gas and Waterworks Facilities Act (1870), Amendment Act, 1873," and "The Public Health Act, 1875," application is intended to be made to the Local Government Board, on or before the 23rd day of December next by the Local Board for the district of Upper Sedgley in the county of Stafford (hereinafter called "The Local Board") as the urban sanitary authority of the said district, for a Provisional Order for all or some of following among other purposes (that is to say)—

1. To enable the Local Board in and upon the lands or some part or parts of the lands firstly hereinafter described, to continue and maintain in and upon the lands secondly hereinafter described or some part or parts thereof, to construct and maintain, and in and upon all or any of the said lands respectively, and from time to time to enlarge, extend, improve, renew, and discontinue gas works and works connected therewith and works for the conversion, manufacture, utilisation, and distribution of materials used in and about the manufacture of gas and of residual and manufactured products, matters and things, and to manufacture, store, supply, and sell gas, and to manufacture, store, convert, utilise, buy, sell, and dispose of coal, coke, tar, ammoniacal liquor and other residual and manufactured products, matters, and things, and to erect, fit up, and dispose of houses, workmen's cottages, and other buildings.

2. The lands hereinbefore referred to consist of firstly certain lands in the village or township of Lower Gornal in the parish of Sedgley in the county of Stafford, belonging or reputed to belong to the The District Gas Light Company, Limited, containing about 2,420 square yards, and bounded as follows, on the north by a street or road running from Musk-lane to Bird-street, on the south by two plots of land belonging, or reputed to belong respectively to Mr. James Flavell and Mr. Isaac Fisher, on the west by Musk-lane, and on the east by properties belonging or reputed to belong respectively to Mr. Jonah Timmins and Mr. Isaac Fisher—secondly, certain lands in the said village, township, parish, and county, containing about 1,497 square yards, bounded on the north by the existing works of the District Gas Light Company, Limited, on the west by Musk-lane, on the south by Brook-street, and on the east by property belonging or reputed to belong to Mr. Isaac Fisher.

3. To authorise the Local Board to purchase the Gas Undertaking Lands and Property at

Lower Gornal aforesaid, of the District Gas Light Company, Limited, and to confirm with or without alteration, any contract or agreement, for purchase made or to be made for the purpose.

4. To authorise the Local Board to purchase and acquire, and to hold lands, houses, and other property for the purposes of the said Provisional Order, and more especially the lands hereinbefore set forth, and to sell, exchange, demise, and grant leases, or otherwise dispose of lands, houses, and other property.

5. To authorise the Local Board to apply to the purposes of the Provisional Order their rates and revenues, and any moneys which they are still authorised to raise, and to make and levy additional, and alter existing tolls, rates, and charges, and to confer, vary, and extinguish exemptions therefrom.

6. To alter and enlarge the present borrowing powers of the Local Board, and to empower them for the purposes of the Provisional Order to borrow further moneys by mortgage debentures or annuities and to charge the same on all or any of the following securities:—The Gas Rates Rents and Revenue, District Funds and District Rates, and the Lands Undertakings and Properties of the Local Board, and to make provision for the repayment of borrowed moneys.

7. To vary and extinguish all rights and privileges inconsistent with or which would or might in any way interfere with any of the objects of the Provisional Order.

8. The intended Provisional Order will incorporate with or without alteration the provisions or some of the provisions of "The Gas Works Clauses Act, 1847," "The Gas Works Clauses Act, 1871," and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," except the provisions of the last mentioned Acts relating to the purchase and taking of lands otherwise than by agreement.

9. On or before the 30th day of November instant a copy of this notice as published in the London Gazette, and a map showing the lands to be used for the manufacture and storage of gas and residual products arising from the manufacture of gas, and a plan and section of the proposed new works, will be deposited for public inspection with the clerk of the peace for the county of Stafford at his office at Stafford, and also at the office of the Local Government Board, Whitehall, London.

On and after the 23rd day of December next, printed copies of the draft Provisional Order may be obtained of Mr. Thomas Waterhouse, at his office at Sedgley; and of Messieurs Dyson and Co., 24, Parliament-street, Westminster, on payment of one shilling for each copy; and when the Provisional Order shall have been granted by the Local Government Board, printed copies thereof may be obtained at the same offices respectively on payment of one shilling for each copy, or of such other sum as the Local Government Board may direct.

All persons desirous of making any representations to the Local Government Board or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Secretary of the said Board on or before the 15th day of January, 1882, and at the same time delivering a copy of their objections at one or other of the offices of the undersigned.

Dated this 14th day of November, 1881.

*Thos. Waterhouse, Solicitor, 45, Queen-street, Wolverhampton, and Sedgley.*

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

In Parliament—Session 1882.

Hull Extension and Improvement.

(Extension of Borough and County of Town of Kingston-upon-Hull and of Jurisdiction of Corporation, &c.; Extinction of present Jurisdictions within Added Area; Abolition of Wards; New or Altered Wards; Maintenance, Increase, or Alteration of Present Number of Aldermen and Councillors; Provisions as to Election, &c., of Mayor, Aldermen, and Councillors; Dissolution of Newington Local Board, and Transfer of their Powers and Property to Corporation; Dissolution of the Newington, Cottingham, and Marfleet Burial Boards, and Transfer of their Powers to Corporation; Constituting Corporation the Burial Board of Extended Borough; Purchase (by Compulsion or Agreement) of Existing Burial Grounds by the Corporation; Constituting Extended Borough a School District, and Reconstituting and Extending Jurisdiction of Existing School Board; Dissolution and Transfer of Property and Jurisdiction of Newington and Marfleet School Boards to the School Board of the Extended Borough; Transfer of Property and Jurisdiction of Cottingham, Sutton and Stoneferry, and Preston School Boards to such School Board of the Extended Borough; Alteration of Districts of Cottingham Local Board and Sculcoates Rural Sanitary Authority, and Transfer of their Property and Powers within the Added Area to Corporation; Provisions for Payment or Apportionment of Debts of Local Authorities, Burial Boards, and School Boards in respect of Added Area, and Differential Rating in Added Area; Provisions as to Maintenance and Construction of Joint Outfall Sewer, Pumping Station, and Outfall Works, and for Contribution thereto by Cottingham Local Board; Compensation by Corporation to Clerk of Peace, Clerk to Justices, and other Officers and Servants; Agreements with Justices of East Riding, and Local and other Authorities; To Levy New or Additional Tolls, Rates, Dues, &c., and to confer, vary or extinguish Exemptions from Tolls, Rates, Dues, &c.; Application of Corporation Funds; Powers to Borrow and to Issue Corporation Stock for purposes of Ferry Boat Dock and Victoria Pier, and Landing Place, and of Subscription to Hull and Barnsley Railway and Dock Undertaking, and other Purposes; Further Powers with respect to Rating and Borrowing, and to Payment and Apportionment of Debts of Corporation; Power to Construct New Cattle Market, and to Maintain, Improve, Disuse or Abolish present Markets, and to Let same, to Levy New and to Alter Existing Market-Tolls, Rates, Stallages, &c.; Provisions for Regulating Markets, Fairs, Slaughter-houses, &c., and Persons using same, and the Sale of Goods, Prevention of Ill-treatment of Animals, Sale of Unwholesome Food, Use of False Weights, &c.; Powers to Construct New Adit and other Waterworks, New Road and other Street Improvements; Compulsory Purchase of Lands and Houses; For Sale, Lease, Appropriation and Disposal of Property by the Corporation; Power to Corporation to Sell Lands on Rent Charge; To Stop up and Interfere with Roads, &c.; Exemption from Provisions of Section 92 of Lands Clauses Consolidation Act, 1845; Purchase of Undertaking of Newington Water Company Limited (by Agreement), and Winding Up of Company; Extending Powers of Corporation

No. 25041.

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for Supply of Electric Light; Acquisition by Corporation of Borough Lunatic Asylum, and Constituting the Corporation the Visitors; Contributions by Corporation and Borough Charity Trustees to Endowment of Hull Free Grammar School, and Reconstitution of Governing Body; Provisions for Licensing and Regulating Dancing Halls, Public Vehicles, Drovers, Meters, and Weighers, for Regulating and Preventing the Fraudulent Sale of Coals, for Preventing Fouling of Sewers and Watercourses, and Spread of Infectious Diseases, for Detention or Destruction of Stray Dogs, and for Closing of Uninhabitable Dwellings, for Regulating Paving of Streets, [Building, Ventilation, and Inspection of Premises, and other Sanitary Provisions; Bye-laws, &c.; For Regulating Tramways and Omnibuses, and User of Tramcars and Omnibuses, and Traffic of Streets; For the Better Recovery of Private Improvement and other Rates, Charges, and Expenses; Other Provisions for Government and Regulation of Borough; Appointment of Committees of Corporation; To Confer, Vary, or Extinguish Rights, Privileges, and Exemptions; Incorporation, Alteration, Enlargement and Repeal of Acts, Charters, &c., and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Mayor, Aldermen, and Burgesses of the borough of Kingston-upon-Hull (in this notice referred to as "the Corporation"), for an Act to effect the following, or some of the following, amongst other objects and purposes; that is to say:—

1. To alter, extend, and enlarge for county, municipal, sanitary, local government, school board, and all other purposes the boundaries of the municipal borough and county of the town of Kingston-upon-Hull, so as to include therein the district of the Local Board of Newington and parish of Newington (formerly part of the parish of Hessle and detached portions of the parishes of West-Ella, Kirk-Ella, North Ferriby, Swanland, and Willerby), the Newland ward of the Cottingham Local Board, in the parishes of Cottingham and Skidby, the township and parish of Marfleet, and so much of the Cottingham ward of the Cottingham Local Board district and of the parish of Cottingham, and so much of the townships of Sutton and Stoneferry, in the parish of Sutton, and so much of the township and parish of Preston, in the parish of Preston, and so much of the River Humber or extra-parochial area as adjoins the parishes and places aforesaid as is or will be situate and comprised within the following boundary or limits, that is to say:—

A boundary line commencing on the bed or shore of the River Humber, at the south-western point of the present boundary of the town and county of Kingston-upon-Hull, as shown on the 6-inch Ordnance map, and proceeding thence in a westerly direction along the line shown on the said map or plan as the boundary of the wapentake and county, to a point on such line opposite the south-western extremity of the district of the Newington Local Board, thence in a northerly direction to the south-western extremity of the Local Board district or parish of Newington, and thence in a northerly direction along the existing boundary of the said Local Board district or parish of Newington to the point on the Springbank where such boundary is intersected by the old goods line of the

Hull and Bridlington Branch of the North-Eastern Railway, thence in a northerly direction along the centre of the said railway to the Cottingham Junction, where it becomes the boundary between the Cottingham and Newland wards of the Cottingham Local Board, thence along the boundary between the Cottingham and Newland wards of the Cottingham Local Board to the north side of the road leading from Newland to Cottingham, called the Cottingham-road, and thence in a northerly direction to a point on the boundary between the Cottingham and Newland wards on the north side of Endike-lane, where the 9-foot drain joins the Cottingham drain, and thence along the said boundary between the Cottingham and Newland wards to the point where such boundary line adjoins the boundary between the parish of Cottingham and that part of the parish of Skidby known as Skidby Carr, recently added to and now forming part of the said Newland ward, thence along the boundary of the Newland ward, so as to include such detached portion of the parish of Skidby, to the River Hull, thence in a southerly direction along the boundary of the Newland ward and River Hull, to a point opposite to where the drain which flows from near the Beverley and Hull road, opposite Endike-lane, enters the River Hull, between certain lands belonging respectively to William Henry Harrison Broadley, Esq., M.P., and Colonel Benjamin Blaydes Haworth Booth, and from thence in a straight line in an easterly direction to the north-east corner of the Leads Bridge, carrying the Stoneferry-road over the Holderness drain, thence in a straight line in a south-easterly direction to a point on the present boundary line of the borough, at the south-western corner of a field in the parish of Sutton, belonging to John Edward Lee and others, on the northern side of such boundary, and opposite to a field in the parish of Drypool, on the southern side of such boundary, being part of a farm called Summergangs, belonging to the Corporation, thence in an easterly direction along the present boundary of the borough to the north-eastern corner of the present borough, at Bilton drain, thence northward along the boundary between the parishes of Sutton and Marfleet to the point where the same joins the boundary between the parish of Marfleet and the parish of Bilton, thence along the said boundary between the parishes of Marfleet and Bilton to a point on the Old Fleet drain where such boundary joins the boundary line between the parishes of Marfleet and Preston, thence along the centre of the Old Fleet drain in a south-easterly direction to the north-east corner of the old Fleet Bridge at the Marsh or North-road; thence along the north side of the Marsh or North-road to the north-east corner of the new drain bridge; thence in a southerly direction across the road and along the centre of the Preston new drain to the point where such drain empties itself into the Hedon Haven at Pollards Clough; and thence to the centre of the Hedon Haven, where it adjoins the boundary line between the parish of Preston and the parish of Paull; and thence along such boundary line to the foreshore of the Humber; and from thence in a south-westerly direction to the boundary line shown on the

Ordnance map as the boundary line of the wapentake and county; thence westward along such boundary line to a point where the same meets a line shown on such map as the eastern boundary of the town and county of Kingston-upon-Hull; thence along the line shown on such map as the southern boundary of the town and county of Kingston-upon-Hull to a point where the same meets a line shown on such map as the western boundary of the town and county of Kingston-upon-Hull, being the point firstly described as the commencement of the extended boundary, or some or one of such parishes, townships, districts, and places, or some part or parts thereof, included within the said boundary line, all in the East Riding of the county of York, and to extend the boundaries of the county of the town of Kingston-upon-Hull, so as to include within such extended boundaries the before-mentioned districts, parishes, townships, and places, or some of them, or some parts thereof, and to make the said county of the town co-extensive with the municipal borough, as extended by the intended Act.

2. To detach and sever the added area from the districts and jurisdiction of the Local Board of the district of Cottingham, and the Rural Sanitary authority of Sculcoates, and from any other authority or authorities now exercising any jurisdiction or authority or authorities within the said parishes, townships, or other places or parts thereof respectively, included within the added area of the extended borough, and to exempt the added area from the payment of all county, highway, district, and other rates whatsoever now levied or leviable within the said parishes, townships, and places, and to provide for the repair and maintenance of the roads, streets, and highways therein.

3. To extend and apply to and throughout the said borough and county as extended, in this notice referred to as the extended borough, the powers, rights, privileges, exemptions, jurisdictions, immunities, authorities, duties, liabilities and obligations of the Corporation in their several capacities of a municipal corporation, local board, burial board, urban sanitary authority, and any other capacity, and of the Corporation acting in execution of all charters, public and local Acts, including the Corporation Water Acts of 1843 and 1872, and of all orders confirmed by Parliament, and of their officers and servants, and of the Court of Quarter Sessions, the Court of Record, and any other local courts of the borough, and of the recorder, judges, sheriffs, magistrates, borough justices, coroner, registrar, Clerk of the Peace, constables, and other officers of the existing borough, and county, and to abolish and exclude all other justices, magistrates, sheriffs, coroners, clerks of the peace, police constables, and other officers, Local Board, sanitary, or other authorities from the exercise of any jurisdiction, powers, rights, privileges, duties, or authorities in the extended borough, and to make applicable to the extended borough all laws, charters, enactments, Acts of Parliament, deeds, orders, by-laws, and regulations in force within or applicable to the existing borough, with such additions, variations, modifications, and exceptions as may be provided by the intended Act.

4. To extend to and confer upon the owners and occupiers of property and residents within the extended borough all such rights of voting and other franchises, rights, and privileges as are now vested in or enjoyed by the owners of property

and residents within the existing borough, and the benefits and privileges of all charities and trusts, now enjoyed by the owners of property and inhabitants and others within the existing borough.

5. To vest in the Corporation for the benefit of the extended borough all the property of the Corporation in or with respect to any markets, fairs, slaughter-houses, waterworks, piers, landing-places, and all other estates and property and the revenues derived from all such properties respectively, and all powers, rights, duties, and privileges of every description vested in, exercised, or enjoyed by the Corporation for the benefit of the existing borough, but subject to the liabilities affecting the same.

6. To abolish the division of the borough into wards, or to create a new ward or wards out of the area intended to be added to the borough, or to add such area, or some part or parts thereof, to one or more of the existing wards, or to divide the whole or some part or parts of the extended borough into new wards, or to alter, extend, and re-arrange the number and limits of the existing wards. To maintain, increase, or diminish the existing number of aldermen and councillors of the borough, and to define the number to be returned for the whole borough or for each ward, to make provision for the election and retirement of the Mayor, Aldermen, and Councillors, and to provide for the number, names, and boundaries of the wards being fixed by the Local Government Board or otherwise, or to make such other provisions with reference to the matters aforesaid as may be necessary or expedient, or as the intended Act may provide.

7. To provide for the deposit of plans of the borough, and if the borough be divided into wards, of the wards into which it will or may be divided, and to make certified copies of or extracts from such plans evidence in all courts of justice and elsewhere.

8. To exempt lands, houses, hereditaments and property within the area added to the borough and county from the payment of all county or hundred rates, police, sewer, highway, or sanitary rates, or other rates whatsoever, now levied or leviable within the parishes, townships, and places or parts thereof, added to the borough and county, and to provide for the repair and maintenance by or transfer to the Corporation, of the roads, streets, bridges, and highways within the added area, and to exempt the said added area from any rates or orders made or to be made by the justices of the peace for the said East Riding (whether acting in sessions or otherwise), or by any Local or Sanitary Authority or Burial Board, Highway Board, Court of Sewers, or School Board of any district, parish, or place to be included, or partly included, within the extended borough, and to exempt the area to be added to the borough and county from the jurisdiction of any such authorities, and from any liability to the expenses of any gaol or lunatic asylum other than those of the borough or county of the town of Kingston-upon-Hull.

9. To dissolve the Local Board for the district of Newington, and to extinguish or vest in the Corporation all the powers, jurisdictions, rights, duties, liabilities, and obligations of the said Local Board, and to transfer to and vest in the Corporation all property, real and personal, of every description of the said Local Board, but subject to the debts and liabilities affecting the same, and to make provision for the sale, lease, or disposal of such property, for the discharge of such debts and liabilities, and for the recovery of moneys owing to the said

Local Board, and for the production of books and documents in evidence.

10. To exclude from the jurisdiction of the Local Board of Cottingham, and of the Rural Sanitary Authority of the district of Sculcoates, and of any other authority having jurisdiction therein, those parts of the districts of the said Local Board and Sanitary Authority, proposed to be included within the extended borough, and to extinguish and vest in the Corporation all the powers, rights, jurisdictions, duties, liabilities, and obligations in or relating to such parts of the districts of the said Local Board (including all powers, rights, jurisdictions, duties, liabilities, and obligations of the said Board in its capacity as a Burial Board), and of the said Sanitary Authority and other authorities respectively, and to transfer to and vest in the Corporation all buildings, sewers, lamps, lamp-posts, pipes, mains, and all other property, real and personal, of or appertaining to such parts of the said districts respectively, but subject to the debts and liabilities affecting the same, and to make provision for the apportionment and discharge of such debts and liabilities, and for payment in respect of any property so transferred.

11. To make provision for the repayment and discharge of the moneys borrowed and now due and owing by the Local Board of the district of Newington, by the Local Board of the district of Cottingham in respect to Newland ward, and such parts of the Cottingham ward as are included in the extended borough, by the Rural Sanitary Authority of Sculcoates in respect to the township of Marfleet, and those parts of the township of Sutton and Stoneferry, and of the parishes of Sutton and Preston, as are included within the extended borough, or some part or parts thereof, and of any other Local or other Authority having jurisdiction within the added area, either out of the district fund and general district rates, or other funds, rates, or revenue of the extended borough, or wholly or partially out of rates to be levied within the said districts, or within those portions of such districts as are included in the extended borough, and to authorise the Corporation to make, levy, collect, and recover special, private improvement, or other rates and assessments (special or otherwise) within the said districts, or before-mentioned portions of such districts for paying off such moneys.

12. To authorise the Corporation to raise all or any of the moneys required from time to time for the discharge and repayment of any moneys borrowed as aforesaid, by the creation and issue of Hull Corporation Stock under the Hull Corporation Loans Act, 1881 (hereinafter called "Corporation Stock"), and to provide for contributions in respect of such stock to the Corporation Loans Fund under that Act, being made either out of the district fund and general district rates of the extended borough, or wholly or partially out of any special or private improvement rate or other rates or assessments to be levied as aforesaid.

13. To provide that the rates, dues, duties, and assessments to be levied by the Corporation in the Local Board districts of Newington and Cottingham, and the Rural Sanitary Authority of Sculcoates, or one or more of them, within the extended borough, may for a period or periods to be specified in the intended Act be different from the rates, dues, duties, and assessments to be levied by the Corporation within other parts of the extended borough.

14. To make such provisions with reference to the several matters mentioned in the last four preceding paragraphs as may be contained in the in-

tended Act, or as Parliament may think fit, with reference to the part added to the borough, and to the repayment of moneys borrowed and owing by the said Corporation, Local Boards, and other Local Authorities respectively, and the rates, dues, duties, and assessments, and the amount thereof, whether apportioned, differential, or otherwise, to be assessed, levied, or charged in all or some or some parts of the parishes, townships, and other places in the added parts of the borough, or in the extended borough, or any part thereof.

15. To constitute the extended borough a school district for the purposes of the Elementary Education Act, 1870, and the Acts amending the same, and to constitute the School Board of the existing borough the School Board for the extended borough, or otherwise to provide for the election of a New School Board or School Boards for the extended borough; and to alter or abolish the jurisdiction of any other school authority under the said Acts within the area of the extended borough at the date of the commencement of the intended Act, and to transfer all or any of the lands, buildings, and other property, jurisdiction, rights, powers, liabilities, and obligations, of the School Boards for the parishes or districts of Newington, Cottingham, Sutton and Stoneferry Marfleet, and Preston, or other School Board in respect of the added area to the School Board for the extended borough, or to any new School Board to be elected, and for all or any of the purposes aforesaid to confer any necessary powers on the Lords of the Committee of Her Majesty's Privy Council on Education, and to confer on the School Board of the extended borough all necessary powers with reference to schools within the extended borough.

16. To provide that after the commencement of the intended Act all or any bye-laws and regulations made by the School Board for the existing borough, and then in force, shall be in force within the extended borough, and that all or any bye-laws and regulations made by any other School Board or School Boards, shall cease to be of any effect in the added area.

17. To dissolve, or to dissolve and transfer some or all of the powers, rights, privileges, and liabilities of the Burial Boards for the several districts of Newington, Cottingham, and Marfleet, to, and to constitute the Corporation the Burial Board for the extended borough, and to empower the Corporation to exercise within the extended borough all the powers, rights, and privileges defined by the Burial Acts, 1852 to 1871, and any Act amending the same, subject to the liabilities by those Acts provided, and to provide for the transfer to the Corporation of all or any of the powers, rights, privileges, and liabilities now exercised or enjoyed by the said Burial Boards or any of them.

18. To empower the Corporation to purchase by agreement or compulsion, or to otherwise, acquire, or to transfer to or vest in the Corporation all or any of the cemeteries or burial grounds situate within the extended borough, and all buildings and other property vested in any Company, body, or person to whom any such cemeteries or burial grounds belong, and to confer on the Corporation, and on all such Companies, bodies, and persons respectively, all necessary powers for and in relation to the sale, purchase, and management of such cemeteries and burial grounds.

19. To provide for the future maintenance of the joint outfall sewers constructed by the Corporation and by the Newington and Cottingham Local Boards, and to provide for the construction of any pumping station or additional or im-

proved outfall works or appliances, and for the costs thereof, and for contribution thereto by the Corporation and Cottingham Local Board respectively.

20. To authorise or make provision for the equalisation of all and every or any of the sanitary or other rates now leviable in the borough under any local Act of Parliament which are not now levied as uniform poundage rates throughout the said borough, either entirely or for some of the purposes for which the said rates are leviable, and generally to regulate the incidence and the assessing, making, and levying of such rates throughout the extended borough; and if thought necessary or desirable to divide the extended borough, or some part or parts thereof, into new rating districts, or to add the area proposed to be added to the borough, or some part or parts thereof, to one or more of the existing rating districts of the borough; and to make further and better provision for the discharge of the mortgage debts charged upon the respective districts into which the said borough is or may be divided, and so far as may be necessary for the above purposes to alter and amend any of the local Acts now in force within the borough, and to repeal, alter, and vary any exemptions granted by such Acts, or any of them, and to continue exemptions or create any new exemptions.

21. To enable the Corporation to make compensation to the Clerk of the Peace for the East Riding of the county of York and the clerks to the justices of the peace for the said East Riding, and to the coroner for the said East Riding, and to officers and servants of the Corporation, Local Boards, Sanitary and other authorities, School Boards and Burial Boards respectively, and to all other persons, for any loss of office and emoluments which they or any of them respectively may sustain by reason of the extension of the borough and county, or of the dissolution or alteration of the districts of any Local Boards, Sanitary and other Authorities, School Boards, Burial Boards, or of any of the provisions of the intended Act, and in the event of any dispute to provide for the settlement of the amount by the Local Government Board.

22. To empower the Corporation and the justices of the peace for the East Riding of the county of York from time to time to enter into and carry into effect and rescind contracts and agreements with respect to the management, repair, and maintenance of any roads and county or other public bridges now under the control of such justices, and to apply their respective funds, rates, and moneys accordingly.

23. To empower the Corporation and the Cottingham Local Board, the Sculcoates Sanitary Authority, and any School Board, Burial Board and other Authorities respectively, to make and carry into effect agreements with respect to the transfer of property, liabilities, or powers, the settlement of doubts and difficulties, and generally to the execution of the powers and purposes of the intended Act, or any of them.

24. To authorise the Corporation to make, levy, collect, and recover, tolls, rates, dues, duties, assessments, fees, and payments for all or any of the purposes of the Corporation and of the intended Act within the extended borough, and within the limits of water supply, and to make further provision for the payment and recovery of water rates and rents, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, dues, duties, assessments, fees, or other payments, and to recover all rates leviable by them as and with the incidents of poor rates.

25. To empower the Corporation to exercise all

the unexhausted borrowing powers of the Corporation, and of the said Local Boards, School Boards, Sanitary and other authorities, and to pay and discharge all sums borrowed or re-borrowed by the said Local Boards, School Boards, sanitary and other authorities respectively, and to enable the Corporation in order to provide all sums to be provided by them in the exercise of the borrowing powers of all or any of those Boards or authorities, and to make such moneys chargeable on the general district rate, general district fund, borough rate, borough fund, water or other rates and revenues, or such other funds, rates, or revenues as may be prescribed by the intended Act, and to create and issue Corporation stock for such purposes.

26. To empower the Corporation to borrow or raise further moneys for the purposes of markets, waterworks, cemeteries, street widening and improvements, sewers, sewer-outfall, the discharge of debts and liabilities of the Corporation, and of the said Local Boards, and other authorities, the purchase of the works of the Newington Water Company Limited, and for other purposes to be prescribed or authorised by the intended Act, and to make such moneys chargeable on the general district fund, the general district rate, borough fund, borough rate, water and other rates, and revenues, and such other estates, funds, rates, or revenues, as may be prescribed by the intended Act, and to create and issue Corporation stock for such purposes and other the purposes of the intended Act.

27. To authorise the Corporation to pay the costs of and incident to the preparing, applying for, promoting, and passing of the intended Act, including the costs incurred by the said Local Boards and Sanitary Authorities, or any of them, with reference to the intended Act or any part of such costs, out of the district fund, general district rate, borough fund and borough rate, and any of the funds, rates, or revenues of the Corporation, and to raise the necessary moneys for the same by the creation and issue of Corporation stock.

28. To authorise the Corporation to raise by the creation of Corporation stock, all or any of the funds or moneys which they are or may by authority of Parliament be authorised to subscribe and contribute towards the undertaking of the Hull, Barnsley, and West Riding Junction Railway and Dock Company, under the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880, or any extension of the same.

29. To empower the Corporation to raise money for the purposes of their ferry boat dock, Victoria Pier, and landing place, in addition to any other monies they are now authorised to raise for those purposes, and to issue Corporation stock for that purpose.

30. To empower the Corporation to construct and maintain a new market or market-place, together with all such buildings, erections, refreshment rooms, urinals, abattoirs, approaches, sidings, works, and conveniences connected therewith, as the Corporation may think fit, on land now belonging to and held by the Corporation, situate on the east side of Walton-street, in the parish of Holy Trinity, in the said borough, which said land is bounded as follows:—On the west by Walton-street, and land belonging to the North Eastern Railway Company; on the north and east by land belonging to the North Eastern Railway Company, and on the south by the Anlaby-road, by land belonging to the North Eastern Railway Company, and by houses and premises belonging to John Clark; and to include

within the market limits the whole of such lands or so much thereof as the intended Act shall prescribe.

31. To provide and enact in the intended Act that the intended market shall, when constructed, form part of the markets undertaking, and estate of the Corporation, and to empower the Corporation to exercise and enjoy in respect thereof all and the like powers, rights, privileges, and authorities (including the powers to demand and recover tolls, rents, rates, stallages, duties, and other payments, the making and enforcing by-laws, rules, regulations, fines, penalties, and obligations), which they now exercise and enjoy, or are authorised to exercise and enjoy with respect to the existing markets and fairs within the borough, and to confer upon the Corporation all such powers, rights, and privileges incidental to markets and fairs within the extended borough as may be deemed expedient, or as may be conferred on them by the intended Act.

32. To authorise the Corporation to demand and recover new and additional tolls, rents, rates, stallages, duties, and other payments for and in respect of the said existing, or intended markets, fairs, slaughter-houses, and conveniences, and for stallage and standing therein, and for weighing and measuring and for other matters connected with the markets and fairs, and to alter and increase or to reduce such tolls, rates, rents, stallages, duties, and other payments, or any of them, and all or any of the existing market tolls, rates, rents, stallages, duties, and other payments which the Corporation are now authorised to take and demand, and to confer, vary, or extinguish exemptions from tolls, rents, rates, stallages, duties, and other payments.

33. To empower the Corporation to continue the existing cattle market in Edward's-place, and to enlarge and improve the same, or to abolish and disuse such market, and to vest the site of such market, building, slaughter-houses, and other market premises and property in the Corporation.

34. To empower the Corporation to let the fairs and markets, market-places, and buildings, erections, refreshment rooms, stands, stalls, and shops, weighing machines, slaughter-houses, and knackers' yards, and to demise or let all or any of the tolls or profits collected or arising from the fairs, markets, weighing houses, or places, or any of the slaughter-houses and knackers' yards provided by the Corporation, and on such terms and conditions as the Corporation think fit.

35. To enable the Corporation by order to define and specify from time to time the lands and buildings on or in which any particular market or fair shall be held, and the goods, animals, and articles which may be brought or delivered upon or into any market, fair, or slaughter-house.

36. To prohibit the sale by retail in any wholesale market or vice versa, and to define what shall be deemed wholesale or retail in any or each particular class of goods, animals, articles, or things.

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

38. To prohibit the holding of any market or fair and the exposing or offering for sale within the extended borough of animals or goods elsewhere than in shops or dwelling-houses and in

any market-place or fair authorised by the Corporation.

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

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

41. To make provision in the intended Act, or to empower the Corporation to make bye-laws, rules, and regulations respecting the use, regulation, government, and control of the fairs, fair-grounds, markets, market-places, slaughter-houses, and other market conveniences in the extended borough, and of all erections, buildings, refreshment rooms, urinals, abattoirs, works, and conveniences connected therewith, and the sale and disposition of animals, articles, goods, and things, and the conduct of persons in charge thereof, and for the weighing and measuring of goods by the Corporation or by persons licensed or appointed by them, for preventing the use of false weights and measures and the sale or possession of unwholesome meat or food, and the bringing of diseased animals into the borough, and for preventing persons ill-treating animals, and for conferring on market inspectors the powers and authorities of constables, and all such other bye-laws, rules, and regulations as may be expedient for the regulation of the fairs, markets, market-places, and slaughter-houses, of persons frequenting or using the same, and the removal therefrom of persons infringing any of such bye-laws, rules, and regulations, or otherwise misconducting themselves, to inflict and enforce fines and penalties for any such offences or breach of any of such bye-laws, and to make such further or other provisions with reference to the matters aforesaid or any of them as the intended Act may provide.

42. To amend and extend some of the provisions of the several Acts relating to the Kingston-upon-Hull Waterworks, herein called "the Corporation Waterworks," and to authorise the Corporation to make and maintain the works and conveniences following, which will be wholly situate in the parish of Kirkella in the East Riding of the county of York, that is to say:—

An Adit, commencing from and out of the pumping station of the Corporation waterworks at Springhead, at the north-western corner of such works, and terminating in the western corner of a field situate on the north-eastern side of Kirkella-road, belonging, or reputed to belong, to the vicar and churchwardens of Kirkella, and in the occupation of Robert Addison.

Together with all necessary wells, borings, culverts, tunnels, and other apparatus, works, and conveniences as may be necessary or convenient for inspecting, maintaining, cleansing, repairing, conducting, using, or managing the same.

43. To authorise the Corporation to acquire by agreement or compulsion, lands, buildings, springs, waters, water-rights, and other property, rights, and easements for the purposes of the aforesaid waterworks, and to enter upon, break up,

open and restore all lands, roads, ways, highways, paths, streams, sewers, drains, watercourses, bridges and thoroughfares so far as may be necessary for the objects aforesaid, or any of them.

44. To declare that the intended Adit and works shall for all purposes whatsoever, unless otherwise provided by the intended Act, be deemed part of the waterworks undertaking of the Corporation.

45. To enable the Corporation to make and maintain the following new road or approach and street and other improvements, all in the borough and county of the town of Kingston-upon-Hull, namely:

#### New Road or Approach.

A new road or approach from Trinity-street to the Borough Lunatic Asylum grounds, commencing on the south side of Trinity-street, opposite to Derringham-street, and terminating at the northern side of such grounds, all in the parish of Holy Trinity.

#### Carr-lane Widening and Improvement.

To widen and improve Carr-lane, on the south side thereof, from No. 4, Ocean-place, in the occupation of William Hickling, to No. 26, Ocean-place, in the occupation of Thomas Hunter and William Thompson (both premises inclusive), all in the said parish of Holy Trinity.

46. To authorise the Corporation to purchase, by compulsion or agreement, lands, houses, and other property in the several parishes and places before mentioned, or some of them, for the purposes of the before-mentioned new road, and street improvements, and for the purpose of continuing the construction, completion, or improvement of streets, roads, and thoroughfares to be constructed, completed, or improved under the powers already possessed by the Corporation; to enable the Corporation also to purchase by compulsion or agreement the lands, houses, and other property hereinafter mentioned in the parishes of Sculcoates and Holy Trinity, that is to say:

#### New Road Improvement.

For the completion of a new road leading from Church-street to Fountain-road, in the parish of Sculcoates, a piece or parcel of land and building used now or lately used as an oil refinery, situate on the northern side of Egginton-lane, and bounded on the west by land belonging to the Charity Trustees, and on the north and east by land belonging to Messrs. Grotrian and Hearfield.

#### King-street Improvement.

For the completion of the King-street improvement, in the parish of Holy Trinity, two dwelling-houses, with offices, cellars, and other premises, belonging to Thomas Keyworth, in the occupation of the said Thomas Keyworth or of Thomas Keyworth and Company, and situate at the street-crossing between King-street and Trinity House-lane, and Postern Gate and North Church-side.

47. To extinguish all rights and privileges in, under, and over the said lands, and in, under, and over any other lands which the Corporation are by the intended Act authorised to purchase or acquire.

48. To exempt the Corporation from the provisions of Sec. 92 of the Lands Clauses Consolidation Act, 1845, in respect of all or some of the properties to be acquired by the Corporation under the powers of the intended Act for the purposes of the said new road, road and street improvements.

49. To empower the Corporation with the consent of the Treasury, to sell any lands or estates of the Corporation by way of rent-charge.

50. To divert, alter, or stop up and use, either temporarily or permanently, and otherwise interfere with any roads, railroads, tramways, streets, highways, thoroughfares, sewers, drains, gas or water pipes, and watercourses within any of the parishes aforesaid for the purposes of the aforesaid waterworks, new road, road and street improvements, and other works, or for any of the other purposes of the intended Act.

51. To deviate from the line of the several intended works within the limits to be shown upon the plans hereinafter mentioned, and to deviate vertically from the levels shown upon the sections hereinafter mentioned to such an extent as may be deemed necessary, or as may be authorised by the intended Act.

52. To empower the Corporation to purchase by agreement the undertaking of the Newington Water Company, Limited, and to make provision in the said Act for the winding up of the affairs of such Company, and to confer on the Corporation further powers in respect to the payment of water rates and charges, and otherwise in relation to their waterworks undertaking, and to declare that the said waterworks shall be deemed part of the waterworks undertaking of the Corporation.

53. To amend, extend, and enlarge and make applicable to the whole of the borough as extended the powers and provisions of the Hull (Corporation) Electric Lighting Act, 1880, and to empower the Corporation to contract for and to supply the owners and occupiers of any premises within the extended borough with light or means of lighting by electricity and other means on such terms and conditions as may be agreed upon, and to cause the streets and other passages and places within the extended borough to be lighted by means of electricity or other means, and to charge the costs and expenses thereof on the district fund and general district rate of the said borough.

54. To authorise the Corporation to acquire the site, buildings, and materials of the existing Borough Lunatic Asylum, and to transfer to and vest in the Corporation all or any of the powers, duties, and liabilities of the justices of the borough, or of the Visiting Committee of such justices, in relation to the said lunatic asylum, or any other lunatic asylum, under the Lunatic Asylums Act, 1853, and the Acts amending the same.

55. To empower the Charity Trustees of the borough, with consent of the Charity Commissioners, to use and appropriate out of any money received by them from the sale of Lister's Hospital or other lands, such sum or sums of money as they shall think fit, towards forming an endowment and scholarship fund for the Hull Free Grammar School, and to empower the Corporation to contribute to such fund such amount as they may think fit, either by a sum in gross, or by means of an annual subscription, and to charge the General District Rate or some other rate or fund with the payment of such sum or annual subscription, and to provide for the constitution of a new or improved governing body of the said School, and for an adequate representation of the Corporation and of the said Charity Trustees thereon.

56. To make provision within the extended borough for all or some of the following matters (namely):—The licensing and regulation of places for public dancing, and other places of public resort; the destruction of mad dogs and other animals, and the detention of dogs found wandering, and not under control; the obstruction of street traffic; and the application to

omnibuses of the provisions of the Towns Police Clauses Act, with respect to hackney carriages; and to empower the Corporation to make bye-laws as to carts standing or plying for hire, as to porters and cattle drovers, as to corn meters and weighers, and as to the regulation of omnibuses and similar carriages.

57. To make provision in the intended Act, or to empower the Corporation to make bye-laws, for prevention of fraud in the sale of coals, and otherwise for regulating the sale of coals, and the delivery and registration of pit notes, and the payment of tonnage rates on coals brought within the borough, and for the appointment of coal inspectors, coal meters or weighers, and coal porters, and determining their powers and duties, and for licensing coal meters, weighers, and porters, and generally for regulating the carriage, weighing and measuring of coal within the borough, and for licensing and regulating the duties and conduct of master-lumpers and stavedores.

58. To make further and better provision for the prohibiting the placing or passing in or into any sewer, drain, or open watercourse of anything tending to obstruct or impede the flow along or through such sewer, drain, or watercourse, or of any gas, steam, or liquid tending or likely to create or generate poisonous gases, or to prejudicially affect such sewer, drain, or watercourse, or to be otherwise injurious, and for the abatement of nuisances arising from any offensive business.

59. To authorise the Corporation to close temporarily all or any schools, dairies, and other places in the neighbourhood threatened with or affected by infectious diseases, or whenever from the approach of any infectious disease in the borough, such action may appear to the Corporation to be necessary, and to make better provision for preventing infection and for dealing with, and for the giving notice of cases of infectious and contagious diseases, and for the regulation, registration, isolation, and removal to hospital of such cases, and for empowering the Corporation to cause vessels entering or placed within any of the docks within the port of Hull, having any of the crew or other person on board suffering from any infectious disease, to be removed and placed in the River Humber or elsewhere, in such situation and place and for such period as the Corporation shall direct.

60. To make further and better provision for closing houses unfit for human habitation, and for enabling the Corporation to remove, dispose of, or otherwise deal with any houses so closed, and for such purpose to amend any enactments, either public or local, relating thereto.

61. To make provision in relation to all or some of the following matters (that is to say), the paving and flagging of private streets and footways, the recovery of the expenses incurred by the Corporation in relation thereto, with respect to persons allowed to temporarily remove or interfere with any pavement or roadway, and neglecting to replace the same when required; the requiring a sufficient open area for ventilation in connection with houses, the provision of sufficient ingress and egress for public buildings, the trapping and inspection of drains and privies, the construction or removal of urinals by innkeepers, the disposal of refuse; the construction of buildings and their occupation; to make bye-laws regulating the construction, length, and direction of streets, and for the prevention of land which has been excavated being used for building until the same has been first raised to its original surface, or to the level of the nearest

road with proper materials; for placing the surface of all streets entirely under the control of the Corporation; for clearing foul matter from the sites or foundations of buildings; to provide for notice being given to the Corporation, accompanied by plans and sections of intended new buildings, and to define what shall be deemed to be a new building for purposes of the intended Act, and generally for the regulation of streets and buildings in the extended borough.

62. To enable the Corporation to make, with respect to all existing and future tramways within the extended borough, bye-laws for all or any of the purposes for which local authorities are authorised to make bye-laws under the Tramways Act, 1870, and also for the prevention of overcrowding tramcars or carriages used on or in connection with any such tramway as aforesaid.

63. To enable the Corporation to appropriate and use, for all or any of the purposes of the intended Act, any lands now vested in them or which may be hereafter transferred to or vested in them under the powers of the intended Act, or which may from time to time be acquired by or belong to them, and to empower the Corporation to sell, lease, let, exchange, or otherwise dispose of any such lands, or to lay out all or any part of any such lands not required for the purposes of the intended Act for building purposes, and to demise or lease the same for terms of years, and to sell and dispose of any rents for any such lands, and to provide for the application of money arising therefrom, and to extend the existing powers of the Corporation as to lands to the lands acquired under the powers of the intended Act.

64. To empower the Council of the borough to appoint out of their own number such and so many committees as they think fit for the execution of any of the purposes of the intended Act or any Act or Provisional Order relating to and in force within the borough, and to delegate to such committees any of the powers of the Corporation requisite for such purposes, and to enable such committees to appoint sub-committees of its members to execute and discharge any of its duties.

65. To simplify and improve procedure in relation to all or some of the following matters (that is to say): the recovery of penalties, costs, private improvement expenses, and other expenses, by the Corporation from owners, occupiers, and others, and to extend the time for recovery of the same, the inspection of premises by officers and servants of the Corporation, the authentication and service of notices, and the making and altering of bye-laws; and to make private improvement expenses a charge on the premises in respect of which they are incurred, and in default of payment to empower the Corporation to enter into possession of the receipts and profits of the premises, and generally to enlarge the remedies and powers of the Corporation for recovery of such expenses.

66. To make all such provisions and regulations as the intended Act may define, or as may be necessary or expedient for effecting the proposed extension of the borough, and for carrying into effect the other objects and purposes of the intended Act or any of them.

67. To vary or extinguish all exemptions, rights, and privileges which would be inconsistent or interfere with any of the objects of the intended Act, and to confer other exemptions, rights, and privileges.

68. The Bill will vary and extend, or will repeal and consolidate, with or without amendments

and alterations, all or some of the provisions of among other local and personal Acts and charters, the following (that is to say):—The Charter of the 13th year of King Charles the Second, dated the third December, one thousand six hundred and sixty-one, and all other charters relating to the borough, or the town and county of the town of Kingston-upon-Hull; the Kingston-upon-Hull Improvement Act, 1854; The Hull (Corporation) Electric Lighting Act, 1880; The Hull Corporation Loans Act, 1881; 6 & 7 Vic., cap. 73, and 35 & 36 Vic., cap. 200, relating to the Water Supply of Hull, and any other Act or Acts or Provisional Orders relating directly or indirectly to the Corporation or borough, or interfering with any object of the intended Act, and the Act will incorporate with itself in extenso, or by reference, and with or without alteration, the provisions or some of the provisions of the foregoing Acts, and of the Municipal Corporations Act, 1835; the 9th and 10th Vict., cap. 74 (Baths and Washhouses); the Waterworks Clauses Act, 1847; the Lands Clauses Acts, 1845, 1860, and 1869; the Towns Police Clauses Act, 1847; the Towns Improvement Clauses Act, 1847; the Markets and Fairs Clauses Act, 1847; the Elementary Education Act, 1870; the Lunatic Asylum Act, 1853; the Public Libraries Act, 1855; the Waterworks Clauses Act, 1863; the Prison Act, 1865; the Public Health Act, 1875; the Local Loans Act, 1875; the Artizans' and Labourers' Dwellings Improvement Act, 1875; the Rivers Pollution Prevention Act, 1876; and the Highways and Locomotives Act, 1878, and any Acts altering and amending or affecting the said Acts or any of them, and any Provisional Orders made under any of the said Acts, so far as the said Acts or Provisional Orders relate to or affect the borough, and the intended Act will repeal, alter, or amend, so far as may be necessary for carrying into effect the objects and purposes of the intended Act, all or some of the provisions of the following Acts, or some of them, that is to say; the local and personal Acts 41 Geo. 3, cap. 65; 42 Geo. 3, cap. 91; 45 Geo. 3, cap. 42; 7 & 8 Vict., cap. 103, relating to the Hull Docks; the Hull Dock Acts, 1861, 1866, and 1867, and all other Acts (if any) relating to the Hull Docks or the Dock Company at Kingston-upon-Hull; 15 & 16 Vict., cap. 120; 31 & 32 Vict., cap. 58; 34 & 35 Vict., cap. 106; and any other Acts relating to the River Humber Conservancy; the Acts 25 & 26 Vict., cap. 77, and 29 & 30 Vict., cap. 105, relating to the Hull South Bridge; the 29 & 30 Vict., cap. 187, and the several Acts therein recited relating to the Hull and Hornsea Railway Company; the 16 & 17 Vict., cap. 93; and 25 & 26 Vict., cap. 120, and the Acts therein recited relating to the Hull and Holderness Railway Company; the Acts 6 Will. 4, cap. 76; 8 & 9 Vict., cap. 136; 9 & 10 Vict., caps. 65, 66, and 241; 10 & 11 Vict., caps. 118, 133, and 218; 12 & 13 Vict., cap. 60; 13 & 14 Vict., cap. 38; 15 & 16 Vict., caps. 96 and 127; 16 & 17 Vict., cap. 109; 17 & 18 Vict., cap. 211; 25 & 26 Vict., cap. 85; 26 & 27 Vict., caps. 122 and 238; 28 Vict., cap. 111; 29 & 30 Vict., cap. 251, and 34 & 35 Vict., cap. 116, respectively relating to the North Eastern Railway Company; and 6 Will. 4, cap. 80; 6 Vict., cap. 7; and 8 and 9 Vict., cap. 51, respectively relating to the Hull and Selby Railway Company, and all other Acts now in force relating to the North Eastern Railway Company, or to any of their railways in and through Hull; the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880; the Acts 9 & 10 Vict., cap. 268; 18 Vict., cap. 81; 35 & 36 Vict., cap.

178, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; 7 Geo. 3, cap. 97; 41 Geo. 3, cap. 134; 57 Geo. 3, cap. 64, relating to the Driffield Navigation Commissioners; 38 Geo. 3, cap. 63, and other Acts relating to the Beverley and Barmston Drainage Commissioners; 4 Geo. 3, cap. 47; 6 Geo. 3, cap. 74; 2 Wm. 4, cap. 50, and other Acts relating to the Holderness Drainage Trustees; 25 Geo. 3, cap. 92, and other Acts relating to the Skidby Drainage Commissioners; 6 Geo. 3, cap. 78; 31 Geo. 3, cap. 20, and other Acts relating to the Cottingham Drainage Commissioners; the Act 2 Geo. 4, cap. 45, and all other Acts relating to the Kingston-upon-Hull Gas Light Company; the British Gas Light Company Limited (Sculcoates and Kingston-upon-Hull) Act, 1858; the Sutton, Southcoates, and Drypool Gas Act, 1867, and the Sutton, Southcoates, and Drypool Gas Act, 1867, Amendment Act, 1873; and such of the provisions of any other Acts or Act in force within the borough, or in any parish, township, extra-parochial, or other place hereinbefore mentioned, as may interfere or be inconsistent with any of the objects and provisions of the intended Bill.

69. And notice is hereby also given, that on or before the 30th day of November instant, duplicate plans and sections of the said intended works and plans of the lands and houses intended to be taken, or which may be taken for such works, and for other the purposes of the intended Act, and a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands and houses, 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 East Riding of the county of York, at his office in Beverley, in the said riding, and with the Clerk of the Peace for the county of the town of Kingston-upon-Hull, at his office in the said town, 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 in or through which the proposed works are intended to be made, or in which any lands are intended to be taken, together with a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

70. And notice is hereby further given, that a map and duplicate thereof, showing as well the present boundaries of the borough as the boundaries of the proposed extension thereof, and copies of this notice will, on or before the said 30th day of November, be deposited for public inspection with the Town Clerk of the borough of Kingston-upon-Hull, and Clerk of the Urban Sanitary Authority of Hull, at his office at the Town Hall, in Hull, with the Clerk of the Newington Local Board, at his office in Bowlalley-lane, Hull, with the Clerk of the Cottingham Local Board at his office, 19, Parliament-street, Hull, and with the Clerk of the Rural Sanitary Authority of Sculcoates, at his office in Bowlalley-lane aforesaid.

71. 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 14th day of November, 1881.

C. S. Todd, Town Clerk Hull.

Durnford and Co., 38, Parliament-street,  
Westminster, Parliamentary Agents.

No. 25041.

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In Parliament.—Session 1882.

Blyth Harbour.

(Creation of Public Harbour Trust and Incorporation of Commissioners; provisions for transfer of undertaking of the Blyth Harbour and Dock Company to Commissioners, and for exercise by them of the powers of the Company and of the Bill; Power to Company and Commissioners to agree as to such transfer; Distribution of purchase money or other consideration for transfer; alteration of rights of mortgagees, Preference shareholders, and ordinary shareholders of the Company; dissolution of the Company; Extension of entrance-pier seaward; new pier or breakwater; purchase of lands compulsorily and by agreement; stopping up roads and footways; alteration of tolls, rates, and charges; New and additional tolls, rates, and charges; bye-laws, rules, and regulations; borrowing of money by the Commissioners; repeal and amendment of Acts.)

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

1. To constitute or provide for the constitution and incorporation of Commissioners of Blyth Harbour, and to prescribe, define, and regulate the qualifications, nomination, appointment, election, retirement, and rotation of such Commissioners.

2. To transfer or provide for the transfer to such Commissioners, of the undertaking, real and personal property, rights, powers (including the power to levy tolls, rates, and charges), privileges, and duties of the Blyth Harbour and Dock Company (hereinafter referred to as the Company) for such consideration, and upon such terms and conditions, and subject to such modifications as the Bill may define, or as Parliament may prescribe, or as may be agreed on between the Commissioners and the Company, and to empower the Company and the Commissioners to enter into and fulfil agreements and arrangements for and in relation to the said transfer, and any matters consequent thereon or incidental thereto.

3. To provide for the payment or satisfaction of the debts and liabilities of the Company, and for the application of any purchase-money or consideration for the said transfer of their undertaking, and for the dissolution of the Company, and, if thought necessary, to vary the rights of mortgagees, preference shareholders, and ordinary shareholders of the Company.

4. To enable the Commissioners to construct and maintain, wholly in the county of Northumberland, and in the bed of the German Ocean adjoining that county, the following works, that is to say:—

1. An extension (in direct continuation seaward) of the existing east pier or breakwater of the Company, partly in the township of Cambois, in the parish of Bedlington, and partly in the bed of the German Ocean, such extension commencing at the southern extremity of the said pier, and terminating beyond low water mark about 330 yards south of such point of commencement.

2. A pier of breakwater, partly in the township of Newsham and South Blyth, in the parish of Earsdon, and partly in the bed of the German Ocean, such pier or breakwater commencing in the said township of Newsham and South Blyth, and parish of Earsdon, at a point distant 250 yards or thereabouts, measured in a straight line in a southerly direction, from the more eastern of the two leading or guiding beacons, which

are situated on Blyth Links, and thence proceeding in a straight line in an easterly direction, and terminating below low-water mark at a point about 850 yards from the said point of commencement.

All proper embankments, piling, piers, jetties, dolphins, moorings, buoys, beacons, groynes, quays, wharves, landing-stages, tramways, staiths, drops, cranes, lifts, machinery, approaches, works, and conveniences.

5. To empower the Commissioners to deepen, dredge, scour, preserve, and improve the harbour of Blyth, and the appurtenances and conveniences thereof, and to provide and maintain all necessary dredging and other machines, engines, barges, and craft necessary for the purpose.

6. To authorise the Commissioners to acquire, compulsorily or by agreement, lands, buildings, easements, and hereditaments, for all or any of the purposes of the Bill, and to constitute the same a part of the harbour, and to divert, stop up, and extinguish the rights of way over any roads or footpaths thereover, and to vest in the Commissioners the site and soil of the portions diverted or stopped up.

7. To empower the Commissioners from time to time to make bye-laws, rules, and regulations for the regulation, management, preservation, and improvement of the harbour, and the navigation thereof, and for the licensing and regulation of tug boats and their masters.

8. To alter the tolls, rates, and charges now leviable by the Company, and to authorise the Commissioners to levy new and additional tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

9. To extend the powers for the recovery of tolls, rates and charges.

10. To enable the Commissioners, for the purposes of the Bill, to borrow and re-borrow money on the credit of their tolls, rates and duties, and other their revenue and property, and to grant mortgages, debentures, and annuities (perpetual or otherwise), and to create debenture stock, and to enable the Commissioners and all companies, authorities, bodies, and persons, whose co-operation may be expedient for the purpose, to enter into and fulfil contracts and agreements for and in relation to any matter of the Bill, or tending to promote the interests of the harbour, and to confirm any such contract entered into heretofore or during the progress of the Bill.

11. The Bill will vary and extinguish all rights and privileges which will or may interfere with any of its objects, and will confer other rights and privileges, and will or may incorporate with itself, with or without alteration, all or such of the powers and provisions as may be thought expedient of "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," and "The Commissioners Clauses Act, 1847," and will alter, amend, and extend (and, so far as may be necessary, repeal) the powers and provisions of "The Blyth Harbour and Dock Act, 1858," and "The Blyth Harbour and Dock Act, 1860," and any other Act relating directly or indirectly to the Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, 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 Northumberland, at his office at Newcastle-upon-Tyne, 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 deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 10th day of November, 1881.

*Dees and Thompson*, Solicitors, Newcastle-upon-Tyne.

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

In Parliament.—Session 1882.

The Electric Light and Power Generator 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 authorize and empower the Electric Light and Power Generator 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, and 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 authorize 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 licences 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 authorizing and empowering the Company to enter upon and break up streets, roads, public places, ways, footpaths, railways, canals, towing-paths, navigation, 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 authorized to raise, borrow, or levy under any Act of Parliament or otherwise, and if thought expedient to authorize 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.

To authorize the Company to demand, collect, and recover rates, rents, and charges for the supply of 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 bye-laws for or relating to the use, misuse, or waste of electricity and electric currents, or electric light or heat or motive power, and to impose and recover penalties for the breach of any such regulations or bye-laws, and to authorize 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 authorize 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 licences 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 16th day of November, 1881.

*Burchells*, 5, the Sanctuary, Westminster,  
Solicitors for the Bill.

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

In Parliament.—Session 1882.

Swindon and Cheltenham Extension Railway.  
(Power to run over portions of Banbury and Cheltenham Direct, East Gloucestershire, Witney, Great Western, and London and North Western Railways, and Railways of the Thames and Severn Canal Company; Confirmation of and Power to enter into Working and other Agreements with the Swindon, Marlborough and Andover, Great Western, Midland, London and North Western, Banbury and Cheltenham Direct Railway Companies, and the Thames and Severn Canal or Railway Company; Power to Lease to Swindon, Marlborough, and Andover Railway Company; Power to issue portion of Capital as Preference Shares; Change of Name of Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Swindon and Cheltenham Extension 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 and all companies

and persons lawfully working or using the railways of the Company, or any part thereof, to run over and use with their engines and carriages, wagons, officers, and servants, and for the purposes of traffic of all kinds, so much of the East Gloucestershire Railway as lies between the authorised junction of the Company at Fairford with the East Gloucestershire Railway and the junction of such railway with the Witney Railway; also so much of the Witney Railway as lies between the junction of the East Gloucestershire Railway with the Witney Railway and the junction of the Witney Railway with the Great Western (Oxford, Worcester, and Wolverhampton Section) at or near Yarnton Junction; also so much of the Great Western Railway (Oxford, Worcester, and Wolverhampton Section) as lies between the junction of such railway with the Witney Railway and the junction of such railway with the loop line of the London and North Western Railway south of Yarnton Junction; also so much of the London and North Western Railway (Oxford and Bletchley Lines) as lies between the junction of such railway with the Great Western (Oxford, Worcester, and Wolverhampton Section) at Yarnton and the Oxford-road Junction and the Oxford Station of the London and North Western Railway Company; also the railways proposed to be authorised in the ensuing Session on the application of the Company of Proprietors of the Thames and Severn Canal Navigation (herein called the Thames and Severn Canal Company); together with the stations of those respective railways at Fairford, Lechlade, Alvescott, Bampton, Witney, South Leigh, Bynsham, Yarnton and Yarnton Junction, Woodstock Junction, Oxford, Brimscombe and Stroud, 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 the said railways and portions of railways respectively 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 vary or extinguish all existing rights and privileges which would in any manner impede or interfere with the purposes of the intended Act, or any of them, and to confer, vary, or extinguish other rights and privileges.

To enable the Company on the one hand, and the Swindon, Marlborough, and Andover, the Midland, the Great Western, the London and North Western, and the Banbury and Cheltenham Direct Railway Companies, and the Thames and Severn Canal Company or any 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 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 railways of the Company, 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, re-

bates, and drawbacks to be paid, made, or allowed by any of the contracting Companies to any 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 authorise the Company to lease their undertaking, works, property rights, powers, and privileges to the Swindon, Marlborough, and Andover Railway Company, and to enable that Company to take and accept such lease.

To confirm or provide for the confirmation of any agreement or agreements made between or on behalf of the Company and the said other Companies, or any of them, in relation to the undertakings of the said Companies respectively, or any of them, and of any acts done by the Company and the said other Companies, or any of them, in contemplation or anticipation of or in any way relating to any of the objects of the intended Act.

To authorise the change of the name and style of the Company.

To authorise the Company to attach a preferential dividend to a portion of the capital which they are authorised to create under the powers contained in "The Swindon and Cheltenham Extension Railway Act, 1881."

To alter, amend, vary, or repeal all or some of the provisions of the local and personal Acts following, or some of them (that is to say): "The Swindon and Cheltenham Extension Railway Act, 1881;" "The Swindon, Marlborough, and Andover Railway Act, 1873;" and all other Acts relating to the Swindon, Marlborough, and Andover Railway Company; "The Banbury and Cheltenham Direct Railway Acts, 1873, 1877, 1878, 1879, 1880," and all other Acts relating to the Banbury and Cheltenham Direct Railway Company; the Acts 25 and 26 Vict., cap. 206; 27 and 28 Vict. cap. 285, and all other Acts relating to the East Gloucestershire Railway Company; the Witney Railway Act of 1859, and all other Acts relating to the Witney Railway Company; also the Act 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company; the Act 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; and the Act 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; and the Act 23 Geo. III., cap. 23, and all other Acts relating to the Thames and Severn Canal 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 15th day of November, 1881.

*J. O. Townsend*, Swindon, Solicitor.

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

Board of Trade.—Session 1882.

Newmarket Waterworks.

Provisional Order.

(Power to construct Waterworks, Supply Water, and take Rates therefor; Acquisition of Lands; Protection of Water; Agreements with Local Authorities as to Supply of Water, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, pursuant to "The Gas and Waterworks Facilities Act, 1870," for a Provisional Order for

effecting the purposes or some of the purposes following, that is to say:—

To empower the Newmarket Waterworks Company, Limited, their successors and assigns (hereinafter called "the Undertakers"), to supply water for public and private purposes to and within the parishes hereinafter mentioned or some of them, or some part or parts thereof respectively, that is to say, Cheveley, Wood Ditton, Newmarket All Saints, and Burwell, in the county of Cambridge, and Moulton, Newmarket St. Mary, and Bxning, in the county of Suffolk.

To empower the Undertakers to make and maintain with all necessary approaches, embankments, roads, filtering beds, wells, dams, sluices, culverts, mains, pipes, engines and all works and conveniences necessary for the supply of water as aforesaid, the waterworks and other works hereinafter mentioned, or some of them, or some part or parts thereof respectively, all in the county of Cambridge (that is to say):—

A well and pumping station, situate in the parish of Wood Ditton, in a field belonging to His Grace the Duke of Rutland, and occupied by Mr. Samuel Webb Slater, the north-east corner of which field abuts upon the south-west side of the road from Newmarket to Kirtling, opposite the point of junction with that road of the road from Newmarket to Cheveley, and which field is bounded on the north by lands in the occupation of Martin Slater, and on the east, south, and west by other lands in the occupation of Samuel Webb Slater.

A reservoir, situate in the parish of Cheveley, in the north-west corner of the plantation on Warren-hill, belonging to His Grace the Duke of Rutland, and occupied by the Stewards of the Jockey Club, which plantation is on the south side of and immediately adjoining the road from Newmarket to Moulton, and about seven furlongs, measuring along the said road east of the point where the said road joins the main road from Newmarket to Kirtling.

An aqueduct, conduit, or line of pipes (No. 1) commencing in the said parish of Wood Ditton, at the said well and pumping station aforesaid, passing thence in a north-westerly direction along the road from Kirtling to Newmarket, and terminating in the parish of Newmarket All Saints, at the point where the said road from Kirtling to Newmarket joins the road from Newmarket to Moulton.

An aqueduct, conduit, or line of pipes (No. 2), commencing in the said parish of Newmarket All Saints, at the termination aforesaid, of the aqueduct, conduit, or line of pipes (No. 1), passing thence in an easterly direction along the road from Newmarket to Moulton, through the parishes of Newmarket All Saints, Wood Ditton, and Cheveley, or some of them, and terminating in the said parish of Cheveley at the reservoir hereinbefore described.

To authorise the Undertakers to deviate laterally from the lines of the intended works and vertically from the levels thereof.

To authorise the Undertakers in the parishes aforesaid, or any of them, to cross, divert, alter, or stop up, whether temporarily or permanently, all turnpike and other roads, highways, streets, pipes, sewers, rivers, streams, bridges, railways, and tramways.

To empower the Undertakers to take, collect, and divert into the intended reservoir and works

aforesaid, and therein impound, and thence distribute any water which may be obtainable by them from the wells and pumping stations hereinbefore described, as well as the waters of any springs and streams or any other waters on or near the site of the proposed reservoir and works, or which may be from time to time in, on, or under any lands for the time being belonging to the Undertakers.

To authorise the Undertakers to supply water by meter, and to make, sell meters, and let meters on hire.

To authorise and empower the Undertakers to demand, and take, and recover rates, rents, and charges within the aforesaid parishes, for the supply of water and for the hire of meters, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges.

To make special provision for the protection of the works, property, and water supply of the Company, and for the prevention of the fouling, misuse, or waste of such water, and for imposing penalties in respect of all or any such matters.

To authorise the Undertakers to purchase, take, and lease, or otherwise acquire by agreement, and to hold, sell, and dispose of lands, tenements, and hereditaments in the parishes aforesaid, and easements and rights, in, over, or in connection with such lands, tenements, and hereditaments.

To enable the Undertakers to enter into and carry into effect contracts and arrangements for the supply of water in bulk or otherwise with any Corporation, sanitary authority, or other local authority, and the trustees of any turnpike or other road, or any highway board, or any surveyors of any highway, and any Railway Company, and any other Companies, bodies, or persons within or beyond the limits of supply, and from time to time to vary, suspend, or rescind any such contracts or arrangements, and make others in lieu thereof, or in addition thereto, and the Order will confer all necessary powers in that behalf upon all such Corporations, authorities, trustees, surveyors, companies, bodies, and persons, and will or may enable all parties to any such contracts or arrangements to apply for the purposes thereof any funds or moneys which they have raised or may raise under any Act of Parliament or otherwise.

To vary or extinguish all rights and privileges which would interfere with the objects aforesaid, or any other objects of the Order, and to confer other rights and privileges.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the proposed works, 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 Cambridge, at his office at the County Courts, in the parish of Chesterton, in that county, with the Clerk of the Peace for the county of Suffolk, at his office at Ipswich, in that county, and at the office of the Board of Trade, Whitehall, London, S.W.

And notice is hereby further given, that on or after the 23rd day of December next, printed copies of the draft Provisional Order will be deposited at the offices of the undersigned, where such copies when deposited, and also copies of the Provisional Order when made, will be obtainable by all persons applying for the same at the price of one shilling each.

All persons wishing to make any representations to the Board of Trade, or to bring before them any objection respecting the proposed application for a Provisional Order, may do so

by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January now next ensuing, and such persons must at the same time send copies of their objections to the Undertakers, at the offices of the undersigned, and in forwarding to the Board of Trade such objections, such persons must state that a copy of the same has been sent to the Undertakers or their agents.

Dated this 16th day of November, 1881.

*J. Neal York*, Newmarket, Solicitor.

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

In Parliament.—Session 1882.

Hartlepool Borough Extension.

(Extension of Borough boundaries, so as to include therein the Improvement District of the West Hartlepool Improvement Commissioners and the Local Board Districts of the Local Boards for Throston, Middleton, and Seaton Carew, New or altered Districts and Wards, Increase or alteration of number of Aldermen and Councillors; Provisions as to election, &c., of Mayor, Aldermen and Councillors; Dissolution of the West Hartlepool Improvement Commissioners, and the Local Boards of Throston, Middleton, and Seaton Carew, and transfer of their powers and property to Corporation, with or without reservations or exceptions; Dissolution of Burial Boards; Dissolution of School Boards, and Election of new School Board; extended Borough to be a School District; Consolidation of Borough and County Police; Rating and Borrowing powers; Special Expenses and General Expenses, and Apportionment of same between Districts or Wards; Special Application of part of District Fund; Application of provisions of Commissioners Clauses Act, 1847, to Mortgages; Provisions as to Re-borrowing; Powers to borrow and re-borrow under Local Loans Act; Suppression of Brothels and other disorderly Houses; Regulation of Dancing Saloons and other places; Prohibitions as to Fire Arms; Sale of Coals by Weight; Penalties; Repeal or Amendment wholly or partially of the West Hartlepool Extension and Improvement Act, 1870, and Re-enactment of all or some of the provisions of that Act; Powers to Corporation as to application of Funds of Corporation, of Improvement Commissioners, Local Boards, and Burial Boards, and as to exercise of borrowing powers of those Bodies respectively; and special arrangements as to Borough Fund, District Fund, and General District Rates; Protection of Headland; Powers to Corporation and Hartlepool Port and Harbour Commissioners to raise moneys, &c.; Amendment of Acts and other purposes.)

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

To extend the boundary of the municipal borough of Hartlepool (hereinafter referred to as "the existing Borough"), and to include within it the following districts, parishes, and places, or some of them, or some part or parts thereof respectively, that is to say:—The Improvement district of the West Hartlepool Improvement Commissioners, and the Local Board districts of the Local Boards of Throston, Middleton, and Seaton Carew, all in the County of Durham.

To extend and apply to and throughout the Municipal Borough as proposed to be extended (hereinafter referred to as the "extended borough") with or without alteration or variation as may be

defined in the Bill, or prescribed by Parliament, all or some of the powers, rights, privileges, jurisdiction, authorities and duties of the Corporation of Hartlepool (hereinafter referred to as "the Corporation") as a municipal body, and of the Corporation acting in execution of the Municipal Corporations Acts, the Public Health Acts, and the Acts for the time being affecting the Corporation as a municipal body and a sanitary authority respectively, and of any charter or charters, and of their officers, clerks, and servants, and of the Borough Court of Record, and of the Justices of the Peace, Recorder, and Constables of the existing borough, and to make applicable to the extended borough all charters, enactments, by-laws, regulations, and orders in force within or applicable to the existing borough; also, if deemed necessary or desirable, to confer upon the owners of property and residents within the extended borough all such rights of voting and other franchises, rights, and privileges as are now vested in the owners of property, and residents within the existing borough.

To vest in the Corporation, for the benefit of the extended borough, all estates and property, rights and privileges vested in the Corporation for the benefit of the existing borough, but subject to the liabilities affecting the same.

To create new districts for special purposes to be defined in the Bill, and to create wards out of the area of the existing borough, and out of the area intended to be added to the borough, or to divide the whole of the extended borough into entirely new districts and wards or districts or wards, or to alter, extend, and re-arrange the number and limits of the existing districts.

To increase or alter the existing number of Aldermen and Councillors of the borough, and to apportion them among the new, altered, or extended districts or wards, and to make new provisions for the qualification, election, and retirement of the Mayor, Aldermen, and Councillors, and, if thought desirable, to change the corporate style or name and armorial bearings or devices of the Corporation.

To provide for the deposit of plans of the extended borough, and if divided into districts and wards, of the districts and wards or districts or wards into which it will or may be divided, and to make certified copies of or extracts from such plans evidence in all Courts of Justice. To authorise and fix the charges to be made for inspection, copies of, or extracts from such plans.

To exempt lands, houses, hereditaments, and property within the area intended to be added to the borough from all county, police, sewer, and highway rates, and from the jurisdiction of, and from rates to be made by the Justices of the Peace for the county of Durham, and the Improvement Commissioners, Local or Sanitary Authority, or Burial Board, Highway Board, or School Board of any district, parish, or place to be included, or partly included, within the extended borough.

To dissolve the West Hartlepool Improvement Commissioners, and the Local Boards and Burial Boards for the several districts of West Hartlepool, Throston, Middleton, and Seaton Carew, and to vest in the Corporation all the powers, rights, duties, liabilities, and obligations of those Commissioners, Local Boards, and Burial Boards, respectively; and to transfer to the Corporation all property, real and personal, of the said Commissioners, Local Boards, and Burial Boards respectively, but subject to the liabilities affecting the same.

To constitute the extended borough a School District for the purposes of the Elementary Education Act, 1870, and the Acts amending the same.

and to dissolve the School Boards of the West Hartlepool Improvement District, and of the districts of the said Local Boards, and any School Board, or School Attendance Committee, existing within the area of the extended borough at the date of the passing of the Bill, and to transfer their property and liabilities to the School Board to be elected for the extended borough, and to provide for such election; to continue in force and to apply to the extended borough, or to repeal, alter, or amend all bye-laws and regulations now in force within the existing borough, or to be made by the Corporation before the passing of the Bill, and to provide for the repeal or abolition of all bye-laws and regulations at any time before the passing of the Bill made by the several School Boards for the districts of West Hartlepool and Throston, or either of them.

To empower the Council of the extended borough to appoint, out of their own number, such and so many committees as they think fit for the execution of any of the purposes of the Bill, and to delegate to such committees any of the powers of the Corporation requisite for those purposes.

To empower the Corporation to sell and dispose of any works, lands, and property to be transferred to them by the Bill, and to make provision for reserving for the benefit of the existing borough the income from property, real and personal, now vested in the Corporation, subject to the charges and liabilities affecting the same.

To make provisions with respect to all persons holding any office under or being in the employment of the Corporation, the West Hartlepool Improvement Commissioners, the Local Boards of Throston, Middleton, and Seaton Carew, or of any Burial Board or School Board (except schoolmasters, school-mistresses, and teachers) exercising, or having heretofore exercised, jurisdiction within the area of the extended borough or any part thereof, and also with respect to all other person or persons whose office, employment, jurisdiction, or emolument may be in any way affected by the Bill, either directly or indirectly, that such persons shall, upon the passing of the Bill, or at such time or times as may be prescribed by the Bill, and, if found expedient, upon and subject to such terms and conditions as may be defined by the Bill, or may be prescribed by Parliament, cease entirely, or as the case may require, cease partially to hold such offices, to be in such employment, to exercise such jurisdiction and to receive such emolument.

To empower the Corporation and the Justices of the Peace for the county of Durham, from time to time to enter into, and carry into effect, and rescind contracts and agreements with respect to the management, repair and maintenance of any roads and county or hundred bridges now under the control of such justices, and to apply their respective funds, rates, and moneys accordingly.

To make provision for the consolidation of the police of the borough with the police of the County of Durham, upon terms and conditions to be defined by the Bill, or to be agreed upon between the Corporation and the Justices of the County of Durham, or to be determined in such other manner as may be defined in the Bill, or prescribed by Parliament, and to apply to such consolidation, if deemed expedient, the provisions of the Act 3 & 4 Vic., cap. 88, with or without alteration or amendment.

To enable the town clerk and the borough surveyor respectively, from time to time, to appoint a deputy, and to delegate to such deputy

the performance of all or certain of the duties of his office.

To authorise the Corporation for the purposes of the Bill, and in payment of the costs of promoting the same, to apply their corporate funds, and all or any moneys which they are now authorised to borrow under any existing Act or Acts, or over which they have control, and any tolls, rates, and charges which they are now authorised to levy, and to borrow further moneys by mortgage or otherwise upon the security of the borough fund, borough rate, district fund, and general district rate, and of all or any lands, houses, hereditaments, property or revenue of the Corporation, or under their management or control; and to authorise the Corporation to raise any money which they may be authorised to raise under the powers of the Bill or otherwise by the creation and issue of debenture stock; and to empower the Corporation to defray out of the district fund and general district rates all costs and expenses incurred, or to be incurred, by them in the execution of the Municipal Corporations Acts, and all other costs and expenses chargeable on the borough fund or borough rate; to make special provisions for the division of the extended borough into districts for rating purposes, and for apportioning and levying of rates and raising the costs and expenses to be incurred by them in the execution of the Municipal Corporations Acts, and any other Act or Acts, between and among such districts respectively; to make special provisions as to the application of part of the district fund.

To empower the Corporation of the extended borough to exercise all the borrowing powers of the existing Corporation, and of the said Improvement Commissioners, Local Boards, and Burial Boards; and to make chargeable on the borough fund, or on the district fund and general district rates leviable by the Corporation, all sums borrowed or re-borrowed by the said Improvement Commissioners, Local Boards, and Burial Boards respectively, or borrowed or re-borrowed by the Corporation in exercise of the borrowing powers of any of those boards.

To provide for the division of the costs and expenses from time to time to be incurred or payable by the Corporation (other than those chargeable on owners and occupiers under the Public Health Acts) into two parts, to be called special expenses and general expenses respectively, and to make provisions for the charging, raising, and defraying of such expenses.

To make provision for the more effectual suppression of brothels and other disorderly houses, rooms, or places; the licensing and regulation of dancing saloons and places of public resort; the prevention of the improper use of fire-arms, and the discharge of fire-arms on the sea-shore, or other places of public resort within the extended borough.

To make provisions as to the sale of coals, weighing of coals, and the carrying of weighing machines or weights and scales in carts, wagons, or other vehicles, and to inflict penalties for the breach of such provisions.

To vary or extinguish all rights and privileges which would be inconsistent, or interfere with, any of the objects of the Bill, and to confer other rights and privileges.

To amend, alter, or repeal, and to consolidate or re-enact, with or without amendment, all or some of the provisions of the following Acts, Charters, and Provisional Orders, or some of them, that is to say: the Charter 14 Vic., Dec. 5th, and all other Charters or Charter, the Act 14 and 15 Vic., cap. 16, and 14 and 15 Vic., cap. 98 (Public), 44 and 45 Vic., cap. 15 (Public), and all other Charters

and Acts relating to the Corporation, 33 and 34 Vic., cap. 113, 29 and 30 Vic., cap. 106 (Public), 41 and 42 Vic., cap. 162 (Public), 42 and 43 Vic., cap. 43 (Public), 43 and 44 Vic., cap. 35 (Public), and all other Acts relating to the West Hartlepool Improvement Commissioners, and any other local Act which it may be necessary to alter or repeal for any of the purposes of the intended Act.

To alter and amend the provisions of the Acts 14 and 15 Vic., cap. 16; 18 and 19 Vic., cap. 126, and 32 and 33 Vic., cap. 82, and any other Acts relating to the Heugh or Headland of Hartlepool, and to enable the Corporation and the Hartlepool Port and Harbour Commissioners, or either of them, to construct the sea-walls or barriers for the protection of the Heugh or Headland from the inroads of the sea, authorised by the last-mentioned Acts, and to enable the Corporation, and the Hartlepool Port and Harbour Commissioners respectively, to borrow money for such purpose on the credit of the property, funds and revenues of the Corporation and of the tolls, rates, and dues of the said Commissioners, or to appropriate any money standing to their credit respectively, or to the credit of the Borough Fund.

And notice is hereby further given that, on or before the 30th day of November instant, a map on a scale of not less than three inches to a mile, and a duplicate thereof, showing the present boundaries of the said borough, and the proposed extension thereof, together with a copy of this notice as published in the London Gazette, will be deposited with the Town Clerk of the said Borough at his Public Office in Hartlepool, with the Clerk to the Commissioners of West Hartlepool, with the Clerk to the Local Board of Throston, with the Clerk to the Local Board of Middleton, and with the Clerk to the Local Board for the district of Seaton Carew.

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

Dated this 15th day of November, 1881.

*Thomas Bell*, Hartlepool, and  
*Turnbull and Tilly*, West Hartlepool,  
Solicitors for the Bill.  
*Durnford and Co.*, 38, Parliament-street,  
Westminster, and  
*Wyatt, Hoskins, and Hooker*, 28, Parli-  
ament-street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1882.

Edison's Electric Lighting.

(Power to Owners and Licensees of, and Persons entitled to, Edison's Electric Lighting Patents, and to Company to be Incorporated by the Bill, to Manufacture and Supply Electric Light and Motive and Heating Power; to Open Streets, &c.; to enter into and carry into effect Contracts with Local Authorities, &c.; Power to such Authorities, &c., to apply their Funds and levy Rates; Acquisition of Lands; Rates and Charges; Incorporation of said Company; Acquisition of Patent Rights and Licenses; Incorporation, Application, Alteration, and Repeal of Acts; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following among other purposes, that is to say:

To authorise and empower the respective owners and other companies or persons for the time being entitled to any letters patent taken out by or on communications from abroad by

Thomas Alva Edison, and now in force, connected with the manufacture, production, supply, subdivision, or use of light or motive or heating power, produced by means of electricity, magnetism, or other similar agency, or to such of those patents as may be specified in the Bill, and the respective licensees under any such letters patent, or any such owners, companies, licensees, or persons collectively, and any Company to be incorporated by the Bill as hereinafter mentioned, or any of those parties (which owners, licensees, companies, persons, and Company are hereinafter respectively referred to as "the Undertakers"), to manufacture, produce, supply and sell light and motive and heating power to be produced by means of electricity, magnetism, or other similar agency, and (with or without the consent of the owners, lessees, and occupiers, or local or road authorities having control thereof respectively) to enter upon, break up, open, and interfere with streets, roads, public places, ways, footpaths, railways, lands, canals, towing paths, navigations, rivers, harbours, docks, 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, in, upon, over or under any such streets, roads, places, ways, footpaths, railways, canals, towing paths, navigations, rivers, harbours, docks, streams, bridges, culverts or sewers, pipes, tubes, wires, cables, posts, and other apparatus and machinery for the purpose of lighting thoroughfares, streets, public places, public and private buildings, houses, manufactories, mines, seas, rivers, harbours, docks, railways, canals, ships, or any other places, or things by means of electricity, magnetism, or other similar agency, or of enabling the same to be lighted, and for the purpose of enabling the Undertakers to transmit and supply motive and heating power produced by electricity, magnetism, or other similar agency; and also to place, carry, lay, or convey above, over, under, or against any lands, houses, or buildings, posts, wires, cables, and other apparatus for conducting electricity, magnetic currents, or other similar agencies, with or without the consent of the owners, lessees, or occupiers of such lands, houses, or buildings.

To enable the Undertakers on the one hand, and any corporation or local authority, body of commissioners, or other public body, or any company or person on the other hand, to enter into and carry into effect, or rescind contracts or agreements, for the lighting of public or private buildings, houses, streets, roads, or places, by means of electricity, magnetism or other similar agency, or for the supply of motive or heating power to be produced by any such agency, and to confer on all such corporations, authorities, bodies, companies, or persons, all necessary powers in that behalf; and to enable such corporations, authorities, bodies, companies, or persons to apply for the purposes of any such contracts or agreements, their respective funds and revenues, and any moneys which they are from time to time authorised to raise by means of rates or otherwise, or to borrow under any Act of Parliament or otherwise, and, if necessary, to levy rates and borrow money for those purposes.

To empower the Undertakers to hold, purchase, take on lease, and otherwise acquire by agreement, for the purposes of the Bill, lands, houses, and hereditaments, and easements in or over the same: and to manufacture, purchase, hire, set up, let, and sell engines, machinery, meters, lamps, fittings, and other apparatus and materials used

in the manufacture, production, utilisation, subdivision, distribution, supply, and use of light or motive or heating power to be produced by electricity, magnetism, or other similar agency, and to make and recover rates and charges for the supply of such light and power, and of the apparatus and materials aforesaid, and for setting up the same; and to confer, vary, and extinguish any exemptions from payment of rates and charges.

To incorporate a Company (hereinafter called "the Company") under such name as may be prescribed by the Bill, for carrying into effect all or any of the objects and purposes hereinbefore mentioned, and to define and regulate the powers, undertaking, capital, and borrowing powers of the Company, and the rights and privileges of the shareholders, and to enable the Company to create and issue debenture stock.

To empower the Company to purchase, take, hold, work, and use exclusively or otherwise any patent rights, or licenses, or authorities under Letters Patent or Acts of Parliament relative to the manufacture, production, utilisation, subdivision, distribution and use of light and motive and heating power to be produced, as aforesaid; and to enable the Company to do all necessary things to effect the purposes of the Bill.

To vary or extinguish any rights or privileges which would be inconsistent or interfere with any of the objects of the Bill, and to confer other rights and privileges.

To incorporate with the Bill, so far as may be applicable, and except so far as may be expressly varied thereby, all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and to apply to the Bill all or some of the provisions of the Gas Works Clauses Act, 1847, and of the Telegraph Act, 1863, with such variations thereof as may be necessary or be thought expedient for the purposes of the Bill; and to alter, vary, or repeal all or some of the provisions of any Act which it may be deemed necessary or expedient to alter, vary, or repeal for such purposes.

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

Dated the 17th day of November, 1881.

*Waterhouse and Winterbotham, 1, Newcourt, Lincoln's-inn.*

*Grahames and Currey, Westminster.*

Board of Trade.—Session 1882.

Leamington and Warwick Tramways.  
(Continuance and maintenance of Street Tramways in Leamington, Milverton, and Warwick, to be worked by Steam or other than animal power; compulsory user of Streets, &c.; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and powers to Local Authorities and other Bodies and Persons, working, and other arrangements with other Companies and bodies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Leamington and Warwick Tramways and Omnibus Company, Limited (who are hereinafter referred to as the Promoters) for a Provisional Order under "The Tramways Act, 1870" (to be confirmed by Parliament in the ensuing session) for the following or some of the following, among other purposes, that is to say:—

To authorise the Company to continue and maintain, with all necessary and proper rails,

No. 25041.

H

plates, sleepers, works and conveniences connected therewith, the Street Tramways herein-after described, or some or one of them, or some part or parts thereof respectively (that is to say):—

A Tramway, No. 1, situate in the parishes of St. Mary and St. Nicholas, Warwick, or one of them, in the borough and county of Warwick, commencing at or near a point in the High-street, opposite or nearly opposite the southern end of Swan-street, passing thence in an easterly direction into the parishes of Milverton and Leamington Priors, in the county of Warwick, and terminating 2 miles, 3 furlongs, 3-16 chains from its commencement at a point in Warwick-street, where it joins the Parade, in the parish of Leamington Priors, in the county of Warwick. The length of Tramway No. 1 is 2 miles 3 furlongs 3-16 chains.

A Tramway, No. 2, situate wholly in the parish of Leamington Priors, in the county of Warwick, commencing in Warwick-street by a junction with Tramway No. 1, at or near a point in Warwick-street where it joins the Parade, passing thence in a southerly direction for a distance of 3 furlongs 4-59 chains, and terminating at a point 3-78 chains or thereabouts southward of the centre of the bridge carrying the road over the river Leam. The length of Tramway No. 2 is 3 furlongs 4-59 chains.

A Tramway, No. 3, situate wholly in the parish of Leamington Priors, in the county of Warwick, and commencing by a junction with Tramway No. 2 at or near a point 3-78 chains or thereabouts southward of the centre of the bridge carrying the road over the river Leam, and passing thence in a westerly direction along Spencer-street and Avenue-road, thence in a southerly direction along the road leading from the Avenue-road to the Avenue railway-station of the London and North Western Railway, and terminating at or near a point in the said road, opposite or nearly opposite to the termination of the garden wall to the house called "The Elms," in Avenue-road. The length of Tramway No. 3 is 1 furlong 4-56 chains.

Tramway No. 1 is a single line, except at the following places or distances from its commencement, which are portions of double line, that is, at a point 2 furlongs 6-41 chains, for a distance of 4-76 chains; at a point 1 mile 1 furlong 5-72 chains, for a distance of 3 chains; at a point 1 mile 7 furlongs 1-16 chains, for a distance of 3 chains; at a point 2 miles 2 furlongs 9-16 chains, for a distance of 3 chains.

Tramway No. 2 is a single line, except at a point 3 furlongs 1-59 chains from its commencement, for a distance of 3 chains, which portion is a double line.

Tramway No. 3 is a single line.

All of the said Tramways are or may be constructed on a gauge of 4 feet 8½ inches, or such other gauge as the Board of Trade shall approve, and the Provisional Order prescribe; and it is not intended to run thereon carriages or trucks adapted to run on railways.

All of the said tramways hereinbefore described are or will be made or passed from, in, through, or into the several parishes, townships, and extra-parochial or other places following, that is to say, St. Mary Warwick, St. Nicholas Warwick, Milverton, and Leamington Priors, all in the county of Warwick.

The following is a description of each place at

which the tramways, or some of them, are so laid that for a distance of 30 feet or upwards a less space than 9 feet and 6 inches intervenes between the outside of the footpath on either side of the road and the nearest rail of the tramway, viz. :—

In Tramway No. 1. Throughout the whole length of Smith-street from Chapel-street, and on the left hand side thereof proceeding in an easterly direction, and Saint John's on the north and south sides thereof.

The proposed Provisional Order will incorporate with itself the whole or some of the provisions of Part II and Part III of "The Tramways Act, 1870," with such alterations or amendments therein as may be deemed necessary or expedient, and will enable the Promoters to exercise the powers granted by that Act as well as the powers hereinafter mentioned; that is to say :—

Power to levy tolls and charges for the use of the said tramways, such tolls and charges being levied either upon or in respect of carriages using the tramways other than carriages of the Promoters and the traffic conveyed therein or upon or in respect of passengers, or other traffic conveyed on the said tramways in the carriages of the Promoters, and to confer exemptions from such tolls and charges.

Power to the Promoters for the purposes of the said tramways or of the Provisional Order to purchase or acquire by agreement or to take easements over lands and houses, and to erect and hold offices, buildings, stables, and other conveniences on any such lands.

Power to the Promoters to grant leases from time to time of the said tramways, or some of them, or some part or parts thereof.

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

Power to provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places, upon or along which any of the said tramways, rails, or plates may be laid; and to exempt the Promoters from the payment of the whole or some part of any highway or any other rate or assessment in respect of any portion or part of any street, road, or place, upon or along which any of the said tramways may be laid.

Power to provide for and regulate the user by the Promoters, for the purposes of the Provisional Order, of any paving, metalling, or road materials extracted or removed by them during the construction of any of the works, and the ownership, and disposal of any surplus paving, metalling, or materials.

Power to reserve to the Promoters the exclusive right of using on the said tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

Power to prohibit, except by agreement with the Promoters, or upon terms to be prescribed by the Provisional Order, the use of the said tramways by persons or Corporations other than the Promoters, with carriages with flange wheels or other wheels especially or particularly adapted to run on an edge rail, or on a grooved rail, and

to authorise and give effect to agreements between the Promoters and any other persons or Corporations, for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

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

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

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 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.

Power to the Promoters on the one hand, and any Local Board, Vestry, District Board, trustees or persons having respectively the control or management of any streets or roads along which any of the said tramways are intended to be laid or any of them, on the other hand, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the tramways and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic, and to sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made for any of those purposes.

To authorise the Promoters from time to time, on such terms and conditions, and subject to such restrictions (if any) as may be prescribed by the Provisional Order, to use upon all or any of the proposed tramways such steam or mechanical power for the moving thereon of carriages as may be prescribed or authorised by the said Order.

To empower the Promoters to hold and acquire patent rights in relation to Tramways and the motive power thereon.

Power to grant licenses to use the said Tramways or any parts thereof.

And the Provisional Order will vary or extinguish all existing rights and privileges under any Act or Acts or otherwise inconsistent with or which would or might in any way impede or interfere with any of its objects, and will confer other rights or privileges, and will, so far as may be deemed to be necessary or expedient, alter, amend, repeal, or consolidate, or incorporate with alterations the provisions or some of the provisions of the "Leamington and Warwick Tram-

ways Order, 1879," and of the "Tramways Act, 1870."

And notice is hereby further given that on or before the 30th day of November instant, plans and sections of the said works, and a copy of this notice, as published in the London Gazette, will be deposited at the office of the Board of Trade, Whitehall, London, and for public inspection with the clerk of the peace for the county of Warwick at his office, at Leamington, and with the town clerk of the borough of Warwick at his office, at Warwick, and with the town clerk of the borough of Royal Leamington Spa at his offices, Town Hall, Leamington, and with the clerk to the Board of the Urban District of Milverton at the Board Room, Union-road, Milverton, and on or before the same day a copy of this advertisement and of so much of the said plans and sections as relates to each of the before-mentioned parishes and districts in or through which the said tramways pass, and a copy of this notice will be deposited with the clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December, 1881, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for them at the offices of Messrs. Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

All persons desirous of making any representation to the Board of Trade; or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1882, and copies of their objections must at the same time be sent to the Promoters, at the aforesaid offices of Messrs. Dyson and Co., 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 14th day of November, 1881.

*Barlow, Smith, and Pinsent*, Solicitors,  
Birmingham.

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

In Parliament—Session 1882.

Oxted and Groombridge Railway.

(Construction of Railways from East Croydon to Beckenham; Stopping Up of Roads; Compulsory Purchase of Lands; Tolls; Running Powers over Railways of, Facilities against, Agreements with, and other Provisions affecting London, Chatham and Dover, London Brighton and South Coast, and South Eastern, Railway Companies, and Powers to those Companies to Raise and Apply Moneys and Contribute to the Undertaking of the Company; Increase of Capital; Amendment of Acts; and other powers.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Oxted and Groombridge Railway Company (who are hereinafter called "the Company"), for leave to bring in a Bill for effecting the purposes, or some of the purposes, following (that is to say):—

1. To authorise the Company to make and maintain the railways hereinafter mentioned, or one of them, or some part or parts thereof

respectively, together with all proper and sufficient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

Railway No. 1. A railway commencing in the parish of Croydon, in the county of Surrey, by a junction with the railway of the London Brighton and South Coast Railway Company (hereinafter called "the Brighton Company") and the South Eastern Railway Company (hereinafter called "the South Eastern Company"), or one of them, at or near a point 120 yards or thereabouts, measured in a southerly direction along the said railway from the southernmost end of the passenger platforms of the East Croydon Station, and terminating in the parish of Beckenham, in the county of Kent, by a junction with that branch railway of the London Chatham and Dover Railway Company (hereinafter called "the Chatham Company") which leads from Beckenham towards the Crystal Palace and Norwood Junction, and which is numbered 374 in the said parish of Beckenham, on the published Ordnance map of the scale of  $\frac{1}{2500}$ , at or near the bridge which carries the last-mentioned railway over the road called Clay Lane, which road is numbered 496, in the said parish of Beckenham on the said map, which intended Railway No. 1 will be made, or pass from, in, through, or into the parishes, townships, or extra-parochial places following, or some of them (that is to say)—Croydon, South Norwood, and Woodside, in the said county of Surrey, and Beckenham and Bromley, in the said county of Kent.

Railway No. 2. A railway commencing in the parish of Beckenham, in the county of Kent, by a junction with the last-mentioned railway of the Chatham Company, and numbered 374, in the said parish, on the published Ordnance map of the scale of  $\frac{1}{2500}$ , at or near a point measured 180 yards or thereabouts in a south-westerly direction from the bridge which carries the said last-mentioned railway over the road known as Beckenham-road, which road is numbered 314, in the said parish of Beckenham, on the said map, and terminating in the same parish by a junction with the main line of the Chatham Company, numbered 202, in the said parish, on the said map, at or near a point 90 yards or thereabouts measured in a south-easterly direction from the bridge carrying the said last-mentioned railway over the road known as Kent House Lane, which road is numbered 109, in the parish of Battersea, in the said county of Surrey, on the published Ordnance map of the scale of  $\frac{1}{2500}$ , which intended Railway No. 2 will be made or pass from, in, through, or into the parishes, townships, or extra-parochial places following, or some or one of them (that is to say), Beckenham and Bromley, in the county of Kent.

2. To authorise the Company to stop up, divert, and appropriate the soil of portions of the roads in the town and parish of Croydon, in the county of Surrey, known as Cherry Orchard Road, Cross Road, and Green Lane.

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

the Bill, from the levels shown on the sections hereinafter mentioned.

4. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

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

6. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railways and portions of railways, stations, and works hereinafter mentioned belonging to the Chatham Company, to the Brighton Company, or to the South Eastern Company respectively, and to alter the tolls, rates, and duties which the last-mentioned Companies are now respectively authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

7. To empower the Company, and any Company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed upon, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages, and waggons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways or portions of railways hereinafter mentioned (that is to say):—So much and such parts of the railways of the Chatham Company as lie or will lie between the termination of the proposed Railway No. 1 and the Holborn Viaduct and Victoria Stations of that Company, together with those stations, and all other stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking, and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways or portions of railways and stations.

8. To require the Chatham Company, the Brighton Company, and the South Eastern Company, or any or either of those Companies, upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to book through, and forward all passengers, goods, animals, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854), to or from or over the whole or any part of the railways belonging to them, or under their management or control respectively, to and from the railways of the Company, or either of them, or any part or parts thereof respectively, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic.

9. To empower the Company on the one hand, and the Chatham Company, the Brighton Company, and the South Eastern Company, or any or either of those Companies, on the other hand,

from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint Committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which may have been, or may be made, touching any of the matters aforesaid.

10. To empower the Company from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with any other Company or person with respect to the working, use, management, and maintenance by such Company or person of the railways and works of the Company, or any part or parts thereof respectively.

11. To authorise the Company to lease, either in perpetuity or for a limited period, or to sell and transfer their undertaking, and all the railways, stations, works, lands, property, estate, real and personal, plant, rights, powers, privileges, and easements connected therewith, or any part or parts thereof vested in, or belonging to, or enjoyed by the Company or which they are or shall by the Bill be authorised to construct, and either before or after the completion thereof to the Chatham Company, the Brighton Company, and the South Eastern Company, or any or either of those Companies, or partly to the Chatham Company, partly to the Brighton Company, and partly to the South Eastern Company, and to authorise those Companies, or any or either of them, to take such lease or leases, or to make such purchase, and accept such transfer, upon such terms and conditions, for such considerations, and at such periods as have been or may be agreed upon, or as may be prescribed in or authorised by the Bill, and upon such lease or leases or sale and transfer to authorise and require the lessees or transferees, in the case of a lease or leases during the continuance thereof, and in the case of a purchase absolutely and for ever, to exercise and enjoy, perform, fulfil, and discharge all the rights, powers, privileges, authorities, obligations, claims, and demands of the Company, whether in relation to their own undertaking, or the undertaking of any other Company, body, or person, and whether with reference to the purchase and sale of lands and other property, the execution of works, the levying of tolls, rates, and charges, the running over, user, and working of other undertakings, and the raising of money, or otherwise.

12. To authorise the merging, union, consolidation, and amalgamation from and after such period, and upon such terms and conditions, and for such considerations as may have been or may hereafter be agreed upon, or as may be fixed and determined in and by or under the provisions of the Bill, of the undertaking, railways, works, stocks, shares, property, rights, powers, and

privileges, of what nature or kind soever, of the Company, or some part thereof, in or with those of the Chatham Company, the Brighton Company, and the South Eastern Company, or any or either of them, and to constitute, appoint, and if need be to incorporate a joint committee or joint committees for all or any of the purposes last aforesaid, and to vest in and delegate to any such committee or committees the exercise and execution of all or any of the powers of the Bill.

13. To authorise the Chatham Company, the Brighton Company, and the South Eastern Company, or any or either of them, to subscribe towards and to take and hold shares in the capital of the Company, and to guarantee to and for the Company interest, dividends, annual or other payments on all or any of the shares and stocks of the Company, and also to guarantee the principal and interest of any loan and any rent or other fixed charges of the Company.

14. To empower the Chatham Company, the Brighton Company, and the South Eastern Company, or any or either of them, for all or any of the purposes of the Bill, to increase their respective capitals, and to raise money by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee, in payment of interest, or dividend, or other rights and privileges, and by borrowing, and by debenture stock, or by any such means, and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them respectively, or which they may have power to raise.

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

16. 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."

17. 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 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.

18. 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.

19. 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 local and personal Act of 16 and 17 Vic., cap. 132, and all other Acts relating to or in any way affecting the Chatham Company, of the local and personal Act of 9 and 10 Vict., cap. 283, and all other Acts relating to, or in any way affecting, the Brighton Company, and of the local and personal Act 6 and 7 William IV, cap. 75, and all other Acts relating to, or in any way affecting, the South Eastern Company, and of the local and personal Act of

44 and 45 Vict., cap. 189, relating to the Oxted and Groombridge Railway Company.

20. And notice is hereby 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, 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 Surrey, at his office, at the Sessions House, Newington-causeway, in that county, and with the Clerk of the Peace for the county of Kent, at his office, at Maidstone, in that county, and with the Clerk of the Croydon Local Board, at his office, at the Town Hall, Croydon, in the county of Surrey, 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.

21. 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.

*Cope and Co.*, 3, Great George-street, Westminster, Solicitors for the Bill.

*H. B. Brown and Baker*, 22, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

London and South Western and Metropolitan District Railway Companies (Kingston and London Railway).

(Transfer to and Vesting in the London and South Western and Metropolitan District Railway Companies of the Undertaking of the Kingston and London Railway Company; Application and Distribution of Purchase or other Monies; Dissolution of Kingston and London Railway Company; Provisions as to the Joint Undertaking; Deviations of Kingston and London Railway; Extending Powers of Deviation; Abandonment of Parts of Kingston and London Railway; Compulsory Purchase of Lands; Tolls; Additional Temporary Shafts in Putney Heath; Amendment of Acts).

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

To transfer to and vest in the London and South Western and Metropolitan District Railway Companies (in this notice called respectively "the South Western Company" and "the District Company," and collectively "the two Companies") the undertaking, railways, property, rights, powers, interests, agreements, and benefit of agreements of the Kingston and London Railway Company (in this Notice called "the Kingston Company"), or some of them, or some part or parts thereof respectively, upon and subject to such terms (pecuniary or other) and conditions as may be specified in or prescribed by or under the Bill, and to enable the two Companies to hold,

exercise, and enjoy the property, rights, powers, and interests so to be transferred to and vested in them as a joint undertaking of the two Companies.

To make provision for and to confer all necessary powers upon the Kingston Company with respect to the payment, apportionment, and distribution amongst their shareholders and creditors of any moneys payable to that Company by the two Companies under the provisions of the intended Act, and for payment into Court, or otherwise dealing with and discharging the Kingston Company and the two Companies from all liability with respect to moneys unclaimed or to which no sufficient title may be made.

The Bill may provide for the dissolution of the Kingston Company and the winding up of their affairs.

To declare, define, and regulate the rights, powers, privileges, and obligations, as between themselves of the two Companies, with respect to their joint undertaking under the Bill and the proportions in which they shall provide any purchase or other moneys required for the purposes of the transfer thereof to them, and of constructing and completing the Kingston and London Railway (as the same is now authorised, or is or may be varied or modified by the Bill), and of carrying into effect the powers and objects of the Bill, and to provide for the appointment of a joint committee for the construction, maintenance, management, and working of the joint undertaking, and the exercise of the powers of the two Companies with reference thereto, and to enable the joint committee to demand and recover from the two companies the moneys required for those purposes, and to incorporate the joint committee, and to provide for the settlement by arbitration of any difference which may arise between the two companies or between their representatives on any joint committee to be appointed as aforesaid.

To authorise the two Companies to make and maintain as part of the joint undertaking the deviations hereinafter mentioned of the Kingston and London Railway, or one of them or some part or parts thereof respectively, together with all proper and sufficient sidings, junctions, stations, approaches, and other works and conveniences connected therewith (that is to say)—

A deviation (No. 1) in the parishes of Kingston-upon-Thames and Wimbledon, in the county of Surrey, or one of those parishes, of the railway (in this notice called "The Kingston and London Railway"), authorised by the Kingston and London Railway Act, 1881 (in this notice called "the Act of 1881") from a point about midway between the two points marked upon the plans deposited in the month of November, 1880, for and referred to in the Act of 1881 (which plans are hereinafter referred to as "the plans originally deposited for the Act of 1881"), and indicating the distances of 2 miles 5 furlongs and 2 miles 6 furlongs respectively, from the authorised commencement of the said railway, as shown upon the said plans, to a point about midway between the points marked upon the "supplemental plans" referred to in the preamble of the Act of 1881, and indicating the distances of 3 miles 3 furlongs and 3 miles 4 furlongs respectively from the authorised commencement of the said railway as shown upon the plans originally deposited for the Act of 1881, and a deviation (No. 2) of the Kingston and London Railway commencing in the parishes of Putney and Wandsworth, in the county of Surrey, or one of them, at or near the point marked upon the plans originally deposited

for the Act of 1881, and indicating the distance of 6 miles 7 furlongs from the commencement of the Kingston and London Railway and terminating in the parish of Fulham, in the county of Middlesex, at or near the point marked upon the same plans, and indicating the distance of 7 miles 3 furlongs from the commencement of the Kingston and London Railway.

To alter and extend the limits within which the two Companies may deviate from the line of the Kingston and London Railway marked on the supplemental plans aforesaid between the points marked on those plans, and indicating the distances of 3 miles 4 furlongs and 4 miles 4 furlongs respectively from the commencement of the Kingston and London Railway to such extent as may be necessary or convenient for giving full effect to the provision of Paragraph F of Section 31 (provisions relating to Wimbledon Common and Putney Heath) of the Act of 1881.

To authorise the two Companies to relinquish the construction of so much of the railways authorised by the Kingston and London Railway Act, 1881, as will be rendered unnecessary by the construction of the intended deviation railways, or either of them.

To authorise the two Companies to deviate laterally from the lines of the intended deviation 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 two Companies to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all such roads, lanes, highways, streets, alleys, courts, squares, passages, footpaths, canals, navigations, rivers, creeks, bridges, sidings, tramways, subways, pneumatic tubes, streams, watercourses, sewers, drains, aqueducts, culverts, gas, water, 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, and to vest in the two Companies the site and soil of any road or other highway to be stopped up as aforesaid.

To authorise the two Companies to demand, take, and recover tolls, rates, and charges upon or in respect of the intended deviation railways and works.

To authorise the two Companies to purchase and take by agreement or otherwise, for the purposes of the Bill, lands, houses, tenements, and hereditaments, or estates, rights, interests, or easements in, over, or affecting the same, and to vary or extinguish all or any rights and privileges in, over, or affecting any such lands, tenements, or hereditaments.

To enlarge the number of temporary shafts or openings from the surface of Putney Heath, which under Paragraph E of Section 31 of the Act of 1881 the Kingston Company may make, and to empower the Wimbledon and Putney Commons Conservators to consent to additional temporary shafts and openings as aforesaid being made by the Kingston Company.

To authorise the two Companies jointly, or each of them separately, for any of the purposes of the Bill, to apply their corporate funds and to raise money by the creation and issue of new shares and stock, preferential or otherwise, and by rent charge, stock, or rent charges on their respective undertakings or on the joint undertaking, or by debenture stock or by any one or more of those modes, or by borrowing on the security of the joint undertaking or of their respective under-

takings, and to enable the two Companies, jointly or severally, to guarantee the payment of interest or dividend upon any capital to be raised by shares, stock, or loan of whatever description for the purposes of the Bill.

To constitute the joint undertaking or any part or parts thereof an undertaking separate and distinct from the undertakings of the two Companies, or either of them, with a separate and distinct capital and borrowing powers, and to make provision as to the terms and conditions upon which the said separate undertaking shall be worked and managed, and the dividends or payments to be made to the proprietors of capital therein, whether out of the receipts arising from the traffic on the separate undertaking or on the general undertakings of the two Companies or either of them, or on all or any of such undertakings, and to provide also (if thought expedient) for the merger of the said separate capital in the general capital of the two Companies. 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 it is intended, so far as may be requisite or desirable, for all or any of the purposes of the Bill, to amend, enlarge, or repeal the provisions or some of the provisions of the several local and personal Acts following (that is to say): "The Kingston and London Railway Act, 1881," and any other Act or Acts relating to the Kingston Company or their undertaking, 4 and 5 Will. IV., cap. 88; 2 and 3 Vic., cap. 28; "The South Western Railway Act, 1881," and all other Acts relating to the South Western Company or their undertaking, 27 and 28 Vic., cap. 322; 36 and 37 Vic., cap. 131; 37 and 38 Vic., cap. 32; 38 and 39 Vic., cap. 208; 41 and 42 Vic., cap. 154; 42 and 43 Vic., cap. 201, and all other Acts relating to or affecting the District Company or their undertaking.

And notice is hereby also given, that on or before the 30th day of November, 1881, plans and sections of the proposed deviation railways and other works proposed to be authorised by the Bill, showing the lines and levels thereof, the plans showing also the lands to be taken under the powers of the Bill, with 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 Surrey, at his office at Newington, in that county, and with the Clerk of the Peace for the County of Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish and extra-parochial place in or through which the said deviation railways and works, or any part thereof are or is intended to be made or will be situate, or in which any lands to be taken or acquired compulsorily under the powers of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows (that is to say): in the case of the parish of Fulham with the Clerk of the Board of Works for the Fulham district, at his office at the Broadway, Hammersmith; and in the case of the parishes of Putney and Wandsworth 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 such extra-parochial place, at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1881.

Dated this 18th day of November, 1881.

<i>Bircham and Co.</i> , 46, Parliament-street, Westminster;	} Solicitors for the Bill.
<i>Baxters and Co.</i> , Victoria-street, Westminster;	
<i>J. C. Rees</i> , 13, Great George-street, Westminster;	} Parliamentary Agents.
<i>Dyson and Co.</i> , 24, Parliament-street, Westminster;	

In Parliament.—Session 1882.

Callander and Oban Railway.

Construction of Branch Railway to Loch Tay; Acquisition of Lands; Agreements with the Earl of Breadalbane and with the Caledonian Railway Company; Tolls, Rates, and Charges; Additional Share and Loan Capital; Powers to London and North-Western and Caledonian Railway Companies to take and hold additional Shares or Stock in the Callander and Oban Railway Company, and to Raise and Contribute additional Money for that Purpose; Amendment of Acts.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter called "the Bill") for the purposes following, or some of them, that is to say:—

To empower the Callander and Oban Railway Company (hereinafter called "the Company") to make and maintain the Branch Railway hereinafter described, and all proper stations, sidings, approaches, and other works and conveniences in connection therewith, viz.:—

A Branch Railway, commencing by a junction with the Callander and Oban Railway, at a point about 60 yards westward from the post indicating a distance on that railway of 20 $\frac{1}{4}$  miles from Callander, and terminating near the northern shore of Loch Tay, at or near the boundary between the parishes of Killin and Kenmore, at a point about 370 yards south-eastward from the gamekeeper's cottage called Drnim-na-Lairige; which intended branch railway, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, are and will be situate in the parishes of Killin and Kenmore, or one of them, in the county of Perth.

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 intended branch railway hereinbefore described, and of the works and conveniences connected therewith; to deviate, in the construction of the said branch railway, from the line 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 roads, bridges, streams, and water-courses in the parishes hereinbefore mentioned which it may be necessary or expedient to cross, stop up, appropriate, alter or divert for the purposes of the said proposed branch railway and other works.

To vary, for the purposes of the Bill, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to diminishing the radius of curves and increasing the gradients described on the plans and sections,

and 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.

To provide that all altered or diverted portions of road which may be constructed by the Company under the powers of the Bill, shall in all respects form respectively parts of the existing roads, in lieu of or in connection with portions of which the same are respectively substituted or made under the said powers, and shall be managed and maintained by the respective parties entitled to manage and liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To empower the Company to levy tolls, rates, and charges for the use of the proposed branch railway and other works, and the conveyance and accommodation of traffic thereon and thereat; and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges.

To extend, so far as may be thought expedient, to the branch railway and works proposed to be authorised by the Bill, the provisions, whether contained in any of the Acts hereinafter specified, or in the agreements between the Company and the Caledonian Railway Company confirmed thereby, with respect to the construction, maintenance, working, and use of the existing and authorised portions of the undertaking of the Company, and the traffic thereon, and the amount or proportion of receipts to be paid in respect of such maintenance and working, and the fixing, levying, collection and apportionment of the tolls, rates, charges, and profits arising from the said branch railway and works; or to empower the Company and the Caledonian Railway Company to enter into new agreements with respect to these matters, or any of them, upon such terms and conditions, and in perpetuity or otherwise, as may be agreed upon; or to confirm any new agreements which may have been entered into between the said Companies with respects to these matters, or any or them; or to regulate and provide for these matters, or some of them, by the Bill; and to empower the Caledonian Railway Company to exercise the powers of the Company, and all other necessary powers, in relation to the said matters or some of them.

To empower the Company, or the Company and the Caledonian Railway Company, to enter into agreements with the Right Honourable Gavin Earl of Breadalbane with respect to the lands required for the said branch railway and works, the erection of a pier in Loch Tay at the termination of the said branch railway, the supply and working of steamboats upon Loch Tay from and to the termination of the said branch railway, in connection with the trains on that railway, the interchange of traffic between the said branch railway and steamboats, and other matters connected therewith; and to confirm any such agreements that may have been entered into.

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 works proposed to be authorised, and the lands proposed to be acquired under the powers of the Bill; and also for defraying the expense of works already executed and authorised to be executed, and of lands already acquired and authorised to be acquired by the Company, and

of improvements on the stations, sidings, working apparatus, and other parts of the undertaking of the Company, and for other purposes of the Company, for which funds have not been provided, or for which the funds provided have proved insufficient; as also to apply towards the purposes of the Bill any capital or funds belonging to or authorised to be raised by the Company, which may not be required for the purposes for which the same were authorised to be raised.

To empower the London and North-Western Railway Company and the Caledonian Railway Company respectively, or either of these Companies, to contribute additional money to the undertaking of the Company, and to take and hold additional shares or stock in the capital of the Company; and to authorise the London and North-Western Railway Company and the Caledonian Railway Company respectively, or either of these Companies, to raise for that purpose additional capital in their own respective undertakings or undertaking, 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; and to apply to the purposes of such contributions or contribution any capital or funds belonging to or authorised to be raised by such Companies or Company, which may not be required for the purposes for which the same were authorised to be raised; and to vote at meetings of the Company in respect of the shares or stock in the capital of the Company so taken and held by them respectively.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, bridges, streams, water courses, and other property hereinbefore mentioned, or with the existing shares and stock in the Company, the London and North-Western Railway Company, and the Caledonian Railway Company respectively, 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 Callander and Oban Railway Act, 1865; the Callander and Oban Railway (Abandonment, &c.) Act, 1870; the Callander and Oban Railway (Tyndrum to Oban) Act, 1874; and the Callander and Oban Railway Act, 1878; as also the Caledonian Railway Act, 1845; the Caledonian and Scottish Central Railways Amalgamation Act, 1865; and the several other Acts relating to the Caledonian Railway Company; as also the Act 9 and 10 Victoria, chapter 204, intituled, "An Act for consolidating the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies;" and the several other Acts relating to the London and North-Western 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 line and situation of the branch railway proposed to be made as afore-

said, and the lands, houses, and other property which may be taken for the purposes thereof and of the works and conveniences connected therewith, and Sections describing the levels of the said proposed branch railway, together with a book of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and an Ordinance or published map, with the line of the proposed branch railway delineated thereon so as to show its general course and direction, and a copy of this Notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the offices at Perth and Dunblane respectively of the principal Sheriff-Clerk of the county of Perth; and a copy of so much of the said plans, sections, and book of reference as relate to each of the parishes hereinbefore-mentioned, with a copy of this Notice, will, on or before the said 30th day of November, be deposited for public inspection with the Session-Clerk of such parish at his residence.

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

Dated this 10th day of November, 1881.

*Geo. Jackson, Glasgow.*

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

In Parliament.—Session 1882.

*Bristol Water.*

(New Works; Diversion of Streams; Abandonment of Barrow Compensation Reservoir; Alteration of Provisions as to Compensation Water; Compensation to Persons Injurious Affected; Breaking up Roads, Public and Private; Power to lay Pipes in Land laid out for Building; Purchase of Lands and Easements, Compulsorily and by Agreement; Application of Capital; Additional Share and Loan Capital; Repeal and Amendment of Acts.)

NOTICE is hereby given that the Bristol Water Works Company (hereinafter referred to as the Company) intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To empower the Company to make and maintain the following works (that is to say):—

(a.) An aqueduct, conduit, or line of pipes, wholly in the parish of Chewton Mendip, in the county of Somerset, commencing in a place known as Watery Coombe, at a point in the road running through the same about  $18\frac{1}{2}$  chains south-west, measured along the said road from the existing collecting tank of the Company under that road, and terminating in the south-western end of the said tank.

(b.) A well or shaft (wholly in the parish of Litton, in the county of Somerset) in the centre of a field adjoining the north-west side of the field situate in the angle formed by the road leading from Litton to Cawley, and the road leading from Litton to Sherborne Mill, which well or shaft, and other works connected therewith, will be made and used for the purpose of collecting and utilizing by means of the aqueduct, conduit, or line of pipes next hereinafter mentioned, the springs and waters known as the Sherborne Springs and other the waters by such means obtainable.

(c.) An aqueduct, conduit, or line of pipes, commencing in the said parish of Litton, in and out of the north side of the said well, and continuing thence, through, or into the parishes of East Harptree, Hinton Blewet, Chewton Mendip (detached), Chew Magna, Stowey (detached), Stowey, Chew Magna (detached), Stanton Drew, Norton Malreward, Whitchurch, Brislington, and Bedminster, all in the county of Somerset, and Bedminster, in the city and county of Bristol, and terminating at the northern end of Hills Bridge, otherwise Bath Bridge, in the parish of Temple, otherwise Holy Cross, in the said city and county of Bristol.

(d.) A reservoir ("The Barrow Store Reservoir No. 3") adjacent to and northward of the existing storage reservoirs at Barrow, situated in the parishes of Barrow, otherwise Barrow Gurney, Long Ashton, Winford (detached), and Dundry, all in the county of Somerset, partly on the north side and partly on the south side of the turnpike-road leading from Bristol to Bridgwater, and formed by a continuous embankment inclosing or containing the said reservoir, which has an extreme length from east to west of about 45 chains, and an extreme breadth, from north to south, of about  $26\frac{1}{2}$  chains.

(e.) In connection with the construction and maintenance of Barrow Store Reservoir (No. 3), a diversion of the said turnpike-road leading from Bristol to Bridgwater, commencing in the said parish of Barrow, otherwise Barrow Gurney, at a point in the said road about 2 chains, measured along the road in a north-easterly direction, from the north-east corner of the cottage of the keeper of the Barrow reservoirs adjacent to the largest of those reservoirs, and terminating in the said parish of Winford (detached) at a point in the said road about 8 chains, measured in a westerly direction along the said road, from the north-western corner of the Winford Arms public-house. This diversion will be wholly in the said parishes of Barrow, otherwise Barrow Gurney, Dundry, and Winford (detached).

(f.) An aqueduct or line of pipes in the said parish of Barrow, otherwise Barrow Gurney, commencing in and out of the east side of the existing Barrow Store Reservoir No. 1 (being the smaller of the two Barrow store reservoirs) at or near the point where the eastern embankment of that reservoir is met by the southern embankment of the Barrow Reservoir No. 2, and passing thence through or into the said parishes of Barrow, otherwise Barrow Gurney, Winford (detached), Long Ashton, and Bedminster, all in the county of Somerset, and Bedminster, in the city and county of Bristol, and terminating at the northern end of Bedminster Bridge, in the parish of Saint Mary Redcliffe, in the said city and county of Bristol.

(g.) An aqueduct, conduit, or line of pipes, wholly in the parish of Chelvey (detached), in the county of Somerset, commencing in and out of the River Kenn at a point 1 chain, or thereabouts, southward of the southern face of the archway carrying the Bristol and Exeter Railway over that river, and terminating by a junction with an existing aqueduct of the Company at the boundary between the said parish of Chelvey and the parish of Brockley, in the county of Somerset, the said junction being distant from the River Kenn  $5\frac{1}{2}$  chains, or there-

abouts, measured in a southerly direction along such boundary.

All such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, sluices, bywashes, weirs, gauges, reservoirs, wells, tanks, banks, walls, approaches, engines, machinery, and appliances as may be necessary or convenient in connection with the before-mentioned works, or any or either of them.

2. To enable the Company to deviate from the lines and levels of the proposed works to any extent defined by the Bill.

3. To enable the Company (but subject to the provisions of the Bill, and except as will be therein expressed and excepted), to collect, impound, take, use, divert, and appropriate for the purposes of the said proposed new works and of their undertaking all such streams and waters as will or may be intercepted by the proposed works, or as may be found under any of the lands for the time being belonging to the Company, or over or in respect of which they have or may acquire easements, and especially the following springs, streams, and waters, that is to say:—

The said Sherborne Springs, all which flow directly or derivately into the River Chew, and thence into the River Avon, and thence into the Bristol Channel, and also the waters of the said River Kenn, which flow into the Bristol Channel, and also the overflow (if any) from the said Barrow Store Reservoirs Nos. 1 and 2 into the Barrow Brook which flows into the Bristol Channel.

4. To empower the Company to make compensation in money to owners of works who may be injuriously affected by the powers of the Bill.

5. To enable the Company to abandon the existing Barrow Compensation Reservoir, situate in the said parish of Barrow, otherwise Barrow Gurney, and to relieve the Company from any obligation as to the supply of compensation water thereto or therefrom, and to enable them to sell, or otherwise dispose of, all or any part of the site of that reservoir, and of all or any or any part of the lands of the Company adjacent thereto or held in connection therewith, and to repeal sections 48 to 51 (both inclusive) of "The Bristol Water Works Act, 1862," and any other sections and provisions consequent thereon, and all or any other provisions in that or any other Act of the Company relating to such reservoir and the compensation water to be given therefrom.

6. To authorize the Company to lay down and maintain pipes and apparatus in, over, under, and across, and for that purpose to break up, alter, divert, stop up, and interfere, permanently or temporarily, with public and private streets, roads, lanes, footways, thoroughfares, rivers, water-courses, streams, railways, tramways, sewers, drains, pipes, and telegraph and telephone apparatus.

7. To confer upon the Company, for the purpose of supplying water, the same powers of laying and maintaining mains, pipes, and apparatus in streets and roads laid out or made, but not dedicated to the public, as they possess over public roads.

8. To enable the Company to acquire compulsorily and by agreement, and to hold lands, buildings, easements, water, and property for the purposes of the Bill and of their undertaking, and particularly so to acquire compulsorily or by agreement the following, that is to say:—

Certain lands and buildings known as Litton Mill, in the said parish of Litton.

Also certain land situate on both sides of Watery Coombe aforesaid, in the parishes of Chewton Mendip, Emborrow (detached), and Litton, in the county of Somerset, and extending about 5½ chains on either side the centre of the said

road in Watery Coombe for a distance of about 1½ chains east and about 21½ chains west of the centre of the said existing collecting tank of the Company.

9. To define and explain the expression "Person supplied with water" wherever the same occurs in any Act of Parliament of or affecting the Company.

10. To enable the Company on the one hand, and any Corporation, Local Board, Sanitary or other Local Authority, or any Company or Companies, person or persons, whether within or beyond the limits of the Acts of the Company on the other hand, to enter into and carry into effect contracts and agreements for the supply by the Company of water, in bulk or otherwise, to such Corporations, Local Boards, Sanitary or other Local Authorities, Companies or persons respectively, and to confer upon them respectively all necessary powers for the purposes aforesaid, and to enable such Corporations, Local Boards, Sanitary and Public Authorities to borrow money, and to levy rates for those purposes, and to defray the expenses to be incurred by them in respect of such supply out of any rates which they may from time to time be authorized respectively to levy on any property belonging to them.

11. To enable the Company to apply their existing funds and any moneys which they have still powers to raise to the purposes, or any of the purposes of the Bill, and for the same purposes and for the general purposes of their undertaking to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend and any other advantage which the Bill may define.

12. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill, and will confer upon the Company all such other rights and privileges as may be necessary for any purposes of the Bill, and will, so far as may be deemed necessary, amend, enlarge, and repeal the powers and provisions of "The Bristol Waterworks Act, 1846," "The Bristol Waterworks Act Amendment, 1850," "The Bristol Waterworks Acts Amendment Act, 1853," "The Bristol Waterworks Act, 1862," "The Bristol Waterworks Amendment Act, 1865," "The Bristol Waterworks Act, 1872," and any other Act relating directly or indirectly to the Company.

13. The Bill will incorporate with itself with or without variation the necessary provisions of "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," "The Companies' Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Waterworks Clauses Acts, 1847 and 1863," and also such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

14. Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, and also duplicate plans showing the lands, houses, and property intended to be taken compulsorily, under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Wells, and with the Clerk of the Peace for the county of Gloucester, at his office in the city of Gloucester, and with the Clerk of the Peace for the city and county of Bristol, at his office at

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

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

Dated this 17th day of November, 1881.

*Fussell, Prichard, Swann, and Henderson,*  
Solicitors, Bristol.

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

In Parliament—Session 1882.

City of Bristol Corporation of the Poor.  
(Abolition and Extinguishment of Harbour Rate, or Extension thereof to whole of City and County of Bristol; Provisions as to Assessment of such Rate; Power to make and Collect Rates, and as to Appeals from and in relation to Rates; As to Collectors of Rates; Provisions as to Service of Summonses for Non-payment of Rates; Provisions as to Disorderly Houses; Payments by Corporation of Poor; Costs of Act, Amendment and Repeal of Acts, &c.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by or on behalf of the Governor, Deputy-Governor, Assistants, and Guardians of the Poor of the City of Bristol (herein called "the Corporation of the Poor"), for effecting the purposes or some of the purposes following; that is to say:—

To amend, alter, and if need be repeal, the provisions or some of the provisions of the Act of 1 Vic., cap. 86, and the Act of 11 and 12 Vic., cap. 43, and more especially Section 12 of the said 1 Vic., cap. 86, and Section 34 of the said 11 and 12 Vic., cap. 43, and to provide for all or any of the following objects:—

The abolition and extinguishment of all liability to the rate which by Section 12 of the Act 1 Vic., cap. 86, and Section 34 of the Act 11 and 12 Vic., cap. 43, the Corporation of the Poor are entitled and required to levy, raise, and assess within the ancient limits of the city and county of Bristol and the liberties thereof, for the purpose of collecting and paying the sum of £2,400, required to be levied by and for the purposes of the said last-mentioned Act (which rate is herein referred to as "the Harbour Rate").

The extension of the liability to the harbour rate to and throughout the whole of the city and county of Bristol for the time being.

The levying, raising, assessment, and collection of the harbour rate in and throughout the city and county of Bristol for the time being, in the same manner and by the same authorities as the borough rate of the said city and county of Bristol is now or shall be hereafter collected, and with the same or similar powers, rights, and authorities as now or shall hereafter exist with respect to the raising, assessment, and collection of the said borough rate.

And the Bill will confer upon the Corporation of the Poor and the Mayor, Aldermen, and Bur-

gesses of the said city and county of Bristol, or one of them, all such powers, rights, authorities, and privileges as may from time to time be deemed expedient for effecting the abolition, or extinguishment, or the extension, as aforesaid, of the harbour rate.

2. To enable the Corporation of the Poor, notwithstanding anything in Section 10 of the Act of 1 Vic., cap. 86, contained to the contrary, from time to time, and at such periods or times, and with such intervals between the same as the Corporation of the Poor may deem meet to make, assess, levy, collect, and enforce the payment of all such and so many rates as the Corporation of the Poor may deem expedient for the purpose of raising sufficient moneys for the care and maintenance of the poor of the several parishes and precincts within the ancient limits of the city and county of Bristol, and for all or any of the purposes of the Acts of 3 George IV, cap. 24, and 1 Vic., cap. 86, and of the intended Bill, and if thought fit to repeal Section 10 of 1 Vic., cap. 86:

3. To make provision for enabling the rates aforesaid or any of the rates which the Corporation of the Poor are authorised and empowered to make, assess, levy, collect, or enforce (including the rates to be made under the powers of the proposed Bill), or any of such rates, to be appealed against and for the hearing of such appeals, and for and with respect to the payments of costs thereof, and to make further provision for and in relation to appeals against any decision of the Justices of the Peace, whether acting in petty sessions or general quarter sessions, or of any other court, touching any such rates or any matters connected therewith; and to alter, amend, limit, or extend, and if need be repeal and re-enact, wholly or in part, and with or without alteration, modification or amendment, the provisions of the Acts of 3 George IV, cap. 24, and 1 Vic., cap. 86, relating to or affecting any of the matters aforesaid.

4. To repeal Sections 18 and 19 of the Act 1 Vic., cap. 86, and to confer on the Corporation of the Poor power to abolish, alter, or rearrange the districts wherein the collection of rates is now made; and to enable the Corporation of the Poor from time to time to make such provision for the collection of rates, either by the appointment of one or more collector or collectors, or by such other means as they shall think necessary or expedient, and with power to allot any district or districts to such collector or collectors, and from time to time, and at any time, to alter, vary, or rearrange any or all of the districts so allotted, and to provide for the payment of such collector or collectors, or for such collection, of such salaries or poundage, or other remuneration as they shall think fit, and to confer upon the Corporation of the Poor full power from time to time, and at any time, to suspend or remove at their pleasure, and with or without assigning any reason for the same, any of the present or any future collector or collectors of rates, and to take security for the execution of the duties of such collector or collectors.

5. To provide that (notwithstanding anything in the Acts of 3 Geo. IV, cap. 24, and 12 and 13 Vic., cap. 14, or in any other Act, contained) any person appointed or employed by the Corporation of the Poor may serve any summons that may be issued for the recovery of any rate which may remain unpaid, and to authorise and require the justices issuing any such summons to deliver the same to the Corporation of the Poor, or any person appointed or employed by them as aforesaid, and to allow to such person any sum for

the service of such summons which the Corporation of the Poor may from time to time deem reasonable, not exceeding the sum of 1s. for the service of any one summons, with travelling expenses when incurred not exceeding 3d. per mile.

6. To make provision for and with respect to the suppression of bawdy houses, gaming houses, or any other disorderly houses within the said city and county, and to relieve the Corporation of the Poor as overseers of the poor, from liability to the payment of the costs and expenses of and incident to the prosecution of any person or persons keeping any such houses; and of all other sums and moneys which the Corporation of the Poor are liable to pay in respect of any such prosecution, and to provide for the payment of such costs and expenses, and (if thought fit) of such other sums and moneys by the Mayor, Aldermen, and Burgesses of the said city and county out of the borough fund or borough rates.

7. To empower the Corporation of the Poor out of any funds or moneys from time to time in their hands, or out of any rate or rates which they are from time to time authorised to levy, to pay the sums of £1 per annum for a sermon to be preached once in every year in St. Stephen's or St. Nicholas Church, Bristol, and the sum of £1 5s. per annum for a sermon to be preached once in every year in St. Peter's Church, Bristol.

8. To provide for the payment of the costs, charges, and expenses of, and incident to the preparing for, obtaining, and passing of the proposed Bill, out of any moneys in the hands of the Corporation of the Poor, or any rates which they from time to time have power to raise or may hereafter raise, and to empower the said Corporation of the Poor to raise rates for that purpose.

9. To alter, vary, and extinguish all rights, immunities, and privileges which would or might interfere with any of the objects of the said Bill, and to confer other rights and privileges.

10. To alter, vary, amend, extend, and enlarge, and if need be to repeal the provisions, or some of the provisions, of the following Acts of Parliament, that is to say, 3 Geo. IV, cap. 24; 1 Vic, cap. 86; 11 and 12 Vic., cap. 43; and any Act or Acts, Charter or Charters, relating to or affecting the said Corporation of the Poor or the Corporation of Bristol.

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

Dated this 18th day of November, 1881.

*Osborne, Ward, Vassall, and Co., Bristol,*  
Solicitors.

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

In Parliament.—Session 1882.

Thames Navigation.

(Regulation and Control of Traffic upon River Thames; to Provide for Payment of Damages; Enlargement or Alteration of Powers of the Conservators of the River Thames; to Repeal, Vary, or Extinguish Rights and Privileges, and to confer other Rights and Privileges; Bye-laws; Power to levy Tolls, Rates, Duties, and Charges; Amendment of Acts, and other purposes.)

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

1. To make better provision for the regulation and control of the traffic on the River Thames, and for the erection and placement of works and conveniences upon the banks, shores, bed, and waters of the River Thames, and in such other places as may be necessary or expedient for the prevention of accidents and the preservation of lives and property upon the said river, and power will also be taken to prevent the use of lights or other things calculated to mislead or interfere with the safe navigation of vessels and other craft upon the said river, and to compel the owners and occupiers of manufactories, mills, and other works near the river, to take such steps as may be necessary for preventing the emission of smoke and noxious vapours from such manufactories, mills, and works, and to impose penalties on, and subject offenders to damages, and to provide for the recovery of damages and expenses, and particularly in connection with the removal of wrecks and other obstructions, and for the imposition and recovery of penalties.

2. To license, register, regulate, and control steam and other vessels, wherries, barges, and boats of every description upon the said river, or any part thereof, and to limit the number of passengers or persons permitted to be upon the same, and to regulate their conduct, and also to limit the quantity of merchandize and things to be carried in such vessels, wherries, barges, and boats; and also to limit and define the powers and duties of the crews, bargemen, wherry-men, lightermen, and other persons in charge of or employed upon any such steam or other vessel, wherry, barge, or boat, and to repeal or alter existing rules, regulations, and privileges, and to provide for the enforcement and recovery of special damages and costs in certain cases.

3. To control and regulate the speed of steam-vessels, steam-tugs, and steam-launches on the said river, and to compel the owners of sailing-vessels and barges to employ or use steam-tugs upon the said river, or any part thereof, and if Parliament should so determine, to prohibit or limit to certain hours the use of steam-tugs and steam-launches on the said river, or any part thereof.

4. To empower and require the Metropolitan Police, and the City Police respectively, to assist and co-operate with the officers and servants of the Conservators to enforce the bye-laws, rules, and regulations from time to time in force upon the said river, and the several piers and landing-places thereon, and to enable the Conservators to pay or contribute towards the necessary expenses incident thereto, and towards the general purposes of the intended Act, and if need be, to borrow money for such purposes.

5. To give Metropolitan Police Magistrates and County Justices jurisdiction over offences committed upon the said river, and to enable such Magistrates and Justices to hear and determine any cases arising under the intended Act, or any other Act relating to the said river, and to alter or repeal the whole or any part of any Act which enables any Company, body, or person to hear and determine such cases, and generally to provide for the administration of justice in connection with the said river, and, if need be, to repeal, alter, and amend "The Watermen's and Lightermen's Amendment Act, 1859."

6. To repeal, alter, or enlarge, all or any of the powers and provisions of the Acts relating to the Conservators of the River Thames, viz.: "The Thames Conservancy Act, 1857;" "The Thames Conservancy Act, 1864;" "The Thames Navigation Act, 1866;" "The Thames Conservancy Act, 1867;" "The Thames Navigation Act, 1870," and "The Thames Conservancy Act, 1878," and all other Acts relating to the Conservators, and

particularly the several provisions of the said Acts which relate to notices to discontinue the discharge of sewage and other offensive matter into the said river, and also with reference to the discharge of sewage into the River Thames and the tributaries thereof.

7. To enable the Conservators, their officers and servants, to enter upon lands and other property, to inspect drains, sewage, and other works, and to compel the owners of any such drains and works to furnish such plans and give such information as the Conservators may require, and otherwise to enable them to perform the duties imposed upon them by Parliament in connection with the purification of the waters of the rivers and of the tributaries thereof, and also to enable them to increase and recover penalties and damages accruing under the intending Act, and any existing Act.

8. To enable the Conservators to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to create exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

9. To alter and simplify the mode of electing the Conservators, and to enlarge, alter, and better define their powers and duties, and to provide for the remuneration of the deputy-chairman by salary or otherwise, as shall be defined in the said Bill, and for altering and defining the fees or allowances to be paid to the Conservators.

10. And notice is hereby further given, that in the event of the Bill being introduced upon petition, 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.

By order,

Dated this 11th day of November, 1881.

*Wyatt, Hoskins, and Hooker, 23, Parliament-street, Westminster, Parliamentary Agents.*

In Parliament.—Session 1882.

Fulwood and Whittingham Water.

Transfer of powers of Justices of the County of Lancaster to construct Waterworks for supply of Water to Whittingham Asylum to Fulwood Local Board. Power to Local Board to construct Waterworks and supply Water. Power to Justices to contribute towards cost of Works or to pay rent for supply of Water. Power to Local Board to supply Water within the Townships of Fulwood, Whittingham, Haighton, Goosnargh-with-Newsham, and Broughton. Power to levy rates, &c., and to Borrow Money. Repeal, alteration, or re-enactment of Part 1 of "The Lancashire County Justices Act, 1880." Extension of Time for Purchase of Lands and construction of works by that Act authorised. Extension of Time for Repayment of Money borrowed by Local Board, under sanction of Local Government Board).

**N**OTICE 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 transfer to and vest in the Local Board, for the District of Fulwood (hereinafter called the Local Board) the powers granted by "The Lancashire County Justices Act, 1880," to the Justices of the Peace for the County Palatine of Lancaster hereinafter called the Justices, to construct the works described in Part 1 of the said Act for the supply of water to the Whittingham County Lunatic Asylum, and to transfer to and vest in the Local Board all the powers and provisions contained in that part of that Act, and thereby conferred on the Justices of taking lands, diverting and impound-

ing water, and all other powers having reference or incidental to such supply of water, and to provide that such works may be constructed, and such powers exercised without the approval of the Commissioners in Lunacy, and one of Her Majesty's Principal Secretaries of State, as provided by section 8 of the said Act.

To authorise the Local Board to make, construct, and maintain the following waterworks, all in the County of Lancaster, with all such embankments, sluices, dams, collecting and other weirs, gauges, tunnels, catchwater drains, conduit pipes, bye-washes, filters, roads, approaches, and other works, apparatus, and conveniences connected therewith respectively, that is to say :

1. A conduit, aqueduct, or line of pipes commencing in the township of Goosnargh-with-Newsham in a field on the Woodfold Farm at a point about 20 yards north of the farm-house, and terminating in the township of Goosnargh-with-Newsham, at the north-westerly end of and forming a junction and communicating with the intended conduit, aqueduct, or line of pipes described in sub-section 3 of section 8 of "The Lancashire County Justices Act, 1880," at a point on the stream in a pasture field called Pit Mouth field in the said township of Goosnargh-with-Newsham.

2. A conduit, aqueduct, or line of pipes, commencing at a point in the township of Whittingham at or near the centre of the gateway at the north entrance to the Lancashire County Lunatic Asylum at Whittingham and terminating at the north side of the Reservoir hereinafter described.

3. A reservoir in the township of Haighton of a circular shape, occupying an area of 1,500 square yards or thereabouts at or near a point in a field 200 yards or thereabouts west of Haighton Hall, and 100 yards or thereabouts north of the road leading from Broughton to Longridge.

4. A conduit, aqueduct, or line of pipes commencing in the township of Haighton, at the south side of the reservoir hereinbefore described, and terminating in the township of Fulwood at or near a point in a field near the south-west angle or corner of the road leading from Cow Hill to Haighton House where that road joins the footpath leading from Clock House.

5. A conduit, aqueduct, or line of pipes commencing in the township of Haighton by a junction with the proposed conduit, aqueduct, or line of pipes lastly hereinbefore described at a point where the same crosses the road leading from Broughton to Longridge at a distance of 100 yards or thereabouts measured from the south side of the reservoir hereinbefore described and terminating in the township of Fulwood on the south-west side of the bridge crossing the Savock Brook near to Haighton House, all which said intended works will be situate within the several townships of Goosnargh-with-Newsham and Whittingham, in the parish of Kirkham, and in the township of Haighton, in the parish of Preston, and in the township of Fulwood, in the parish of Lancaster, all in the said County of Lancaster.

To authorise the Local Board to purchase by compulsion or by agreement and to take on lease lands, houses, springs, streams, waters, and property or easements therein within the townships, parishes, and places aforesaid.

To enable the Local Board to divert, impound, take, use, and appropriate the waters of springs, rivulets, and streams in the township of Goosnargh-with-Newsham, in the parish of Kirkham, which now directly or derivatively flow or proceed into or supply the River Wyre.

To stop up, alter, or divert, either temporarily or permanently, and to construct works under, upon, or along turnpike roads, highways, or other roads, bridges, watercourses, lands, and works of every description and to vary or extinguish all existing rights and privileges in any manner connected with the lands, houses, and property which may be taken or interfered with under the powers of the intended Act, or which would obstruct or interfere with the execution of the works proposed to be authorised by the intended Act.

To enable the Local Board to supply water to the Justices for the use of the County Lunatic Asylum at Whittingham, and to authorise the Justices to contribute towards the cost of the construction of the works authorised by the said "Lancashire County Justices' Act 1880," and by the intended Act, or to pay such annual rent or charge for water supplied to the said Asylum as may be agreed upon or as may be settled by arbitration or defined by the intended Act, and to provide for the payment of any such contribution or rent out of the general county rate or any rate charged upon the county under the provisions of "The Lunatic Asylums Act, 1853," and to mortgage and charge the said rates respectively for the same purpose.

To enable the Local Board to supply water for public and private purposes to and within the said townships or places of Fulwood, Whittingham, Houghton, and Goosnargh-with-Newsham and the township or place of Broughton, in the parish of Preston, all in the county of Lancaster.

To empower the Local Board to demand, recover, and levy, rates, rents, and charges for and in respect of the supply of water, water meters, and fittings; to vary existing rates, rents, and charges, and to confer exemption therefrom.

To authorise the Local Board for the purposes of the intended Act to borrow money by way of mortgage debentures, debenture stock, annuities, or otherwise, and to charge the money borrowed on the said rates, rents, and charges, and other the rates, rents, or charges, levied by and on the property of the Local Board, and to make other provision in respect of the money borrowed or to be borrowed; and to authorise the Local Board to apply any moneys belonging to or under their control to all or any of the objects of the intended Act.

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

To repeal, alter, or amend, or re-enact all or some of the provisions of Part I of "The Lancashire County Justices Act, 1880."

To extend the time limited by "The Lancashire County Justices' Act, 1880," for the purchase of lands and the completion of the works thereby authorised.

To extend the time for the repayment of a sum of £600 which the Local Board are authorised to borrow under the provisions of an order made by the Local Government Board dated the 17th day of September, 1880.

And notice is hereby further given, that duplicate plans and sections of the several works to be authorised by the intended Act and of the lands, houses, and other property to be taken for the purposes thereof, together 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 Lancaster, at his office in 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 of the parishes or places in or through which the said intended works are proposed to be made or any lands and houses proposed to be taken are situate, and also a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial or other place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated the 16th day of November 1881.

*Fred. C. Hulton*, Clerk of the Peace of Lancashire, 34, Winckley-square, Preston.

*W. and A. Ascroft*, Solicitors, 4, Cannon-street, Preston.

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

In Parliament—Session 1882.

Anglo-American Brush Electric Light Corporation (Limited).

(Power to Corporation 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 Manufacture under and to Sell or Sublet same; Dissolution and Re-incorporation of Corporation.)

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 Anglo-American Brush Electric Light Corporation (Limited) (in this notice called "the Corporation") 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 Corporation 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 Corporation 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 Corporation 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 Corporation 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 licences for patents for the working or producing of electricity for electric lighting or heating or motive power, or for any other purpose for which electricity is now or may become hereafter applicable, and generally to have all such powers and do all such things as shall be necessary to enable them to supply electricity for electric lighting or heating or motive power, or for any other purpose for which electricity is now or may hereafter become applicable.

To enable the Corporation 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 Corporation 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 Corporation.

To authorise the Corporation 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 manufacture, sell, and let the necessary dynamo-electric and other machines, electric lamps, 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 purpose for which it is or may become applicable.

To empower the Corporation from time to time to make, alter, and rescind regulations and bye-laws for or relating to the supply, use, misuse, or waste of electricity or electric cur-

rents used for electric lighting or heating, or as motive power, or for any other purpose for which it is or may become applicable, and to impose and recover penalties for the breach of any such regulations or bye-laws, and to authorise the Corporation, their officers, servants, and workmen to enter upon lands, buildings, and other premises, and to examine any dynamo-electric and other machines, electric lamps, 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 supplied or used for electric lighting, or heating or motive power, or for any other purpose for which electricity is now or may hereafter become applicable; and to execute such works and to do such things as shall be necessary for the regulation or prevention of such supply, use, misuse, or waste.

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

To authorise the Corporation to manufacture under, and 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 licences to manufacture under or 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 Corporation as at present constituted, or if found necessary or desirable the Corporation will be dissolved and the shareholders therein reincorporated 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 Corporation 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 or Corporation, 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 16th day of November, 1881.

*Renshaws*, 2, Suffolk-lane, Cannon-street,  
London, E.C., Solicitors for the Bill.  
*Sherwood and Co.*, 7, Great George-street,  
Westminster, Parliamentary Agents.

Board of Trade—Session 1882.

Weymouth Pier (Provisional Order).

(Extension of Corporation Pier; Alteration of Tolls; New or Additional Tolls; Borrowing Money by Corporation; Amendment of Acts).

NOTICE is hereby given, that the Mayor, Aldermen and Burgesses of the borough of Weymouth and Melcombe Regis, in the county

of Dorset (hereinafter referred to as the Corporation), intend to apply to the Board of Trade for a Provisional Order under "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act" (to be confirmed by Parliament in the ensuing Session), for the following or some of the following purposes, that is to say:—

1. To enable the Corporation to construct and maintain in the said borough, and in the parish of Melcombe Regis, in the county of Dorset, an extension of and addition to their existing pier, commencing at the termination of that pier and extending seaward in a north-east direction for a distance of about 200 yards: A pier or pier head at or near the termination of the said proposed extension, in width about 50 yards or thereabouts. An increased width and extension of the pier at or near the present entrance thereof for the purpose of erecting all such jetties, landing places, works, walls, approaches, toll-house, toll-gates, waiting, refreshment, reading, concert rooms, buildings and conveniences as may be necessary or expedient for landing and embarking passengers or adapting the pier as a promenade and recreation pier, and other purposes.

2. To enable the Corporation to acquire and hold lands for the purposes of the Order.

3. To enable the Corporation from time to time, or at any time, to set apart and appropriate for special user and purpose, any part of the pier or any buildings erected thereon, and to charge special rates for admission thereto, and to let or lease the whole or any part of the same respectively, upon such terms and conditions, and subject to such restrictions as to user or otherwise as they think fit.

4. To alter the tolls, rates and charges now leviable for the use of the pier, and to levy new and additional tolls, rates and charges, and confer exemptions therefrom.

5. To enable the Corporation to lease all or any of the tolls leviable in respect of the pier, or any part thereof.

6. To provide for the cognisance of offences committed on the pier.

7. To enable the Corporation from time to time to make bye-laws for regulating the user of the pier or any part thereof, or any buildings thereon, and for the protection of the same and the property therein, and for ensuring the safety and comfort of persons frequenting the same.

8. To empower the Corporation to borrow and re-borrow money for the purposes of the Order on the security of the tolls, rates and charges, and other the revenue arising from the pier.

9. The Order will vary and extinguish all rights and privileges which will or may interfere with its objects, and confer other rights and privileges, and will incorporate with itself such provisions as may be deemed necessary of "The Harbours, Docks and Piers Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and will repeal, alter and amend or re-enact such of the provisions as may be thought necessary of "The Weymouth and Melcombe Regis Markets and Pier Act, 1854," and "The Weymouth and Melcombe Regis Markets and Pier Amendment Act, 1859," and any other Act relating to the Corporation.

On or before the 30th day of November instant, duplicate plans and sections of the proposed works, and a copy of this Notice, will be deposited with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, at the Custom House, Weymouth, and at the Office of the Board of Trade at Whitehall Gardens, London.

On and after the 23rd day of December next, printed copies of the proposed Provisional Order

will be furnished at the price of one shilling each to all persons applying for the same at the offices of the undersigned.

Dated this 11th day of November, 1881.

*Pelly Hooper*, Town Clerk, Weymouth.

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

In Parliament—Session 1882.

Metropolitan Board of Works (Various Powers).

(Widening of Tooley-street; Compulsory Purchase of Lands; Limiting Operation of Section 92 of Lands Clauses Consolidation Act, 1845; Sale or Lease of Lands; Acquisition of Peckham Rye, Goose Green, Nunhead Green, and other Lands in the Parish of Camberwell; Sale or Lease of Parts thereof; Exchange and Acquisition of Land at Tooting Beck Common; Compulsory Purchase of Land at Dragmire-lane; Bye-laws for Protection of Bridges and Embankments; Extension of Time for Sale of Certain Lands; Amendment of Acts.)

NOTICE is hereby given, that the Metropolitan Board of Works (who are hereinafter referred to as "the Board") 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, and to apply for the powers hereinafter mentioned, or some of them.

Widening of Tooley-street, Southwark.

To widen Tooley-street on the southern side thereof, in the parishes of St. Olave, Southwark, and St. John, Horsleydown, or one of them, in the county of Surrey, commencing in the parish of St. Olave, Southwark, or of St. John, Horsleydown, at the junction of Tooley-street with Bermondsey-street, and terminating in the parish of St. Olave, Southwark, at the junction of Tooley-street with Dean-street.

To enter upon, break up, alter, and widen in connection with the proposed widening any existing street contiguous thereto, and to alter the line or levels of the said streets, or any of them, and to stop up, divert, alter, and appropriate any part of the streets, passages, and places within the limits shown on the deposited plans hereinafter mentioned, and any paving or other materials, sewers, drains, and pipes therein.

To deviate from the lines and levels of the intended work, and to construct all such subways, sewers, drains, and other works as are necessary or incident thereto.

To purchase by compulsion or agreement all such lands, houses, and other property as may be required for the purposes of, or in connection with, the proposed improvement and works, and as will be included within the limits of deviation to be shown on the said plans, and to acquire easements in, over, or through such lands.

To purchase so much of any property as the Board may require for the purposes of the said improvement without being subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

To provide for the maintenance of any part of the said streets which the Board shall have widened or altered by the Vestry or District Board of Works within whose parish or district it is situate.

To sell, lease, exchange, or appropriate for building or other purposes any land acquired under the Bill and not required for the purposes

of widening the said street, and for that purpose to alter or exclude from the Bill the provisions of the Lands Clauses Consolidation Act, 1845, with regard to the sale of superfluous land, and to do all such works and exercise all such powers as may be incidental or accessory to the objects aforesaid.

Peckham Rye, Goose Green, and Nunhead Green, and land near Peckham Rye.

To vest in the Board or to enable the Board to purchase, and if need be by compulsion, certain commons, wastes, or open spaces known as Peckham Rye or Peckham Rye Common, Goose Green, and Nunhead Green, in the parish of St. Giles, Camberwell, in the county of Surrey, also certain other small pieces of land situate in the same parish hereinafter described, or some part or parts thereof respectively, and the rights, estates, and interests of any person or persons in any way interested in the said spaces or lands, or any of them, and to extinguish all rights of common, rights of way, or other rights or easements affecting the same, in order to secure the preservation thereof as open spaces for public use.

The said commons, wastes, or open spaces and pieces of land, are as follows, viz. :—

1. Peckham Rye containing 55 acres and 29 poles, or thereabouts.
2. Goose Green containing 4 acres and 39 poles, or thereabouts.
3. Nunhead Green containing 2 roods 34 poles, or thereabouts.

Four small pieces of land situate to the northward of Peckham Rye or Peckham Rye Common, and abutting on or near to Peckham Rye-road, viz. :—

- A. A piece of land containing 12 poles or thereabouts, on which a drinking fountain stands situate at the junction of Heaton-road, Rye-lane, and Copeland-road.
- B. A piece of land containing 6 poles, or thereabouts, abutting on the eastern side of the open space in front of the "White Horse Inn" in Peckham Rye-road or Nigel-road, and on the western side of a new road in course of construction in a northerly direction from Peckham Rye-road.
- C. A piece of land containing 2 poles or thereabouts, forming part of the open space between the said "White Horse Inn" and Peckham Rye-road.
- D. A piece of land containing 33 poles or thereabouts, abutting upon the eastern side of Peckham Rye-road between Philip-road and Scylla-road, and occupied or partly occupied in connection with the houses on the east side of Peckham Rye-road between Philip-road and Scylla-road.

To enable the Board to sell, lease, or dispose of by exchange or otherwise, the four last-mentioned pieces of land, or such part or parts thereof as they may not deem it expedient to retain as open spaces.

To authorise or give effect to any agreement or arrangement between the churchwardens and overseers of the poor of the parish of St. Giles, Camberwell, the vestry of the said parish and the Board, relating to the purchase or acquisition of the said commons, wastes, or open spaces, and lands, and to make provision as to the payment and application of the purchase money, and the receipt or discharge to be given to the Board in respect thereof, and to empower the Board to make and enforce by penalties, bye-laws, and regulations, for the management and regulation of the said open spaces and pieces of land.

To incorporate and make applicable to the said

No. 25041.

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open spaces and lands all powers with respect to making and enforcing of bye-laws conferred on the Board with reference to parks and open spaces, by the Metropolitan Board of Works Act, 1877.

Exchange and Acquisition of Land at Tooting Beck Common.

To authorise the Board on the one hand, and the Master, Fellows, and Scholars of Emmanuel College, in the University of Cambridge, on the other hand, to enter into and carry into effect an agreement or agreements with reference to an exchange of certain land in the parish of Streatham and county of Surrey, forming part of and adjoining Tooting Beck Common and Dragmire-lane, for other land near thereto, the property of the said Master, Fellows, and Scholars, forming part of Hyde Farm, in the parish of Clapham, in the said county.

To provide for the vesting in the said Master, Fellows, and Scholars of the piece of land to be given to and acquired by them, freed and discharged from all rights of common, rights of way, and other public and private rights in, over, or affecting the same, and to annex the piece of land to be acquired by the Board or part or parts thereof, to Tooting Beck Common, and to provide for the extinction or transfer to the Board of all rights of way or common, and all other rights of the said Master, Fellows, and Scholars, and of their tenants in, over, or upon the said lands or Tooting Beck Common, or to confirm any agreement or agreements which have been made or may be made between the Board and the said Master, Fellows, and Scholars, touching the matters aforesaid.

To authorise the Board to acquire, and if need be by compulsion, certain lands in the parish of Streatham, bounded on the south by the London, Brighton and South Coast Railway (West End and Crystal Palace Line), on the west by Dragmire-lane (or a piece of waste abutting on Dragmire-lane), and on the east and north by the boundary between the parishes of Streatham and Clapham, and by lands forming part of Hyde Farm.

To make the lands so acquired by the Board part of Tooting Beck Common for purposes of bye-laws and all other purposes.

Bridges and Embankments.

To enable the Board to make and enforce by penalties, bye-laws relating to the management and regulation of any bridge or bridges within the metropolis vested in them, or which they may be authorised to construct, or the embankments vested in the Board, and especially bye-laws for the following purposes :—

To control and regulate the traffic on or over any such bridge or bridges or such embankments.

To limit the weights of loads to be brought on any such bridge or bridges or such embankments.

To stop wholly or partially traffic over any such bridge or bridges, or any such embankment, during alteration or repair.

To prohibit or regulate the mooring of vessels to any such bridge or embankment, or other work of the Board.

To provide for the lowering of masts and funnels of vessels passing under bridges, and generally to regulate vessels resorting to or traffic brought to any landing place connected with any such bridge.

Surplus Lands.

To extend the period within which the Board are bound to sell and dispose of lands acquired under the "Charing Cross and Victoria Embankment Approach Act, 1873," and not required

for the purposes thereof, and to confer on the Board further powers for the sale, lease, and disposal of such lands.

The Bill will or may incorporate, with or without exceptions and modifications, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and it will or may amend and enlarge the powers and provisions of the Metropolis Management Act, 1855, and the Acts amending the same, The Metropolitan Street Improvements Act, 1877, The Metropolis Toll Bridges Act, 1877, The Metropolis Bridges Act, 1881, and any other local Acts relating to the Board; the 9 and 10 Vict., cap. 283; 16 and 17 Vict., cap. 180; 22 and 23 Vict., cap. 98; 23 and 24 Vict., cap. 174; and any other Act relating to the West End and Crystal Palace Railway; and it will vary and extinguish all rights and privileges which would interfere with the objects of the Bill, and confer, vary, and extinguish other rights and privileges.

And notice is also given, that on or before the 30th day of November instant, duplicate plans and sections describing the line, situation, and levels of the proposed works, and showing the lands, houses, and other property in or through which the works will be made, or which may be taken under the powers of the Bill, and plans of the commons, open spaces, and land hereinbefore mentioned, as to be acquired by the Board, together with books of reference to such plans respectively, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey at his office at the Sessions House, Newington, and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to the parishes, districts, and places hereinafter mentioned, together with a copy of this notice, will be deposited as follows:

So far as relates to the parishes of St. Olave, Southwark, and St. John, Horsleydown, with the clerk to the District Board of Works of St. Olave's District, at his office, 86, Queen Elizabeth-street, Southwark; and so far as relates to the parishes of Clapham and Streatham, with the clerk to the Board of Works for the Wandsworth District, at the office of the said Board, Battersea-rise, Wandsworth; and so far as relates to the parish of St. Giles, Camberwell, with the vestry clerk of that parish at his office at the Vestry Hall, Peckham-road, Camberwell.

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

Dated this 15th day of November, 1881.

*J. E. Wakefield*, Clerk of the Metropolitan Board of Works, Spring-gardens, Charing-cross, London, S.W.

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

In Parliament.—Session 1882.

Liverpool Hydraulic Power Company.

(Incorporation of Company; Powers to acquire Lands by Agreement; To take and use Water from the River Mersey at Liverpool; To break up Streets; To levy Tolls, Rates, and Charges; Arrangements with Corporations and Companies and others; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to confer on the Company to be incorporated (thereby and hereinafter called "the Company"), the following powers, or some of them (that is to say):—

To acquire by agreement and hold for the

purposes of their undertaking, lands, buildings, and other properties in the city of Liverpool and the borough of Bootle, in the county of Lancaster, and to make, maintain, and work steam or other engines, and thereby or by other machinery or methods to generate, produce, and supply motive power by means of hydraulic pressure to be used for working cranes, dock gates, and other machinery, or for any other purpose to which such motive power is applicable; and to supply or let on hire machinery and apparatus for utilizing such motive power.

To take and use for the purposes of the intended Act, water from the River Mersey, the docks of the Mersey Docks and Harbour Board, the Leeds and Liverpool Canal, and the waterworks, mains, and pipes for the time being of the Corporation of Liverpool, and to enable the Company and the owners of any such canal, docks, or works, to enter into and carry into effect agreements, or to confirm and give effect to agreements, between them with reference to the use by or supply to the Company, of water therefrom.

To open and break up the surface of and to alter and otherwise interfere with streets, highways, public and private roads and footpaths, pavements, vaults, and thoroughfares within the district of the Company, and to alter and otherwise interfere with the tramways, gas pipes, water pipes, telegraph pipes, and other mains and pipes, sewers, and drains in, upon, or beneath the surface thereof, for the purposes of the intended Act, and for the purpose of laying down, maintaining, repairing, removing, renewing, altering, or reinstating the pipes or other apparatus of the Company, or for substituting others in lieu thereof, with powers of access thereto at all reasonable times.

The district over or within which the powers of the intended Act will or may be exercised will have for its western boundary the river Mersey, for its northern boundary an imaginary line drawn along the north side of Grove-street, in the borough of Bootle, and extending on the west to the river Mersey, and on the east to the junction of Linacre-road and Stanley-road; for its eastern boundary an imaginary line drawn along the eastern side of the roads or streets hereinafter named, viz.: Stanley-road, Commercial-road, Vauxhall-road, Hatton-garden, Manchester-street, Saint John's-lane, Lime-street, Ranelagh-place, Renshaw-street, Berry-street, Great George-street, Great George-place, Saint James's-place, Mill-street, and Beloe-street; and for its southern boundary an imaginary line drawn along the centre of South Hill-road, in a westerly direction from its junction with Beloe-street, and continued to the river Mersey.

To authorise the demanding and recovering by the Company and others of rates, rents, and charges, and to authorise composition for the same, and to grant exemptions from the payment thereof.

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

The Act will incorporate all or some of the provisions of "The Waterworks Clauses Acts 1847 and 1863."

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

Dated this 17th day of November, 1881.

*Beale, Marigold, Beale, and Groves*, 28, Great George-street, Westminster, Solicitors.

In Parliament—Session 1882.

Lynn and Fakenham Railway.

(General Powers.)

(New Railways near Lynn, Blakeney, Dereham, and Norwich; Embankment and Wharf, &c., at Blakeney; Dredging, &c., at Blakeney Harbour, and in neighbouring Channels and Waters; Warping Tidal Lands, &c.; Compulsory Purchase of Land; Levying Tolls, Rates, and Charges; Additional Lands; Running Powers over Great Eastern Railway at Dereham; Sale and Purchase of Blakeney Harbour, and Rights of Blakeney Harbour Company; Agreements between Company and Blakeney Harbour Company; Dissolution of Harbour Company and Repeal of Act; Levying of Tonnage and other Dues and Rates on Goods; Making of Bye-Laws; Regulation of Pilots, and other Powers at Blakeney; Sale or Lease of Superfluous Lands; Building; Additional Capital; Further Preference Capital; Amendments of Acts.)

**A** PPLICATION will be made to Parliament in the ensuing Session thereof by the Lynn and Fakenham Railway Company (in this notice called "the Company") for leave to bring in a Bill for all or some of the following purposes, namely:—

To authorise the Company to construct and maintain the railways and works hereinafter mentioned, or part thereof, together with all necessary stations, sidings, approaches, roads, wharves, depôts, warehouses, offices, cranes, lifts, works, and conveniences connected therewith (that is to say):—

A railway, No. 1 (Lynn Loop Line), wholly in the county of Norfolk, commencing in the parish of South Lynn, otherwise South Lynn All Saints, by a junction with the Midland and Eastern Railway, at or near the post thereon denoting 24½ miles from Spalding, and terminating in the parish of Grimstone, by a junction with the Lynn and Fakenham Railway, at a point 370 yards or thereabouts, measured along the centre line thereof, to the north-eastward of the post thereon denoting 3 miles from its commencement near Lynn, which railway will be made into or through some of the following parishes, or extra-parochial or other places, namely:—South Lynn, otherwise South Lynn All Saints, West Lynn, otherwise West Lynn Saint Peter, West Winch, North Runcton, Hardwick, Middleton, Mintlyn, Leziate, Gaywood, Bawsey and Grimstone.

A railway, No. 2 (Stiffkey Branch), wholly in the county of Norfolk, commencing in the parish of Blakeney, near the west end of the quay at Blakeney, by a junction with the Railway No. 6, authorised by the Lynn and Fakenham Railway (Extensions) Act, 1880, at its authorised termination, and terminating in the parish of Stiffkey, 100 yards to the north of the public road leading from Morston to Stiffkey, and about 1,270 yards, or thereabouts, to the westward of the more westerly of the two sluices on the Stiffkey stream or river (known as the Stiffkey Sluices) where the stream or river discharges into the sea, which said intended Railway No. 2 will be made into or through the parishes of Blakeney, Morston, and Stiffkey, or on the foreshore of Blakeney Harbour, or of the North Sea adjacent to those parishes.

A railway, No. 3 (Blakeney Harbour Branch), commencing in the said parish of Morston, by a junction with the said intended Railway No. 2, lastly hereinbefore described, at a

point about 60 yards to the south of Morston Creek, and nearly opposite the sheep bridge over the said creek, which lies about 500 yards to the north-west of Morston Church, and terminating in the said parish of Morston, on the south side of the pit or channel of Blakeney Harbour, near low-water mark of ordinary spring tides, and about 160 yards to the westward of the junction therewith of Morston Creek aforesaid, which intended Railway No. 3 will pass into or through the parishes of Morston and Blakeney, both in the county of Norfolk, or on the foreshore or bed of the North Sea or Blakeney Harbour, adjacent to those parishes.

A wharf, commencing on the south side of the channel of Blakeney Harbour, known as the Pit, near low-water mark of ordinary spring tides, in the parish of Morston, at a point about 360 yards to the westward of the junction therewith of Morston Creek, and terminating in the said parish of Morston, near the said low-water mark, at a point about 160 yards to the westward of the said junction of Morston Creek, which said wharf will be in the parishes of Morston and Blakeney, both in the county of Norfolk, or one of them, or on the foreshore or bed of the North Sea or Blakeney Harbour, adjacent to those parishes.

An embankment or breakwater, in the county of Norfolk, commencing in the parish of Warham St. Mary, at or near the north-western corner of that parish, and terminating in the parish of Stiffkey, or on the foreshore of the North Sea adjacent to that parish, on the west side of Blakeney Channel aforesaid, at a point about 1,200 yards measured in a westerly direction from the Lifeboat-house at Blakeney Point, which work will be made in or into some of the parishes or extra-parochial or other places of Warham All Saints, Warham Saint Mary, Wells-next-the-Sea, Stiffkey, and Morston, or on the foreshore of the North Sea adjacent to those parishes.

A railway (No. 4) situated wholly in the county of Norfolk, commencing in the parish of Great Witchingham by a junction with Railway No. 2, authorised by "The Lynn and Fakenham Railway (Extensions) Act, 1880," at or about 10 miles 6 furlongs and 4 chains from the commencement thereof, along the line thereof, as shown on the plans deposited in relation to the Bill for that Act in November, 1879, with the Clerk of the Peace for the county of Norfolk at Norwich, and mentioned in the said Act, and terminating in the parish of East Dereham, on the south-east side of Theatre-street in the town of East Dereham, opposite the old theatre, which said railway (No. 4) will pass from, through, or into the following parishes and places or some of them, namely:—Great Witchingham, Sparham, Lyng, Elsing, Bylangh, Swanton-Morley, North Tuddenham, and East Dereham.

A railway (No. 5) to be situate wholly in the parish of East Dereham, in the county of Norfolk, commencing near the north-west part of the common known as Neat Herd's Moor or Common, to the southward of the public road from East Dereham to Swanton-Morley, which is crossed on the level by the Great Eastern Railway about 850 yards north of the present passenger station at East Dereham,

and at a point about 275 yards measured in an easterly direction from the said level crossing, and terminating by a junction with the Great Eastern Railway at or near the point where the said railway crosses on the level the public road leading from East Dereham to Neat Herd's Moor, at about 440 yards to the north of the said passenger station.

A railway (No. 6) commencing in the parish of North Heigham or hamlet of North Heigham, by a junction with Railway No. 2, authorised by "The Lynn and Fakenham Railway (Extensions) Act, 1880," between the River Wensum and the road known as Heigham-causeway, about 980 yards from the back of the flour mill built across the River Wensum and known as the New Mills, in the city of Norwich, measured in a north-westerly direction and terminating in the parish of Saint Peter-per-Mountergate at a point on the east side of and adjacent to King-street and about 40 yards to the northward of the centre of Rose-lane, where it joins King-street.

A railway (No. 7) commencing in the said parish of North Heigham, or hamlet of North Heigham, by a junction with Railway No. 2, authorised by "The Lynn and Fakenham Railway (Extensions) Act, 1880," between the said river and Heigham-causeway, about 600 yards, measured in a northerly direction from the back of the New Mills before described, and terminating by a junction with the intended Railway No. 6, in the parish of Saint Clement Without, at a point 20 yards to the south-west of the public (formerly turnpike) road known as the Fakenham-turnpike, otherwise the Hellesdon-road, and distant 200 yards or thereabouts in a north-westerly direction from the junction of the said Fakenham-turnpike with the road known as the Aylsham-turnpike.

A railway (No. 8) commencing in the parish of Saint Peter-per-Mountergate by a junction with Railway No. 6, hereinbefore described, at a point about 30 yards to the north-west from the north-west corner of the Vinegar Manufactory adjoining the River Wensum, and north of the Foundry Bridge over the same, and terminating by a junction with the Great Eastern Railway in the parish of Thorpe Hamlet, at a point 40 yards or thereabouts to the north-west of the bridge carrying the public road, known as Carrow-road over the said railway, 600 yards or thereabouts south-east of the Thorpe Station at Norwich.

The said railways at Norwich (Nos. 6, 7, and 8), will or may be made or pass through or into the parishes, extra-parochial and other places following, namely:—North Heigham, Saint Martin-at-Oak, Saint Clement Without, Saint Paul, hamlet of Pockthorpe otherwise Pockthorpe Saint Helen, Saint Mary-in-the-Marsh, otherwise the Cathedral Precincts, Saint Peter-per-Mountergate, Saint George-at-Tombland, Thorpe, and hamlet of Thorpe, all in the county of the city of Norwich, or some of them.

To enable the Company to excavate, dredge, and deepen the existing channels or creeks, or other tidal lands in the parishes of Warham All Saints, Warham Saint Mary, Stiffkey, Morston, Blakeney, Cley-next-the-Sea, and Wiveton, all in the county of Norfolk, or on the foreshore of the North Sea, or Blakeney Harbour, adjacent

to those parishes, or in the North Sea near the same, and to remove and excavate from such channels and creeks, and the tidal lands in or adjoining those parishes, sand, shingle, gravel, mud, and clay, and to deposit the same in such positions as the Company may think fit, and to warp such tidal lands or creeks. To fix buoys, lights, beacons, moorings, piles, guides, and other works for improving or regulating the existing or other channels, both on the lands aforesaid or in the North Sea near the same, and to purchase and acquire any of the said tidal lands, and to extinguish any existing rights in the aforesaid channels, creeks, or tidal lands within the limits of deviation to be shown on the plans.

To enable the Company to purchase, and if need be by compulsion, for general purposes connected with their undertaking, lands in the parish of Dunton, in the county of Norfolk, situate on the north-west side of and adjacent to their railway, and 800 yards or thereabouts measured in a south-westerly direction along the said railway from the public road level crossing adjoining Dunton Bridge over the River Wensum, also lands in the parish of Helhoughton, in the county of Norfolk, situated on the north-west side of and adjacent to the Lynn and Fakenham Railway, and distant about half a mile measured in a north-easterly direction along the said railway from the Rudham Station thereon.

To authorise the purchase and taking of the following (amongst other) pieces of land, or such part or parts thereof as may be required for the intended railways and works, all or some of which pieces of land are, or are reputed to be, common or commonable land, viz. :—

Description of common and name of parish.	Area within limits of deviation not exceeding acres.	Area estimated to be required for works about acres.
Neat Herds Moor, otherwise Neat Herds Common, in the parish of East Dereham ..	20	4
Lyng Common, in the parish of Lyng .. ..	12	3
Sparham Common, in the parish of Sparham .. ..	15	4
Leziat Warren, in the parish of Bawsey .. ..	20	4
Common known as Hardwick Narrows, in the hamlet of Hardwick and parish of North Runcton .. ..	4	2

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

To enable the Company and all companies and persons lawfully using their railways to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, so much of

the Great Eastern Railway as will be situate between the junction of the intended Railway No. 5 therewith, and the station at East Dereham, together with the East Dereham and other stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith.

To enable the Company, on the one hand, and the Blakeney Harbour Company, on the other hand, to enter into and carry into effect an agreement or agreements for the sale and transfer by the Harbour Company to the Company of their undertaking, harbour, works, quays, lands, property, and effects, of what nature and kind soever, or any part or parts thereof, or to provide for the transfer of such undertaking, harbour, works, quays, lands, property, and effects, or part or parts thereof, to and for their vesting in the Company upon such terms and conditions as may be defined in the intended Bill or as Parliament may prescribe.

To transfer to the Company and to enable the Company to exercise all the rights, powers, privileges, and authorities of the Blakeney Harbour Company under the Act of 57 George III, cap. 70, or under any other Act or otherwise howsoever, and especially to enable the Company to make bye-laws and regulations for the use of the said harbour and works.

To enable the Company to levy tolls, rates, and dues upon or in respect of ships, vessels, and other craft using the said harbour, or in respect of goods shipped or unshipped thereat, or near thereto, or for the use of landing stages, cranes, lifts, warehouses, to license and regulate pilots, to fix and regulate the rates for pilotage, and to alter and vary the tolls, rates, and duties which may now be demanded and taken under the said Act. To provide for the dissolution of the Blakeney Harbour Company, and for the winding up of its affairs. To confer upon the Company with reference to Blakeney Harbour, all the powers usually conferred upon a Harbour Authority, and to enable them to appoint a harbour master to prevent any obstruction of the harbour and to make bye-laws and regulations for the use thereof, and to impose penalties for breach thereof.

To confer on the Company powers for sale, lease, or disposal of any lands acquired by them under the intended Act, or any Act relating to the Company, and which may not be required for the purposes of the undertaking of the Company, and so far as may be necessary for that purpose to alter, amend, or vary any provisions of "The Lands Clauses Consolidation Act, 1845," which relate to the sale of superfluous land, and to enable the Company to purchase part of any property which they may require without being subject to the liability imposed by Section 92 of the said Act.

To enable the Company to build on any lands for the time being belonging to them houses or cottages, and to grant leases of any lands belonging to them for building purposes, and to enter into contracts and agreements relating thereto, and to enable the Company to provide, maintain, and work omnibuses or other conveyances in connection with their railways.

To amend Section 33 of "The Lynn and Fakenham Railway (Extensions) Act, 1880" and to extend the period limited thereby for the completion of certain of the railways authorised by that Act.

To authorise the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the said railways and works, and for the same purposes

and the general purposes of their undertaking, to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend and any other advantage which the Bill may define, and to authorise and provide for charging to capital account interest on capital during the construction of the works of the Company, whether authorised or to be authorised by the intended Act, and for the payment of such interest out of capital.

To repeal so much of Section 32 of the Lynn and Fakenham Railway Act, 1881, as limits the amount of the additional capital by that Act authorised, which may be issued as preference shares or stock, and to enable the Company to raise all or any part of such additional capital by means of preference shares or stock.

To change the name of the Company to the Eastern and Midlands Railway Company, or such other name as may be given by the intended Act.

The Bill will vary and extinguish all existing rights and principles 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, and if need be repeal, the powers and provisions of the following local and personal Acts, that is to say:—"The Lynn and Fakenham Railway Act, 1876;" "The Lynn and Fakenham Railway (Extensions) Act, 1880;" "The Lynn and Fakenham Railway Act, 1881;" and any and every other Act relating to or affecting the Lynn Company or their undertakings; "The Great Eastern Railway Act, 1862;" and any other Act relating to the Great Eastern Railway Company.

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

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

Dated this 16th day of November, 1881.

*F. O. Mathews*, 110, Cannon-street, E.C.,  
Solicitor for the Bill.

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

In Parliament.—Session 1882.

North Cornwall Railway.

(Incorporation of Company; Construction of Railways from Padstow to the Bodmin and Wadebridge Railway at Wadebridge to Launceston, and to the Holsworthy Line of the London and South Western Railway Company; Alteration and Improvements of Bodmin and Wadebridge Railway, and Provisions authorising and requiring them to be made by Company or Bodmin and Wadebridge Railway Company; Special Powers to Limited Owners; Working and other Agreements with Powers of Construction, Subscription, Guarantee, Raising, and application of Funds, and other powers to and Running Powers and Facilities over Railways and Works of Bodmin and Wadebridge, Great Western, and London and South Western Railway Companies; Provisions requiring Great Western Railway Company to lay down Narrow Gauge Rail on their Railway between Launceston and Lidford, and Bodmin and Wadebridge Railway Company to sell their Undertaking to Company, and to make alterations and Improvements in their Line; Agreements with and Powers of Construction and Appointment of Directors; Contribution, Raising, and Application of Funds, and other Powers, to Corporations of Launceston and Bodmin and Local Authorities; Other Powers; Amendment or Repeal of Acts.)

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

1. To incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all proper and necessary stations, sidings, junctions, approaches, communications, works, and conveniences connected therewith or incidental thereto respectively (that is to say):

**Railway No. 1.**—A railway commencing in the Parish of Padstow, in the County of Cornwall, on the south quay of the harbour belonging to the Padstow Harbour Commissioners, and terminating at Wadebridge, in the Parish of St. Breock, in the said county, by a junction with the Bodmin and Wadebridge Railway at a point thereon sixty yards or thereabouts from and to the north-westward of the Market House at Wadebridge:

**Railway No. 2.**—A railway commencing in the said parish of St. Breock by a junction with the Bodmin and Wadebridge Railway at a point 18 chains or thereabouts from and to the northwards of the bridge carrying that railway over the River Camel, near Pendevey Farm, and terminating at Launceston, in the parish St. Stephens-by-Launceston, in the said county of Cornwall, in a field situate on the south side of the Launceston and South Devon Line of the Great Western Railway, Company and numbered 209 on the Tithe Commutation map of the said parish of St. Stephens-by-Launceston, and at a point in the western end of the said field five chains or thereabouts measured in a south-easterly direction, from the south-eastern corner of the passenger station building at Launceston, which point is also three-quarters of a chain or thereabouts southward of the

southern fence of the said Launceston and South Devon Railway.

**Railway No. 3.**—A railway, commencing in the parish of Egloshayle, in the said county of Cornwall, by a junction with the Bodmin and Wadebridge Railway at a point  $7\frac{1}{2}$  chains or thereabouts from and to the southward of the bridge carrying that railway over the River Camel, near Pendevey Farm, and terminating in the said parish of Egloshayle by a junction with the Railway No. 2 above described, in a field in the occupation of William Lyne Blight, and at a point 7 chains or thereabouts to the north-westward of Pendevey Farm House, and 18 chains or thereabouts north-eastward of the said bridge.

**Railway No. 4.**—A railway, commencing by a junction with Railway No. 2 at the termination thereof as above described, and terminating in the parish of St. Stephens-by-Launceston by a junction with the Launceston and South Devon line of the Great Western Railway Company, at a point 20 chains or thereabouts from and to the eastward of the end of that line at the passenger station building at Launceston.

**Railway No. 5.**—A railway, commencing by a junction with Railway No. 2 at the termination thereof as above described, and terminating in the parish of Halwill, otherwise Halwell, in the county of Devon, by a junction with the Holsworthy Branch Railway of the London and South Western Railway Company, at a point on that branch railway 16 chains or thereabouts from and to the north-westward of the Halwill, otherwise Halwell, and Beaworthy station-house.

To authorise and require the Company and the Bodmin and Wadebridge Railway Company, or either of them, to make and maintain alterations and improvements of the line and levels of the Bodmin and Wadebridge Railway, and in connection therewith to make and maintain the deviation railways hereinafter described, with all proper and necessary stations, sidings, junctions, works, and conveniences connected therewith, or incidental thereto respectively (that is to say):—

**A Deviation Railway (No. 1)** commencing in the Parish of St. Breock, in the County of Cornwall, by a junction with the Bodmin and Wadebridge Railway, at a point thereon 10 chains or thereabouts from and to the south-eastward of the Market House at Wadebridge, and terminating in the same parish by a junction with the said railway at a point thereon 33 chains or thereabouts from and to the south-eastward of the said Market House at Wadebridge;

**A Deviation Railway (No. 2)** commencing in the Parish of Egloshayle, in the County of Cornwall, by a junction with the Bodmin and Wadebridge Railway at a point 13 chains or thereabouts from and to the south-eastward of the mile-post, thereon denoting 3 miles from Wadebridge, and terminating in the same parish by a junction with the said railway at a point 8 chains or thereabouts from and to the northward of the last-mentioned mile-post;

**A Deviation Railway (No. 3)** commencing in the Parish of Egloshayle, in the County of Cornwall, by a junction with the Bodmin and Wadebridge Railway, at a point 14 chains or thereabouts from and to the south-eastward of the mile-post, thereon denoting  $3\frac{1}{4}$  miles from Wadebridge, and terminating in the same parish by a junction with the said railway at or near the last-mentioned mile-post;

A Deviation Railway (No. 4) commencing in the Parish of Bodmin, in the County of Cornwall, by a junction with the Bodmin and Wadebridge Railway, at a point 12 chains or thereabouts from and to the eastward of the mile-post thereon denoting 4½ miles from Wadebridge, and terminating by a junction with the said railway at a point 6 chains or thereabouts from and to the westward of the mile-post thereon denoting 4¼ miles from Wadebridge;

A Deviation Railway (No. 5), commencing in the Parish of Bodmin, in the County of Cornwall, by a junction with the Bodmin and Wadebridge Railway, at a point 9 chains or thereabouts from and to the westward of the mile-post thereon denoting 5½ miles from Wadebridge, and terminating in the Borough and Parish of Bodmin by a junction with the Bodmin Line of the said railway at a point 4 chains or thereabouts to the eastward of the mile-post thereon denoting 5¾ miles from Wadebridge;

A Deviation Railway (No. 6), commencing in the Parish of Bodmin, in the County of Cornwall, by a junction with the Wenford Bridge branch of the Bodmin and Wadebridge Railway, at a point on that branch 9 chains north-eastward from the existing junction of that branch with the Bodmin and Wadebridge Line at junction-bridge, and terminating in the same parish by a junction with the Deviation Railway No. 5, in a plot of ground numbered 3,096 on the Tithe Commutation Map of the Parish of Bodmin, at a point about 1 chain or thereabouts eastward of the aforesaid junction-bridge;

A Deviation Railway (No. 7), commencing in the Parish and Borough of Bodmin, in the County of Cornwall, by a junction with the Bodmin Line of the Bodmin and Wadebridge Railway, at or near a point 2 chains or thereabouts measured along the said line from and to the westward of the mile-post

thereon denoting six miles from Wadebridge, and terminating in the said Parish and Borough of Bodmin by a junction with the said Bodmin Line of the Bodmin and Wadebridge Railway, at or near the mile-post thereon denoting 6¾ miles from Wadebridge.

Which said intended railways, deviation railways, and works will be made, or pass from, through, or into, the several parishes, townships, extra parochial, and other places following, or some of them (that is to say):—

Padstow, St. Enodock, St. Merryn, Little Petherick, otherwise St. Petrock Minor, St. Issey, St. Michael, St. Minver, St. Breock, Egloshayle, Wadebridge, St. Kew, St. Mabyn, St. Tudy, St. Endellyon, St. Teath, Michaelstow, Lanteglos, otherwise Lanteglos-by-Camelford, Delabole, Camelford, Tintagel, Trevalga, Forrabury, Minster, Davidstow, St. Juliott, Lesnewth, Otterham, Warbstow, St. Cleather, Treneglos, Tresmeer, Tremaine, Laneast, Trewen, Egloskerry, St. Thomas the Apostle, the hamlet of St. Thomas-street, otherwise St. Thomas the Apostle, otherwise St. Thomas, in the borough of Dunheved, otherwise Launceston, St. Stephen's-by-Launceston, St. Mary Magdalene, Launceston, South Petherwin, Advent, Lawhitton, and Bodmin, all in the county of Cornwall, and Werrington, St. Giles-in-the-Heath, Lifton, Virginstow, Luffincott, Broadwoodwider, Ashwater, Germansweek, Halwill otherwise Halwell, Beaworthy otherwise Beworthy, all in the county of Devon.

And it is intended by the Bill to take for or in connection with the proposed railways and works, or other the purposes of the Bill, certain lands being, or reputed to be, commons or commonable lands, of which the following are particulars, and the estimated quantities included within the limits of deviation shown upon the plans hereinafter mentioned, and the estimated quantities proposed to be taken (that is to say):

Railways and works for which the land will be taken.	Name by which the lands are known.	Parish or place in which the lands are situate.	Estimated quantities included within limits of deviation.	Estimated quantities to be taken.
Railway No 2	Red Down	Egloskerry	12 acres.	2 acres.

2. To authorise the Company and the Bodmin and Wadebridge Railway Company, or either of them, to purchase and take, by compulsion or agreement, lands, houses, and property required for the purposes of the intended railways, deviation railways and works, or any or either of them, or any part or parts thereof respectively, and to levy tolls, rates, and duties for the use of the intended railways, deviation railways and works, or any or either of them, or any part or parts thereof respectively, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

3. To empower the Company and the Bodmin and Wadebridge Railway Company, or either of them, to cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, highways, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or main-

taining the said intended railways, deviation railways and works.

4. To enable and authorise any tenant for life of, or other person having a limited estate or interest in, any lands which would or might be benefited or improved in value by or would derive facilities or accommodation from the construction or working of the intended railways, deviation railways, or any of them; or any part or parts thereof respectively, or any station, siding, road, approach, building, works, or conveniences connected therewith, to subscribe and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of and to charge the same upon such lands and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railways, deviation railways, or any of them, or any part or parts thereof respectively, or any such station,

siding, road, approach, buildings, works, or conveniences, either without payment or other consideration or for such consideration, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been or may be made between any such person and the Company, or any person or persons on their behalf respectively with respect to any of the matters aforesaid :

5. To authorise the Company on the one hand, and the Great Western Railway Company, and the London and South Western Railway Company, and the Bodmin and Wadebridge Railway Company, or any one or more of those Companies, on the other hand to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies of the intended railways, deviation railways, and works, or any or either of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of such railways, deviation railways, and works, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made :

6. To authorise the before-mentioned Companies, or any one or more of them, to subscribe and contribute funds towards the making and maintaining of the intended railways, deviation railways and works, or any or either of them, or any part or parts thereof respectively, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of such purposes and for other the purposes of the Bill to apply their respective funds and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee, in payment of interest or dividend, or other special privileges, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially, as a separate share and loan capital charged primarily or exclusively on the intended railways, deviation railways and works, or any or either of them, or any part or parts thereof, and the tolls, rates, and duties received upon or in respect thereof, and to authorise the before-mentioned Companies, or any one or more of them, to appoint directors of the Company :

7. To empower the Company and all Companies and persons lawfully working or using the intended railways and deviation railways, or any or either of them, or any part or parts thereof respectively, to run over and use with their engines and carriages, officers, and servants, and for the purposes of their traffic of every description, upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon, or, in default of agreement, as may be settled by arbitration, or defined by the Bill, the railways and portions of railways respectively hereinafter mentioned, together with the stations, platforms, sidings, roads, watering places, water supply, booking and other offices, warehouses, landing places, signals, points, buildings, machinery, works, and conveniences, on or connected therewith respectively (that is to say) :—

The Bodmin and Wadebridge Railway ;

The Railways of the Great Western Railway Company between Launceston and the Great Western Docks at Plymouth, and between Laira Junction and Sutton Harbour, including the stations at Sutton Harbour ;

The Railways of the London and South Western Railway Company from the point of junction of the intended Railway No. 5 with the Holworthy Line to the Queen-street Station at Exeter, including that station ;

The Railways of the Great Western Railway Company and the London and South Western Railway Company from the point of junction of the Exeter and Crediton Line with the Bristol and Exeter Line to the Saint David's Station at Exeter, including that station and the railways of those two Companies, or either of them, from the North-road Station at Plymouth to the Devonport Station of the London and South Western Railway Company, including that station, and the London and South Western Railway Company's branch Railway to Sutton Harbour, including the Friary Station ;

And to require and compel the Bodmin and Wadebridge Railway Company, The Great Western Railway Company, The London and South Western Railway Company, or other the Company or Companies owning or working the said railways and portions of railways respectively, to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons as aforesaid to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned railways and portions of railways respectively, or any part or parts thereof, under the powers of the Bill, and, if need be, to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon or in respect of the said railways and portions of railways respectively, and the works and conveniences connected therewith ;

8. To authorise and require the Great Western Railway Company at such times, and upon such terms and conditions as in default of agreement shall be settled by arbitration or by the Board of Trade, or defined by the Bill, to lay down on so much of their Launceston and South Devon Railway as is situate between Launceston and the junction therewith of the railway of the London and South Western Railway Company at Lidford, an additional rail, or additional rails; so as to adapt the same to the passage of engines and carriages on the narrow gauge as well as on the broad gauge :

9. To empower the Company to purchase and acquire, and to authorise and require the Bodmin and Wadebridge Railway Company to sell and transfer or otherwise provide for the vesting in the Company of all or any part of the undertaking of the Bodmin and Wadebridge Railway Company, and all lands, property, rights, powers, privileges, and easements connected therewith, vested in, belonging to, or enjoyed by, the Bodmin and Wadebridge Railway Company, upon such terms and conditions and for such considerations and at such period or periods as have been or may be agreed upon between the two Companies, or as may be settled by arbitration, or as may be otherwise authorised or provided for by the Bill, and to provide for the exercise and fulfilment by the Company of all or any of the rights, powers, privileges, authorities, and obligations of every description of the Bodmin and Wadebridge Railway Company with reference to the undertaking transferred and vested.

10. To provide for the substitution of shares or stock or debenture stock of the Company for or in lieu of shares, stock, mortgages, bonds, or debenture stock of the Bodmin and Wadebridge Railway Company.

11. To provide, if need be, for the dissolution of the Bodmin and Wadebridge Railway Company, the winding up of their affairs, and the payment of their debts, and the division of their assets amongst the mortgagees and holders of bonds, stock, and shares in that Company.

12. To authorise and require the Bodmin and Wadebridge Railway Company to improve, alter, extend, and rearrange their railway, or such portions thereof as may be defined by the Bill, and the stations, sidings, rails, works, and conveniences connected therewith, to such extent and in such manner as shall enable the powers of running over and working and using that railway conferred by the Bill on the Company, and other Companies, to be exercised in an efficient manner, and admit of the free passage and interchange of traffic between the said Bodmin and Wadebridge Railway and the intended railways and deviation railways; and to provide for the settlement, in default of agreement between the Company and the Bodmin and Wadebridge Railway Company, by the Board of Trade, or by arbitration or otherwise, as may be prescribed by the Bill, of the extent and mode of such improvements, alterations, extensions, and re-arrangements, and the time at which and the terms and conditions, pecuniary and otherwise, on which the same shall be carried out.

13. To authorise the Bodmin and Wadebridge Railway Company and the Great Western Railway Company, and the London and South Western Railway Company, or any two of those Companies jointly, or any one or more of those Companies jointly with the Company, or either of them alone, to make and maintain the intended railways and deviation railways and works, or any of them, or any part or parts thereof respectively, and to confer upon those Companies, or any two of them jointly, or any one or more of those Companies jointly with the Company, or either of them alone, the exercise and execution of all or any of the powers of the Bill, whether with reference to the acquisition of lands, the construction and maintenance of works, the demanding and recovery of tolls or otherwise, and to authorise and provide for the appointment by the four Companies, or any three or two of them, of a joint committee for the conduct and management of the said undertaking, or for otherwise carrying into effect all or any of the purposes aforesaid.

14. To authorise agreements between the Company and the other Companies named in this Notice, or any of them, with respect to, or in connection with the objects and purposes of the Bill, and to confirm and give effect to any such agreements which may have been or may be made prior to the passing of the Bill.

15. To empower the Company on the one hand, and the Mayor, Aldermen, and Burgesses of the Boroughs of Dunheved, otherwise Launceston and Bodmin respectively (hereinafter called the Corporation), and any other Local Authority having the control and management of any streets or roads, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction and maintenance of the intended railways, deviation railways, or any or either of them, or any part or parts thereof, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds, the execution of works, and the exercise of any of the powers of the Bill by the Company, or by the Corporations, or such other Local Authority respectively, and any incidental matters, and to sanction and confirm contracts and agreements which have been or may be made with reference to all or any such matters, and to confer upon the Corporations and every other Local Authority aforesaid respectively, or any or either of them, in furtherance of any such agreements, all or any of the powers of the Bill, including powers of construction and maintenance and purchase of lands, and to authorise or provide for vesting in the Corporations or in any such Local Authority aforesaid respectively of the intended railways, deviation railways, and works, or any or either of them, or any part or parts thereof respectively, and to empower the Corporations, and any such authority as aforesaid respectively, to subscribe and contribute towards and to take and hold shares in the capital of the Company, and for all or any of the purposes of the Bill to raise further moneys by rates and on mortgage, or bond, or otherwise.

To authorise the Corporations or either of them from time to time to appoint and remove directors of the Company.

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

17. The Bill will vary or extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from rates, tolls, and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

18. To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the powers and provisions of the Acts of Parliament following, or some of them (that is to say):—

Local and Personal Acts, 2 and 3 Wm. IV, cap. 47; 28 and 29 Vic. cap. 370, and all other Acts relating to or affecting the Bodmin and Wadebridge Railway Company; 4 and 5 Wm. IV, cap. 88; 18 and 19 Vic. cap. 188, and all other Acts relating to or affect-

ing the London and South Western Railway Company; 5 and 6 Wm. IV, cap. 107; 26 and 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 affected by the objects of the Bill or any of them.

And notice is hereby further given, that—

On or before the 30th day of November instant, plans and sections of the intended railways, deviation railways and works, together with books of reference to such plans, an Ordnance map with the lines of the intended railways and deviation 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 Cornwall, at his office at Bodmin; and with the Clerk of the Peace for the County of Devon, at his office at Exeter; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference respectively as relates to each parish or extra parochial place in or through which the intended railways, deviation railways and works are proposed to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this Notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto at his residence, and

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 fourteenth day of November, 1881.

*Burchells*, 5, The Sanctuary, Westminster;

*Coode, Shilson, and Co.*, St. Austell;

*Venning and Goldsmith*, Devonport;

Solicitors.

*John Charles Ball*, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament—Session 1882.

Cleator and Workington Junction Railway.

(Extension to Brayton, Branch Railways; Compulsory Purchase of Lands, Houses, Easements, and Property; Running Powers over portion of Maryport and Carlisle, Solway Junction, North British, and Cocker-mouth and Workington Railways; Running Powers to North British Railway Company over the Railways of the Cleator and Workington Junction Railway Company, and Power to that Company and others to Use the Authorised Railways of that Company for certain Traffic; Working and other Agreements with Solway Junction, Furness, Maryport, and Carlisle, North British, and Caledonian Railway Companies; Confirmation of Agreement between the Cleator and Workington Junction, the Furness, and the London and North Western Railway Companies; Additional Capital; Incorporation of Acts; Amendment of Acts).

**N**OTICE is hereby given, that the Cleator and Workington Junction Railway Company (who are hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing Session thereof, for leave to bring in a

Bill for all or some of the following purposes, that is to say:

1. To enable the Company to construct and maintain wholly in the County of Cumberland, 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) to be wholly situated in the County of Cumberland, commencing in the township of Seaton and parish of Camerton, by a junction with the main line of the Cleator and Workington Junction Railway, about 304 yards measured in a northerly direction along that railway from the centre of the bridge carrying the said Cleator and Workington Junction Railway over the Cocker-mouth and Workington Railway of the London and North Western Railway Company, and passing through or into the following parishes, townships, and places, or some of them, that is to say, Camerton, Seaton, Ribton, Bridekirk, Great Broughton, Little Broughton, Dovenby, Tal-lentire, Gilcrux, Plumblaud, Torpenhow, Torpenhow and Whitrigg, Bothel and Threapland, Blennerhasset and Kirkland, Allhallows Bromfield, Bromfield, Crookdale and Scales, Langrigg and Mealrigg, Aspatria and Brayton, and terminating in the parish of Aspatria, by a junction with the Solway Junction Railway, at or near a point 100 yards measured in an easterly direction along that railway from the east end of the signal cabin thereof at or near to Brayton Station.

A Branch Railway (No. 2) to be wholly situated in the County of Cumberland, commencing in the said township of Blennerhasset and Kirkland, in the said parish of Torpenhow, by a junction with the Railway No. 1 above described, at or near the north-western corner of the field belonging to William Fletcher, and occupied by Elizabeth Barnes, which field is numbered 14 on the published Ordnance map of the said parish, and passing thence through or into the following parishes, townships, and places, that is to say, Torpenhow, Blennerhasset, and Kirkland, Allhallows, and terminating in the parish of Allhallows, by a junction with the Bolton Branch of the Maryport and Carlisle Railway, at or near a point 830 yards measured in an easterly direction along that branch from the centre of the bridge, carrying the said Bolton Branch over the public road leading from Blennerhasset to Baggrow.

A Branch Railway (No. 3) to be wholly situated in the County of Cumberland, commencing in the extra-parochial place of Cloffocks by a junction with the main line of the Cleator and Workington Junction Railway about 104 yards measured in a northerly direction along that railway from the centre of the bridge carrying the street or lane called Ladies' Walk over the said Cleator and Workington Junction Railway, and passing through or into the following parishes, townships, and places, or some of them—that is to say, Seaton, Camerton, and Cloffocks, and terminating by a junction with the said Cocker-mouth and Workington Railway at or near a point about 89 yards measured in a westerly direction along that railway from the west side of the bridge carrying the turnpike-road from Workington to Maryport over the said Cocker-mouth and Workington Railway.

For the purpose of Railway No. 1, about a quarter of an acre of Warthole Common, in the said parishes of Gilcruix and Plumbland, will be taken.

2. To enable the Company to construct, with all necessary walls, banks, arches, and conveniences, a road in the township and parish of Cleator, in the County of Cumberland, commencing in and out of a public highway known as Jack Trees-lane, and terminating at a point about 50 yards west of the western end of the bridge over the Whitehaven, Cleator, and Egremont (Joint) Railway near to Mr. Stirling's Iron Ore Offices, and to provide for the maintenance of that road by the Cleator Moor Local Board, and to enable that Local Board to contribute to the cost of the construction thereof, and to enable the Company and the Local Board to enter into and fulfil contracts and agreements for and in relation to the construction and maintenance of the said road, and to confirm any such contract already or to be made.

3. 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 water-courses, and to remove and interfere with telegraphic apparatus, so far as may be necessary in constructing or maintaining the said intended railways and works, and to deviate from the line and level of any work, to any extent, within the limits of deviation shown on the deposited plans hereinafter mentioned or defined by the Bill, and 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 to extinguish easements, rights, and privileges in, over, and under the lands so purchased or acquired.

4. To authorise the Company to levy tolls, rates, and charges in respect of such railways and works, to alter tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment thereof, and to exercise other rights and privileges.

5. To empower the Company to purchase or acquire so much of any property as they may require for the purposes of the Bill without being subject to the liability imposed by the 92nd Section of the "Lands Clauses Consolidation Act 1845."

6. To enable the Company and all companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill

So much of the Solway Junction Railway as lies between the point of junction of that railway with the Maryport and Carlisle Railway and the point of junction of the Solway Junction Railway with the North British Railway at "Abbey Holme Junction," together with the joint and several stations of the Solway Junction and the Maryport and Carlisle Railway Companies at Brayton.

So much of the Maryport and Carlisle Railway as lies between the said junction of that railway with the Solway Junction Railway, and the said joint and several stations.

So much of the North British Railway as lies between the extremity thereof at Silloth and the point of junction of the North British

Railway with the North Eastern Railway at "Canal Junction," near Carlisle.

The Workington Bridge station of the Cocker-mouth and Workington Railway of the London and North Western Railway Company.

Together with the stations, watering-places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively, and to require those Companies to afford all proper facilities for the purpose.

7. To enable the North British Railway Company and all Companies and persons lawfully using the railways of that 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 on between the Company and the North British Railway Company, or be settled by arbitration, the following railways for the following purposes:

The several railways to be authorised by the Bill for the purposes of traffic of all descriptions.

The several railways authorised by "The Cleator and Workington Junction Railway Act, 1876," "The Cleator and Workington Junction Railway Extension Act, 1878," and "The Cleator and Workington Junction Railway Act, 1881," for the purposes of all traffic coming from or over or destined for or over the North British Railway.

Together with all stations, watering-places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively, and to require the Company and any Company working the railways of the Company, to afford all proper facilities therefor.

8. To enable the Company and all Companies and persons lawfully using the proposed railways of the Company, to run over and use with engines and carriages of every description, and with their clerks, officers, and servants, all, any, or either of the railways of the Company authorised by the said Acts for the purposes of traffic coming from or to any or either of the last mentioned railways, to, from, or over any or either of the said proposed railways, together with the stations, watering places, booking-offices, warehouses, sidings, works, and conveniences connected therewith respectively, and to require whatever Company may be working the railways of the Company to afford all proper facilities for the purpose.

9. To enable the Company on the one hand, and the Furness Railway Company, the Maryport and Carlisle Railway Company, the Solway Junction Railway Company, the North British Railway Company, and the Caledonian Railway Company, or any or either of them, on the other hand, from time to time to enter into and fulfil alter, vary, or rescind agreements with respect to the working, use, management, construction and maintenance of the said intended railways and works, and the working, use, and management of the railways of the Company already authorised, and any part or parts thereof respectively, the supply of engines, rolling stock, and machinery, and of officers and servants for the conduct of the traffic of the said intended and authorised railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies and the division and appropriation of the revenue arising

from that traffic, and to authorise the appointment of Joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

10. To confirm an agreement dated the 30th April, 1877, and made between the Company of the one part, and the Furness Railway Company and the London and North Western Railway Company of the other part.

11. To authorise the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the said intended railways and works, and for the same purposes and for the general purposes of their authorised undertakings, to raise additional capital by shares or by stock and by borrowing, and to attach to such shares or stock any preference or priority of dividend and any other advantage which the Bill may define.

12. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself, with or without alteration, the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Land Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will, if need be, amend and enlarge the powers and provisions of the following Acts and certificate, namely, "The Cleator and Workington Junction Railway Act, 1876," "The Cleator and Workington Junction Railway Act, 1877," "The Cleator and Workington Junction Railway Extension Act, 1878," and "The Cleator and Workington Junction Railway (Additional Capital) Certificate, 1880," and "The Cleator and Workington Junction Railway Act, 1881," and of any and every other Act relating to or affecting the Company or their undertaking; 9 and 10 Vic., cap. 204, and of any and every other Act relating to or affecting the London and North Western Railway Company or their undertaking; 18 and 19 Vic., cap. 173, and of any and every other Act relating to or affecting the Furness Railway Company or their undertaking; 18 and 19 Vic., cap. 79, and of any and every other Act relating to or affecting the Maryport and Carlisle Railway Company or their undertaking; 17 and 18 Vic., cap. 64, and of any and every other Act relating to or affecting the Whitehaven, Cleator, and Egremont Railway Company or their undertaking; "The Solway Junction Railway Act, 1864," and of any and every other Act relating to or affecting the Solway Junction Railway Company or their undertaking; "The Caledonian Railway Act, 1845," and of any and every other Act relating to or affecting the Caledonian Railway Company or their undertaking; "The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862," and of any and every other Act relating to or affecting the North British Railway Company or their undertaking; and 8 and 9 Vic., cap. 120, 29 and 30 Vic., cap. 189, and of any and every other Act relating to or affecting the Cockermouth and Workington Railway Company or their undertaking; or the London and North Western Railway Company, as owners or otherwise of that undertaking.

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

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

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

Dated this 15th day of November, 1881.

*Lumb and Howson, Whitehaven;*  
*E. L. Waugh and Musgrave, Cocker-*  
*mouth;*

Solicitors for the Bill.  
*Dyson and Co., Parliamentary Agents,*  
*24, Parliament-street, Westminster.*

In Parliament.—Session 1882.

Devon and Cornwall Central Railway.  
(Incorporation of Company; Construction of Railways from Great Western and London and South Western Railways, near Lydford, to the East Cornwall Mineral Railway, and to Callington; Alterations of Levels of East Cornwall Mineral Railway, and of existing rails thereof over public roads; Alteration of Levels of Public Roads and Bridges over that Railway; Compulsory Purchase of Lands; Repeal of Sections 23, 24, and 32 of Callington and Calstock Railway Act, 1869; Alteration of Gauge of East Cornwall Mineral Railway; Power to Carry Passengers, &c., on that Railway; Tolls; Running Powers Agreements with and other provisions affecting other Railway Companies; Conferring of Powers of Bill, or some of them, on the East Cornwall Mineral Railway Company; Application of Funds by, and further Money Powers to, and Constitution of Separate Undertaking of that Company; Sale or Lease of East Cornwall Mineral Railway; Amendment of Acts.)

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

1. To incorporate a Company, and to authorise the Company so to be incorporated (hereinafter called "the Company"), to make and maintain the railways, and to execute the works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all proper and sufficient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

1.—A Railway (No. 1), commencing in the parish of Mary Tavy, in the county of Devon, by a junction with the Launceston and South Devon Railway, of the Great Western Railway Company near Lydford Station, at

a point 130 yards or thereabouts, measured along the said railway in a southerly direction from the point of junction of the London and South Western Railway with the Launceston and South Devon line, and terminating in the parish of Lamerton, in the county of Devon, at a point about 14 chains north-westward from the north-western fence of the said Launceston and South Devon Railway, measured from and at right angles to that fence at a point about 46 chains, measured along the said railway in a south-western direction, from the centre of the northernmost passenger booking office at Lydford Station.

2.—A Railway (No. 2), commencing in the parish of Mary Tavy, in the county of Devon, by a junction with the London and South Western Railway at a point 570 yards or thereabouts, measured along the said railway in a northerly direction from opposite the door of the southernmost booking office at Lydford Station, and terminating in the parish of Lamerton, in the same county, at or near the point of intended termination as above described of the intended Railway No. 1.

3.—A Railway (No. 3), commencing in the parish of Lamerton, in the county of Devon, by junctions with the intended Railways No. 1 and No. 2 at their common point of termination as above described, to pass from, in, through, or into the following parishes, or some of them (that is to say): Mary Tavy, Lamerton, Brenton, Milton Abbot, Sydenham Damerel, otherwise called South Sydenham, and Tavistock, in the county of Devon, and Calstock, in the county of Cornwall, and terminating in the said parish of Calstock by a junction with the lines on the ordinary narrow gauge of 4 feet 8½ inches, of which the East Cornwall Mineral Railway will consist when altered under the powers of the Bill, at a point measured 960 yards or thereabout in a north-westerly direction along such railway from the top of the incline called or known by the name of Kelly Incline.

4.—A railway (No. 4), commencing in the parish of Stokeclimsland, in the county of Cornwall, by a junction with the lines on the ordinary narrow gauge of 4 ft. 8½ in., of which the East Cornwall Mineral Railway will consist when altered under the powers of the Bill, at or near the point at which that railway crosses, by a bridge, an occupation road belonging to the trustees of Jane Fletcher, deceased, and in the occupation of William Body, which road joins the public road from Kelly Bray to Monks Corner, about 18 chains eastward from the western end of Kelly Bray Station, passing from, in, through, or into the following parishes, or some of them (that is to say): Stokeclimsland, Southill, and Callington, all in the county of Cornwall, and terminating in the said Parish of Callington, in a field abutting on the public road leading from Callington to Tavistock, which field abuts towards the west on the houses opposite the County Police Station at Callington.

5.—An alteration, in the parish of Calstock aforesaid, of the levels of the Railway (No. 1) authorised by "The Callington and Calstock Railway Act, 1869" (in this Notice called "the Act of 1869"), between the following points respectively, viz. :—

(a) Between the bridge by which the road

numbered 130 in the said parish of Calstock on the plans deposited for and referred to in the Act of 1869 (in this Notice called "the deposited plans of 1869") is carried over the said railway, and the bridge by which the said railway is carried over the road numbered on the same plan 119 in the same parish.

(b) Between a point about 3 chains eastward from the bridge by which the road numbered 75 in the said parish of Calstock on the deposited plans of 1869 is carried over the said railway and a point about 31 chains westward from the same bridge.

6.—An alteration in the said Parish of Calstock of the levels of the public carriage road, numbered 90, in the last-mentioned parish on the deposited plans of 1869, for a distance of about 2 chains from and on the southern side of the centre of the bridge by which that road is carried over the Railway (No. 1) authorised by the Act of 1869, and for a distance of about 3 chains from and on the northern side of the same bridge, together with an alteration and raising of the said bridge.

7.—An alteration in the parish of Stokeclimsland, in the County of Cornwall, of the levels of the public carriage road numbered 65 in the last-mentioned parish on the deposited plans of 1869, for a distance of about 2 chains from and on the southern side of the centre of the bridge by which that road is carried over the Railway (No. 1) authorised by the Act of 1869, and for a distance of about 3 chains from and on the northern side of the same bridge, together with an alteration and raising of the said bridge.

8.—For the purpose of or in connection with the alteration hereinafter mentioned of the gauge of the existing railway of the East Cornwall Mineral Railway Company (hereinafter called the "East Cornwall Company," the laying down and maintaining of one or more line or lines of rails of the gauge of 4 ft. 8½ in., over and across each of the public carriage roads, respectively numbered 2, 16, and 32 in the parish of Calstock aforesaid on the deposited plan of 1869, at or near the points where those roads are now respectively crossed on the level by the East Cornwall Company's existing railway.

2. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, whether within or beyond, in each case, the limits of deviation prescribed by the Railway Clauses Consolidation Act 1845.

3. To empower the Company to divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways, within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, alter, divert, or stop up for the purposes of the intended works, or any of them, or of the Bill.

4. To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railways and works, and of the Bill, and to vary or extinguish all rights and privileges in any matter connected with the lands,

houses, tenements, and hereditaments so purchased or taken.

5. To repeal Section 28 (relating to the gauge of the East Cornwall Companies Railways) of the Act of 1869, and to authorise the Company to be incorporated by the Bill, to alter the gauge of those railways, and to convert the same into railways of the gauge throughout of 4ft. 8½in., either by the taking up and relaying of some of the existing rails or by laying down additional rails thereon.

6. To repeal Section 24 of the Act of 1869, by which the speed of trains to be run on the East Cornwall Company's railways is limited.

7. To authorise the conveyance of passengers, horses, carriages, and cattle on the railways of the East Cornwall Company, and every or any part thereof respectively, and so far as may be necessary or expedient to repeal Section 32 of the Act of 1869 prohibiting the conveyance of passengers, horses, cattle, and carriages on the said railways.

8. To enable the Company to levy tolls, rates, and duties, as well in respect of passengers, horses, cattle, and carriages, as of minerals, goods, parcels, articles, and things upon or in respect of the intended railways and works, and upon or in respect of the railways or portions of railway stations and works hereinafter mentioned belonging to other Companies, and to alter the tolls, rates, and duties which are now authorised to be taken upon or in respect of the said railways, portions of railway stations and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

9. To empower the Company, and any Company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and waggons, officers and servants, whether in charge of engines or trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways, portion of railway and stations hereinafter mentioned (that is to say):—

(a) The railways of the East Cornwall Company, as the same are proposed to be altered under the powers of the Bill.

(b) Such parts of the railways of the Great Western and the London and South Western Railway Companies (hereinafter called "the two Companies") respectively, as lie between the junctions therewith of the intended Railways No. 1 and No. 2 respectively, and the joint station of the two Companies, or any separate station or part of a station, of either of the two Companies at Lydford, together with such joint station, or separate stations, or parts of station.

And (c) So much of the railway of the London and South Western Railway Company as lies, or will lie, between the junction therewith of the intended Railway No. 2, and the station of that Company at Okehampton, together with that station.

And all other stations and all roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works and conveniences (whether belonging to the East Cornwall Company or to the two Companies jointly or to either of them

separately) of or connected with the said railways and portions of railway and stations.

10. To empower the Company on the one hand and the East Cornwall Company, the Great Western Railway Company, and the London and South Western Railway Company, or any one or two of those Companies, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways or 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 parties, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of Joint Committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

11. Or the Bill, instead of conferring the above powers upon the Company, will or may confer all or some of such powers upon the East Cornwall Company, either alone or jointly with the Company, and in that event will or may confer the additional powers hereinafter mentioned, or some of them, or continue the provisions, or some of the provisions, with respect to the East Cornwall Company, and their undertaking hereinafter mentioned.

12. To authorise the East Cornwall Company, for such of the purposes and powers of the Bill as may relate to or be conferred upon that Company, to apply their funds and revenues, and to raise further moneys by borrowing, and by the creation of new shares and stocks, and (if the East Cornwall Company shall think fit), to attach to all or any of such new shares or stocks a preference or priority of interest or dividend and other special privileges.

13. To constitute, or to enable the East Cornwall Company, if they so think fit, to constitute the railways and works (other than works for altering the gauge of their existing railways or connected with such alteration of gauge) to be authorised by the Bill, or some part or parts thereof respectively, a separate undertaking of that Company, with a separate capital, proprietary, and borrowing powers, and to define and to declare the profits a part of the revenue of the East Cornwall Company to which the shareholders or stockholders in such separate capital of that Company shall be entitled, and the proportions in which the working and other expenses of that Company shall be borne by the several undertakings of that Company, and to and by which of those several undertakings, or in what proportion to and by each of such undertakings the receipts to be derived from, and the expenses to be incurred in the exercise of the powers of running over and using the railway stations and works of the Great Western and London and South Western Railway Companies hereinafter mentioned shall belong and be borne.

14. To define, classify, and regulate the capital,

or the several classes of capital, and the borrowing powers of the East Cornwall Company, and the rights and privileges as between themselves of the shareholders, stockholders, and mortgagees of that Company, or of any class or classes thereof respectively.

15. Or the Bill, instead of conferring any of the powers thereof upon the East Cornwall Company, will or may authorise the Company thereby to be incorporated to purchase or take on lease the whole or some part or parts of the undertaking of the East Cornwall Company, and will enable that Company to sell and convey or transfer or demise the same accordingly, upon such terms (pecuniary and other) and conditions as have been or may be agreed, and will or may empower the said Companies to enter into and carry into effect contracts and agreements, and will or may sanction, confirm, and give effect to any agreements made or to be made between them for those purposes, or any of them.

16. And the Bill will vary or extinguish all rights and privileges which would interfere with its objects or such contracts, agreements, or arrangements as aforesaid, and to confer other rights and privileges.

17. 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): 32 and 33 Vic., c. 152, 34 and 35 Vic., c. 33, and 39 and 40 Vic., c. 240, and 42 and 43 Vic., c. 52, and all other Acts relating to the East Cornwall Company, and 5 and 6 Wm. IV., c. 107, and all other Acts relating to the Great Western Railway Company, and 4 and 5 Wm. IV., c. 88, and all other Acts relating to the London and South-Western Railway Company.

18. And notice is hereby given that on or before the 30th day of November instant plans and sections of the works proposed to be authorised by the Bill, showing the situation, 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 Cornwall, at his office at Bodmin, in that county; and with the Clerk of the Peace for the County of Devon, at his office in Exeter, 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 such extra-parochial place with the parish clerk of such parish immediately adjoining thereto at his residence.

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

Dated this 17th day of November, 1881.

*Nicolls and Blight*, Callington;

*Burchells*, 5, The Sanctuary;  
Solicitors for the Bill.

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

In Parliament—Session 1882.

Northampton Corporation.

(Purchase of Freeman's, and Trustees' of Freeman's Commons Rights in Freeman's Commons, and Old and New Commons, and Property of Freeman and Trustees therein; Vesting of all the Commons in the Corporation freed from Freeman and Trustees' Rights and Public Rights except right of holding Races on Freeman's Commons; Power of Sale and Letting of part of Old and New Commons, and appropriation of Residue of Freeman's and Old and New Commons for Public Parks or Recreation Grounds; Power to manage Races and take Revenue arising therefrom; Purchase Money or Compensation to be £800 per annum, and to form a Freeman's Fund for the use of Freeman and their Widows; Constitution of Trustees of Fund; New Streets and Widening of Street; Money Powers for Corporation; Amendment or Repeal 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 Northampton (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 vest in the Corporation, or to enable the Corporation to purchase and acquire, by agreement or compulsorily, the ownership, in perpetuity, and free from rights, trusts, and incumbrances, of all such estates, rights, and interests as belong, or are reputed to belong, to the Freeman of the Borough of Northampton (hereinafter called the Borough) or the Trustees of the Freeman's Commons of and in the whole of the Commons of the Borough, which Commons comprise or consist of, and are usually called or known as, the Freeman's Commons or race ground, and the following Old and New Commons, viz.:—The Cow Meadow, the Calves Holme, Midsummer Meadow, Baulsholme, Foot Meadow, Miller's Meadow, Peach's Meadow, and the meadows commonly called New Commons; and are hereinafter collectively referred to as the Commons; and to extinguish all rights, estates, property, and interests, or reputed rights, estates, property and interests of the said Freeman, the said Trustees, the public, or others, in the Commons, except the right of holding races on the Freeman's Commons or race ground.
2. The Commons are situate in the several parishes of All Saints, St. Andrew, St. Giles, St. Peter, St. Sepulchre, in the Borough, and the quantity of land comprised in the Commons is estimated to be 198 acres 1 rood 26 perches.
3. To vest in the Corporation, and to enable the Corporation to receive all moneys invested, or ordered by the Court to be invested, in the name of the Accountant General the proceeds of the sale of parts of the Old Commons, or in court, or in the hands of the Treasurer of the Borough, or in the hands of any other person or persons, or in any other way invested, with the dividends and interest thereof, and all arrears of such dividends and interest, and to enable the Corporation to apply the same to any of the purposes of the intended Act, or to pay the same into the Borough Fund or District Fund.
4. To authorise an agreement between the Corporation and the Trustees of the Freeman's

Commons, to the intent to bind them the said Trustees and the Freemen of the said Borough for the time being for ever to settle the compensation for the Freemen's and Trustees' rights and interests in the Commons, by the payment by the Corporation to the Freemen's Compensation Fund hereinafter mentioned of the annual sum of £800, or such other amount as the intended Act may prescribe, for all the aforesaid rights, moneys, and property to be vested in the Corporation under the powers of the intended Act; or to authorise and direct such other payments or compensation for the said rights, interests, and property as the intended Act may prescribe, and to authorise the compensation money to be paid by the Corporation to the Freemen's Trustees appointed under the intended Act, or in such other way as may be prescribed by such Act.

5. To enable the Corporation to continue and appropriate as a race ground such part or parts of the Commons as have hitherto been appropriated or used for that purpose; or, if thought fit, to set apart and appropriate other part or parts of the Commons for the like purpose; and to vest in the Corporation the powers of the Trustees of the Freemen's Commons and of all other persons (if any) in regard to the management of the race ground and racing. The Corporation to have power, from time to time, to make rules, bye-laws, or regulations with respect to the management, control, regulation, and use of such race ground and racing, and the stands, refreshment-rooms, buildings, and conveniences; and to authorise the Corporation to apply the income and moneys arising therefrom in or towards the Borough Fund and District Fund, or either of them.

6. To authorise the Corporation to appropriate, form, and maintain as and for public parks or pleasure or recreation grounds for the use and enjoyment of the inhabitants of the Borough of Northampton (free from all Freemen's or Freemen's Trustees' rights, estates, and interests, and from all public rights, except the right of holding races on the Freemen's Commons or race course), the Freemen's Commons or race course, the Cow Meadow, Midsummer Meadow, the Foot Meadow, and Miller's Meadow, and such other part or parts of the Commons (if any) as may be deemed advisable, and to lay out, fence, drain, level, plant, and improve the same, and to make rides, drives, walks, gardens, shrubberies, lakes, ponds, and other ornamental works, cricket, football, and other grounds, and all appropriate houses, refreshment rooms, gymnasiums, buildings, and conveniences therein, and to do all things necessary for the proper forming, maintaining, and improving such parks or pleasure or recreation grounds, and to stop up and discontinue all or any roads, paths, ways, and easements over the Commons, and to permit the use of the Commons set apart for the foregoing purposes by the public free of charge generally, but with power to the Corporation to fix the hours of opening and closing the said parks and pleasure or recreation grounds, and on particular occasions, and in particular parts thereof (as they see fit) to require and receive payment for entrance thereto, and to empower the Corporation to manage the same, and to appoint and pay all requisite officers, keepers, and servants thereof, and to make and alter bye-laws and regulations for regulating the conduct of persons

frequenting the same, and the removal of persons therefrom, and for the imposition and recovery of penalties for offences against such bye-laws and regulations, and to provide for the maintenance of such parks, pleasure, or recreation grounds and buildings out of the Borough Fund, District Fund, and General District Rates of the Borough of Northampton, or out of the proceeds of the sale of part of the Commons, or any other moneys accruing to the Corporation under the intended Act, and to make such other provisions with respect to the said parks, pleasure, or recreation grounds as may be requisite or desirable.

7. To empower the Corporation to sell, exchange, and dispose of all or any part of the Commons, except the Race Ground, Cow Meadow, Midsummer Meadow, the Foot Meadow, and Miller's Meadow, and to let the same and also such parts of the said Commons set apart for parks or recreation grounds as, although so set apart, are suitable to be so let, and to provide that the proceeds arising from any such sale and letting may be applied in payment of the expenses of the intended Act, and of the formation and maintenance of the intended parks, and pleasure or recreation grounds, and in or towards payment of compensation under the intended Act, or in or towards the Borough Fund or District Fund, or in such other way as may be expressed in the intended Act; and to empower the Corporation to purchase or take in exchange lands by agreement for enlarging or improving the intended parks or recreation grounds, or for roads or other purposes, or to sell or exchange parts of the same parks or recreation grounds for the purposes of straightening or improving the boundaries, or for roads, or the like purposes.

8. To establish a fund to be called the Freemen's Compensation Fund, or by some other name, and to be vested in the Trustees to be constituted under the intended Act for the relief and benefit of aged and infirm Freemen and their Widows, or otherwise for the benefit of Freemen and their Widows as may be decided according to a Scheme to be settled by the said Trustees, or by the intended Act.

9. To empower the Corporation to make and maintain the works hereinafter mentioned, with all necessary and convenient approaches, bridges, drains, sewers, works, and conveniences connected therewith (that is to say)—

(1) A widening and improvement of the north side of Marefair, commencing in the Horsemarket at or near the junction of Marefair with the Horsemarket, and terminating in Pike-lane at or near the junction of Marefair with Pike-lane;

(2) A new street running from east to west or thereabouts, commencing in the Horsemarket at or about 100 feet from Marefair measuring northward, and terminating in Pike-lane at or about 80 feet from Marefair measuring northward;

(3) A new road commencing in the Guildhall-road at or near the junction of that road with St. John's-street, and terminating in the Victoria Promenade at or near the New Cattle Market.

All the above-mentioned works will be situate in the Parish of All Saints, in the Borough of Northampton.

10. To empower the Corporation for the purposes of the intended works to purchase by agreement or compulsorily houses, lands, and hereditaments, and rights and easements therein.
  11. To authorise the Corporation to deviate from the lines and levels of the intended works as shown on the plans and sections thereof to be deposited as hereinafter mentioned.
  12. To authorise the Corporation for all or any of the purposes of the intended Act 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, and 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 Rate and Borough Fund of the Borough of Northampton, and the District Fund and General District Rates of the Corporation acting as the Urban Sanitary Authority and all other the estates, rates, revenues, and property of the Corporation, or any part or parts thereof respectively, with and as security for all or any part of such rent charges, annuities, or annual sums of money or money to be borrowed on mortgage or debenture as aforesaid.
  13. 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.
  14. To amend, alter, or repeal the provisions, or some of the provisions, of the following Acts, viz. :—6 and 7 Vic., cap. 78; 34 and 35 Vic., cap. 139; 39 and 40 Vic., cap. 13; and all other Acts (if any) relating to or affecting the Corporation of Northampton; the Act (local) 18 Geo. 3rd, cap. 77, intituled, "An Act for dividing and enclosing the open common fields, common pastures, common meadows, and other commonable lands and grounds within the parishes of St. Giles, St. Sepulchre, St. Lawrence, and St. Andrew, in or near the town of Northampton, in the county of Northampton, some or one of them, and which are commonly called or known by the name of "Northampton Fields;" and all other Acts (if any) relating to or affecting the Freemen of the Borough or the Freemen's Commons."
- <sup>5</sup> And notice is also hereby given that, on or before the 30th day of November instant, plans and sections of the works to be authorised by the intended Act, showing the situation and levels of such works and the lands and houses intended to be taken for the purposes thereof, plans of the other lands to be taken compulsorily under the powers of the intended Act, with books of reference to such plans respectively, 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 Northampton, at his office at Northampton, and that so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the said works are intended to be made or in which the said lands are situate, and a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish at his place of abode, and in the

No. 25041.

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case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his place of abode.

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

Dated this 11th day of November, 1881.

*Wm. Shoosmith*, Town Clerk, Northampton.  
*John Jeffery*, Northampton, for Trustees of  
Freemen's Commons.

*Geo. Norton*, 22, Great George-street,  
Westminster, Parliamentary Agent.

Board of Trade.—Session 1882.

North Shields and District Tramways  
Extension.

(Construction of Street Tramways in the districts of Tynemouth and Whitley; Sanction of 3 Feet Gauge as to authorised Tynemouth and District Tramways, and as to proposed Tramways; Use of Steam Power on the proposed Tramways and on the Tynemouth and District Tramways and Amalgamation of the two undertakings; Breaking up Streets and Compulsory User thereof; Levying of Tolls, &c.; Agreements with Local and Road and other Authorities; Provisions for Regulation of Traffic and User of Streets traversed, and other Powers.)

NOTICE is Hereby Given, that application is intended to be made to the Board of Trade, on or before the 23rd December next, for a Provisional Order (hereinafter referred to as "The Order") to authorise the construction, maintenance, and user of the Street Tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper junctions, works, and conveniences connected therewith respectively (that is to say):—

Tramway No. 1.—A Tramway to be situate partly in the borough of Tynemouth, in the townships of Whitley, Tynemouth, and Cullercoats, and partly in the district of Whitley, in the township of Whitley, in the parish of Tynemouth, all in the county of Northumberland, commencing at a point in the main road from Whitley to Cullercoats, distant 16 yards or thereabouts, measured in a straight line in a north-westerly direction from the north-west corner of Edward Road, and proceeding thence in a south-easterly direction, into and along the main road from Whitley to Cullercoats, aforesaid; into and along John Street; into and along Beverley Terrace; into and along the new road from Cullercoats to Tynemouth Road, and terminating by a junction with the existing tramway, at the south-east end of the last mentioned road, at a point in the said road 20 yards or thereabouts, measured in a straight line in a north-easterly direction, from the north-east corner of the house forming the north-east end of Percy Park.

Tramway No. 1 will be laid as a single line except between the following points, where it will be laid as a double line, that is to say:—

In Main Road from Whitley to Cullercoats, from a point distant 20 yards or thereabouts, measured in a straight line in a south-westerly direction, from the north-west corner of Edward Road to a point in the Main Road aforesaid, distant 3 chains 20 yards or thereabouts, measured in a straight line in the same direction, from the said corner of Edward Road.

In Main Road from Whitley to Cullercoats and John Street, from a point distant 19 yards or thereabouts measured in a straight line in a north-westerly direction from the north end of the Parapet Wall of the Bridge over Marden

Burn to a point in John-street, distant 11 yards or thereabouts, measured in a straight line in a south-easterly direction, from the south-east corner of the Primitive Methodist Chapel Boundary Walls.

In John-street and Beverley-terrace, from a point distant 18 yards or thereabouts, measured in a straight line in a south-westerly direction, from the north-west corner of Dove-street to a point in Beverley-terrace distant 1 chain 2 yards, or thereabouts, measured in a straight line in a south-easterly direction, from the north corner of Beverley-terrace.

In Beverley-terrace, from a point distant 3 chains 27 yards, measured in a straight line in a northern direction from the corner of the house forming the north-east corner of Cross Street, to a point distant 28 yards, measured in a straight line in a northern direction, from the corner of the last-mentioned house.

In Beverley-terrace and New Road from Cullercoats to Tynemouth from a point distant 28 yards, measured in a straight line in a north-easterly direction, from the corner of the palisade forming the south-east corner of Beverley-terrace to a point distant 42 yards, measured in a straight line in a south-easterly direction, from the last-mentioned corner of Beverley-terrace.

In the New Road from Cullercoats to Tynemouth from a point distant 1 furlong 1 chain 14 yards, measured in a straight line in a south-easterly direction from the corner of the palisade forming the south-east corner of Beverley-terrace to a point distant 1 furlong 4 chains 14 yards, measured in a straight line, in a south-easterly direction from the last-mentioned corner of Beverley-terrace.

In the New Road from Cullercoats to Tynemouth, from a point distant 6 chains 1 yard, or thereabouts, measured in a straight line in a north-westerly direction from the north-west corner of the Skating Rink, to a point distant 3 chains 4 yards, or thereabouts, measured in a straight line in a north-westerly direction, from the said corner of the Skating Rink.

In the New Road from Cullercoats to Tynemouth, from a point distant three chains or thereabouts, measured in a straight line in a north-westerly direction, from the south-west corner of the Aquarium to a point distant 13 yards or thereabouts, measured in a straight line in a westerly direction, from the said corner of the Aquarium.

In the New Road from Cullercoats to Tynemouth, from a point distant 1 chain 20 yards, or thereabouts, measured in a straight line in a north-westerly direction, from the north-east corner of the house forming the north-east end of Percy-park to a point distant 18 yards or thereabouts, measured in a straight line in a north-easterly direction, from the said corner of the said house.

Tramway No. 2.—A Tramway to be wholly situate in the borough of Tynemouth, in the townships of Chirton and Tynemouth, in the parish of Tynemouth, in the county of Northumberland, commencing by a junction with the existing line of Tramway at a point in Saville-street, distant 10 yards or thereabouts, measured in a straight line in a northern direction, from the north-west corner of the house forming the south-east corner of the junction of Camden and Saville Streets, and proceeding in a westerly direction along Saville-street, into and along Saville-street West, across the Borough-road, into and along Prudhoe-street, across Waterville-road, into and along Howdon-road, and terminating at a point in Howdon-road distant 3 chains 16 yards or thereabouts, measured

in a straight line in a westerly direction, from the north-east corner of Burdon Main Row.

Tramway No. 2 will be laid as a single line except between the following points, where it will be laid as a double line, that is to say:—

In Saville-street West from a point distant 6 yards or thereabouts, measured in a straight line in a north-westerly direction, from the south-west corner of Saville-street, to a point distant 3 chains 2 yards, or thereabouts, measured in a straight line in a westerly direction from the said corner of Saville-street.

In Saville-street West across Borough-road and in Prudhoe-street, from a point distant 13 yards or thereabouts, measured in a straight line in a north-easterly direction from the north-west corner of the Ballarat Hotel, to a point distant 2 chains 13 yards, or thereabouts, measured in a straight line in a south-westerly direction from the said corner of the Ballarat Hotel.

In Prudhoe-street, across Waterville-road, and in Howdon-road, from a point distant 22 yards or thereabouts, measured in a straight line in a north-easterly direction from the south-west corner of Prudhoe-street, to a point distant 2 chains 6 yards, or thereabouts, measured in a straight line in a south-westerly direction from the said corner of Prudhoe-street.

In Howdon-road, from a point distant 13 yards or thereabouts, measured in a straight line in a northern direction from the north-east corner of Burdon Main Row, to a point distant 2 chains, 16 yards, or thereabouts, measured in a straight line in a westerly direction from the said corner of Burdon Main Row.

It is not intended to run on the tramways carriages or trucks adapted for use on railways, and the following is a description (given in compliance with the rules made with respect to Provisional Orders by the Board of Trade under "The Tramways Act, 1870") of each place at which any of the tramways to be authorised by the Order will be so laid, that, for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the roads specified in each case and the nearest rail of the tramway, viz.:—

Tramway No. 1.—In the main road from Whitley to Cullercoats, from a point distant 20 yards or thereabouts, measured in a straight line in a south-easterly direction, from the north-west corner of Edward-road to a point in the main road aforesaid, distant 3 chains 20 yards or thereabouts, measured in a straight line in the same direction, from the said corner of Edward-road on both sides.

Tramway No. 2.—In Saville-street, from a point distant 6 yards or thereabouts, measured in a straight line in a north-westerly direction, from the south-east corner of Saville-street, to a point distant 6 yards or thereabouts, measured in a straight line in a north-westerly direction, from the north-west corner of Saville-street on both sides.

To incorporate with the Order the whole or some of the provisions of Part 2 and Part 3 of "The Tramways Act, 1870," with such variations therein as may be deemed necessary or expedient, and to make provision for effecting the objects, or some of the objects, and for conferring on the persons or Company to be named therein as Promoters (hereinafter referred to as "the Promoters") the powers, or some of the powers, following (that is to say):—

To authorise the Promoters to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways,

footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Order.

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

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

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places, upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway or other rate or assessment, in respect of any portion or part of any street, road, or place, upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Promoters for the purposes of the Order of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Promoters the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

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

To provide for the amalgamation of the proposed tramways with the tramway-undertaking authorised by the Tynemouth and District Tramways Order, 1879, and for the working of the same as one undertaking, and under one name, and to extend or make applicable to, or to incorporate with the Order all or some of the provisions of the said Order of 1879; or to provide for the purchase of the Tynemouth and District Tramways Undertaking by and transfer of the same to the Promoters, and to confirm and give effect to any agreement or arrangement already made for that purpose, and to provide for the working of the two Undertakings as one Undertaking.

To sanction and prescribe as well with respect to the tramways already authorised by and constructed under the "Tynemouth and District Tramways Order, 1879," as with respect to the tramways to be authorised by the Order, a gauge of 3 feet, instead of the gauge of 4 feet 8½ inches prescribed by "The Tramways Act, 1870."

To authorise the Promoters and all persons,

corporations, and companies lawfully using the tramways authorised by "The Tynemouth and District Tramways Order, 1879," and also the tramways intended to be authorised by the Order, to work those tramways, or some or one of them, by means of steam or other mechanical or motive power, subject to such conditions and restrictions as may be provided in the Order.

To make provision for regulating the passage of traffic (whether of the Promoters or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Promoters and the respective street authorities, or the Board of Trade, or any local road or other public body or authority to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the Order.

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

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

To enable the Promoters, and any vestry, district board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

The Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is also hereby given that, on or before the 30th day of November instant, the following deposits will be made for public inspection, that is to say:—

With the Clerk of the Peace for the county of Northumberland, at his office at Newcastle-upon-Tyne, a plan and section of the proposed tramways (in duplicate), together with a copy of this notice as published in the London Gazette: With the Parish Clerk of the parish of Tynemouth, at his residence a copy of the said plan, section and notice, published as aforesaid: With the Town Clerk of Tynemouth, at his office at North Shields, and with the Clerk to the Local Board of Health for the Whitley and Monkseaton District, at his office at Whitley, respectively, a copy of so much of the said plan and section as relates to the Borough of Tynemouth, and to the district of Whitley respectively, together with in each case

a copy of this notice published as aforesaid. A copy of the said plan and section and of this notice published as aforesaid will also be deposited on or before the same day at the office of the Board of Trade, Whitehall, London, S.W.

The draft of the Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Order, when deposited, and of the Order when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them at the offices of the undersigned.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the 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 their objections must at the same time be sent to the Promoters, at the offices of the undersigned; and in forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of the same has been sent to the Promoters or their Agents.

Dated this 10th day of November, 1881.

*Durnford and Co.*, 38, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

River Thames.

(Abolition of Special Pilotage and other Rights and Privileges; Enlargement or Alteration of Powers of the Conservators of the River Thames, the Corporation of the Trinity House of Deptford Strond; and of the Master, Wardens, and Commonalty of Watermen and Lightermen of the River Thames; to repeal, vary, or extinguish Rights and Privileges, and to confer other Rights and Privileges; Bye-laws; Power to levy Tolls, Rates, Duties, and Charges, and to repeal and create Exemptions from the Payment of Tolls, Rates, and Charges; Amendment of Acts, and other Purposes.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill, and to pass an Act to effect the objects and purposes following, or some of them (that is to say):—

1. To repeal, alter, or enlarge the powers and provisions of the several Acts now in force upon or relating to the River Thames with respect to the compulsory employment of pilots, watermen, and lightermen, and to make the owners of all vessels, barges, and boats of every description liable for any acts and trespasses committed by them or their officers and servants, and for the breach of any bye-laws, rules, and regulations from time to time in force upon the said river, and to authorize the granting of licenses to the owners of vessels and other craft navigating the River Thames.

2. To repeal, alter, or enlarge any of the provisions of the Merchant Shipping Acts, 1854 to 1876, so far as the same are applicable to the River Thames, and to the powers thereby given to the Board of Trade in respect of such navigation.

3. To repeal, alter, or enlarge all or any of the powers and provisions of the Acts relating to the Corporation of the Trinity House of Deptford Strond, so far as they relate to the River Thames.

4. To repeal, alter, or enlarge all or any of the powers and provisions of the following Acts so far as they relate to the River Thames, viz., 16 and 17 Vict., cap. 129; 17 and 18 Vict., cap. 104; and 25 and 26 Vict., cap. 63, and any other Act or Acts now in force with respect to pilots and pilotage upon the River Thames, and to repeal, alter, or enlarge all or any of the rights and pri-

viliges of pilots and others employed upon the said river, and to make rules and regulations for the guidance of pilots and others navigating vessels, barges, and boats upon the said river.

5. To repeal, alter, or enlarge all or any of the powers and provisions of the following Acts relating to the Master, Wardens, and Commonalty of Watermen and Lightermen of the River Thames (in this notice called the Watermen's Company), viz., 8 and 9 Vict., cap. 78; and "The Watermen's and Lightermen's Amendment Act, 1859," and all other Acts, charters, grants, bye-laws, rules, and regulations relating to the Watermen's Company, and so far as may be necessary to vary or extinguish all or any of the rights of ferry, and other rights and privileges in, over, or upon or in any way connected with the said River Thames and the Watermen's Company.

6. To repeal, alter, or enlarge all or any of the powers and provisions of the Acts relating to the Conservators of the River Thames, viz.: "The Thames Conservancy Act, 1857;" "The Thames Conservancy Act, 1864;" "The Thames Navigation Act, 1866;" "The Thames Conservancy Act, 1867;" "The Thames Navigation Act, 1870;" and "The Thames Conservancy Act, 1878," and all other Acts relating to the Conservators.

7. To give Metropolitan Police Magistrates and County Justices jurisdiction over offences committed upon the said river, and to enable such Magistrates and Justices to hear and determine any cases arising under the intended Act, or any other Act relating to the said river, and to alter or repeal the whole or any part of any Act which enables any Company, body, or person to hear and determine such cases, and generally to provide for the administration of justice in connection with the said river.

8. To transfer the powers and privileges possessed by any of the said bodies with respect to the navigation or user of the River Thames to any other or others of such bodies, or to some other body or persons to be named in the said Bill, and to enable such body or persons to carry into effect the said intended Act, and to make contracts and arrangements with one another for the above purposes.

9. To enable Her Majesty's Government, the Conservators of the River Thames, and the Corporation of the Trinity House of Deptford Strond, the Watermen's Company, or either of them, or such other body or persons as may be authorized to carry out the powers and provisions of the intended Act, to respectively make, repeal, and amend bye-laws, rules, and regulations, and to levy tolls, rates, duties, and charges for or in respect of works and conveniences used upon or in connection with the navigation of the said river, and for the improvement and general management thereof, and to empower the Conservators to increase or reduce all or any of the tolls, rates, duties, and charges leviable under any of the provisions of the above-mentioned Acts or any or either of them, and to alter or repeal any existing exemptions from the payment of tolls, rates, duties, and charges, and to confer other exemptions in connection therewith, and to levy tolls, rates, and charges in respect of barges, boats, and other vessels at present exempt from the payment thereof, and confer, vary, or extinguish other rights and privileges.

10. And notice is hereby given, that in the event of the Bill being introduced upon petition, printed copies of such Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

By order,

Dated this 11th day of November, 1881.

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

In Parliament—Session 1882.

Central Northumberland Railway.

(Dissolution and Re-incorporation of Central Northumberland Railway Company (Limited); Construction of Railways from Newcastle-upon-Tyne to the Wansbeck Valley and Rothbury Branch Railways of the North British Railway Company, and to the Railways of that Company at Sprouston and Kelso; Compulsory Purchase of Lands; Special Powers to Limited Owners, &c.; Payment of Interest out of Capital; Tolls; Agreements with and Provisions affecting North British Railway Company; Amendment of Acts.)

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

1. To dissolve the Central Northumberland Railway Company (Limited), and to annul their Memorandum and Articles of Association, and to re-incorporate the members of the said Company with or without other persons; and to enable the Company so to be incorporated (in this notice called "the Company"), to make and maintain the railways hereinafter mentioned, or some or one of them, or some parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, junctions, 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 parish of St. Andrew, in the town and county of the town of Newcastle-upon-Tyne, on the north-west side of Percy-street, at a point about three-quarters of a chain south-westward from the archway in that street, marked Lax's Gardens, and terminating in the parish of Hartburn, in the county of Northumberland, by a junction with the Wansbeck Valley Railway of the North British Railway Company, at a point about 15 chains measured south-eastward along that railway from the bridge carrying the public road over that railway at Scots Gap Station.

(2) A Railway (No. 2), commencing in the township of North Middleton, in the said parish of Hartburn, by a junction with the intended Railway No. 1, at a point about 50 chains from and south-eastward of the intended termination of Railway No. 1, as above described, and about 4 chains from and west of the western side of the road leading from Middleton Bridge under the Wansbeck Valley Railway to Grangemoor, and terminating in the township of Wallington Demesne, in the said parish of Hartburn, by junctions with the Rothbury Branch Railway of the North British Railway Company, and with the intended Railway No. 3 hereinafter described, at a point about 29 chains measured north-westwardly along the said Rothbury Branch Railway from the bridge carrying the public road over the North British Railway at Scot's Gap Station.

(3) A Railway (No. 3), commencing by a junction with the easternmost of the two lines of railway of which the intended Railway No. 2 will consist, at or near the intended termination of the said Railway No. 2 as above described, and terminating in the parish of Rothbury, in the county of Northumberland, at or near the engine turntable of the Rothbury station of the North British Railway Company.

(4) A Railway (No. 4), commencing in the said parish of Rothbury, by a junction with the intended Railway No. 3, at a point on the north side of and about 11 feet from the centre of the Rothbury branch railway aforesaid, and about 20½ chains measured eastward along the said branch railway from the engine turntable at Rothbury station, and terminating in the parish of Wooler, in the county of Northumberland, on the south side of the public road from Wooler (crossing Wooler water by a ford) to Weetwood Hall and Belford at a point about 7 chains measured eastward along that road from the said ford.

(5) A Railway (No. 5), commencing by a junction with the intended Railway No. 4 at or near its termination as above described, and terminating in the parish of Sprouston, in the county of Roxburgh, by a junction with the North British Railway at a point about 15 chains south-westward measured along that railway from the signal-box marked Sprouston junction, at the junction (about 1 mile west of Sprouston station) of that railway with the North Eastern Railway.

(6) A Railway (No. 6), wholly situate in the county of Roxburgh, commencing in the parish of Sprouston by a junction with the intended Railway No. 5, at a point about 3 chains southward from the said Sprouston Junction signal box, and terminating in the parish of Kelso at a point about 2 chains south-eastward from the south-eastern fence of the North British Railway, measured at right-angles to that fence, at a point about 15 chains westward from the bridge carrying the road from Kelso to Yetholm over that railway at Kelso Station.

The intended railways will be made or pass from, in, through or into the parishes, townships, and places following, or some of them, that is to say:—Saint Andrew (township and parish), in the county of the town of Newcastle-upon-Tyne, Gosforth, Kenton, Coxlodge, Fawdon, West Brunton, Newburn, Whorlton, Black Callerton, Woosington, Newbiggin, Butterlaw, Ponteland (township and parish), Prestwick, High Callerton, Kirkharle (parish and township), Little Harle, Black Heddon, Little Callerton, Coldcoates, Higham Dykes, Kirkley, Whalton, Newham, Ogle, Bolam (township and parish) Bolam Vicarage, Gallowhill, Shortfatt, Belsay, Trewick, Bradford, Harnham, Kirkwhelpington, Kirkwhelpington (detached), Capheaton, Stamfordham, Bitchfield, Hartburn (township and parish), Nether Witton, Nuny-kirk, Ritton, Colt Park, Coatyards, East Shaftoe, West Shaftoe, Deanham, Wallington, Wallington Demesne, Whitridge, Cambo, Green Leighton, North Middleton, South Middleton, Todridge, Hartburn Grange, Hartington Hall, Hartington Harwood, Longwritton, Rothley, Ewesley, Ritton, White House, Healey and Combe Hill, Rothbury (township and parish), Hollinghill, Debdon, Fallowlees, Hesleyhurst, Pauperhaugh, Lee Ward, Raw Brinkburn, High Ward, Brinkburn Low Ward, Brinkburn South Side, Mount Healey Whitton, Newtown, Great Tossion and Rye Hill, Thropton Snitter, Warton High and Low Trewhit, Alwinton, Netherton South Side, Netherton North Side, Alnham (township and parish), Scrainwood, Prendwick, Whittingham, Greet Ryle, Eslington, Glanton, Eglingham, Branton, Brandon Hedgeley, Beanley, Wooperton, East Lilburn, West Lilburn, New Bewick, Ilderton (township and parish), Rose-den, South Middleton, North Middleton, Middleton Hall, Doddington, Earle, Humbleton, Wooler

(township and parish), Kirknewton (township and parish), Akeld, Coupland, Yeavinger, West Newton, Crookhouse, Lanton, Howtel, Kilham, Paston, Carham, Downham, Mindrum, Learmouth, Learmouth (detached), Presson, and Wark, all in the county of Northumberland and Sprouston and Kelso, in the county of Roxburgh

2. And it is intended by the Bill to take for or in connection with the purposes aforesaid certain lands, being or reputed to be commons or commonable lands, of which the following are particulars, and the estimated quantities proposed to be taken, viz. :—

Name by which Lands are Known.	Works for which the Lands will be taken.	Where the Lands are situate.	Quantity within Limits of Deviation.			Estimated Quantity to be taken.		
			A	R.	P.	A.	R.	P.
The Town Moor...	} Railway No 1..	} Township and Parish of Saint Andrew, in the Town and County of the Town of Newcastle-upon-Tyne	82	1	15	6	0	15
Castle Leazes .....			3	3	15	3	3	15
Site of Thropton Old School	} Railway No. 4..	} Township of Thropton, Parish of Rothbury, County of Northumberland	0	2	0	0	2	0

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

4. To empower the Company to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways, within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient, to cross, open, or break up, divert, alter, stop up, or interfere with, for the purposes of the intended works, or any of them or of the Bill.

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

6. To enable and authorise any tenant for life of, or other person having a limited estate or interest in, any lands which would, or might be benefited or improved in value by, or would derive facilities or accommodation from the construction or working of the intended railways, or any or either of them, or any part or parts thereof respectively, or any station, siding, road, approach, building, works, or conveniences connected therewith, to subscribe to, and hold shares in, the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon such lands, and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railways, or any or either of them, or any part or parts thereof respectively, or any such station, siding, road, approach, building, works, or conveniences, either without payment, or other consideration, or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person

and the Company, and to sanction and confirm any agreements which may have been, or may be made between any such person and the Company, or any person or persons on their behalf respectively, with respect to any of the matters aforesaid.

7. To 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.

8. To make provision with respect to the point or points at which the mode in which, and the terms and conditions upon which, any junction or junctions between any of the intended railways with the railway or railways of the North British Railway Company shall be made, and with respect to the making, maintaining, working, and use of cross-over-roads, sidings, signals, stations, platforms, booking offices, and other works, buildings, and conveniences, necessary or convenient for the traffic upon such railways respectively, or for the use by the Company and the North British Railway Company of their respective railways, stations, and works, and conveniences, and to authorise the Company and the North British Railway Company to enter into and carry into effect, and to rescind or vary contracts and agreements with respect to any of the matters aforesaid, and to provide for the settlement by arbitration, or otherwise, of any difference which may arise between them touching any such matters.

9. To enable the Company to demand, take, and recover tolls, rates, and duties upon or in respect of the intended railways and works, or any part or parts thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties.

10. To empower the Company and the North British Railway Company from time to time to enter into and carry into effect, and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their respective railways, undertakings, and works, or any part or parts thereof respectively, and the management, regu-

lation, interchange, collection, transmission and delivery of traffic upon, or coming from, or destined for, the railways of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income and profits, arising from the respective railways and works of the contracting Companies, or either of them, or any part thereof, the payments, allowances, drawbacks, or rebates, to be made by either of the contracting Companies to the other of them, the employment of officers and servants, and 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.

11. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

12. And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following; that is to say:—21 and 22 Vict., cap. 109; 26 and 27 Vict., cap. 235; 30 and 31 Vict., cap. 9; 35 and 36 Vict., cap. 123; and any other Act or Acts relating to the North British Railway Company.

13. 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, with a book of reference to such plans, and a copy of this notice, will be deposited for public inspection with the clerk of the peace for the county of Northumberland, and with the clerk of the peace for the town and county of the town of Newcastle-upon-Tyne, at their respective offices at Newcastle-upon-Tyne, and with the principal sheriff clerk for the county of Roxburgh, at his office at Jedburgh; 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, will be deposited for public inspection in the case of each such parish in England, with the parish clerk of such parish at his residence; and in the case of each such parish in Scotland, with the session clerk of such parish at his residence; and in the case of each such extra-parochial place, with the parish clerk or session clerk, as the case may be, of some parish immediately adjoining thereto, at his residence.

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

Dated this 14th day of November, 1881.

*George Armstrong and Sons, 3, Royal Arcade, Newcastle-upon-Tyne; Charles D. Forster, Morpeth, Solicitors for the Bill.*  
*J. C. Rees, 13, Great George-street, Westminster, Parliamentary Agent.*

In Parliament.—Session 1882.

Birmingham Walsall and Cannock Chase  
Railway.

(Incorporation of Company; Construction of Railways; Running Powers; Working and Traffic Agreements; Amendment of Acts).

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

the ensuing session for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):

To incorporate a Company and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all necessary and convenient sidings, stations, approaches, buildings, yards, and other works and conveniences connected therewith (that is to say):

(1) A Railway (No. 1), commencing in the parish of Birmingham, in the county of Warwick, by a junction with the Birmingham, Wolverhampton, and Dudley line of the Great Western Railway Company, at or near the west side of the bridge carrying Norton-street over that line, and terminating in the parish of Stowe, in the county of Stafford, by a junction with the Pottery Line of the North Staffordshire Railway, at a point about three hundred yards, measured in a northerly direction along that line, from the centre of the bridge which carries the said line over the road leading from Little Haywood to the turnpike road from Stafford to Rugeley;

Which said intended Railway No. 1 will pass from, in, through, or into, or be situated within the parishes, townships, and places, of the parish and borough of Birmingham, in the county of Warwick; and Handsworth, Soho, Perry Barr, Great Barr, Aldridge, Wednesbury, West Bromwich, Walsall, Foreign of Walsall, Walsall Borough, Bloxwich, Walsall Wood, Rushall, Pelsall, Wolverhampton, Norton or Norton Canes, otherwise Norton under Cannock, Cannock, Hednesford, Rugeley, Longdon, Colwich, Colton, Bishton, and Stowe, or some of them, in the county of Stafford;

(2) A Railway (No. 2), commencing in the said parish of Handsworth, in the county of Stafford, by a junction with the intended Railway No. 1, before described, at or near the south-east corner of the garden of Thornhill House, belonging to Matthew Piers Watt Boulton, Esquire, and now in the occupation of Mrs. Lucy Pemberton, and terminating in the parish of Birmingham, in the county of Warwick, at a point on the north side of Whitmore-street, distant about forty-four yards, measured in an easterly direction from the angle of that street opposite Stanley-terrace, which intended Railway No. 2 will be wholly situated in the said parishes of Handsworth and Birmingham;

(3) A Railway (No. 3), wholly in the said parish of Rushall, in the county of Stafford, commencing by a junction with the intended Railway No. 1 before described at a point in a field belonging to Andrew Archibald Buchanan, Henry Mellish, William Gurdon, and Horace Broke, and occupied by John Brawn, distant about forty-five yards measured in a south-westerly direction from the place where the footpath leading to the Lichfield-road diverges from the footpath from Daw End to Rushall Church, and terminating by a junction with the Midland Railway at a point distant about thirty yards westward of the western face of the bridge carrying the Daw End Branch of the Birmingham and Fazeley Canal over that railway;

(4) A Railway (No. 4), commencing in the parish of Norton, otherwise Norton Canes

or Norton under Cannock, in the county of Stafford, by a junction with the intended Railway No. 1 before described at a point in a field belonging to John Harrison and William Bealey Harrison, and occupied by James Lovett, distant about two hundred yards north-east from the middle of the bridge carrying the Norton Branch of the London and North Western Railway over the Norton Canal of the Birmingham Navigation Company, and terminating in the parish of Saint Michael Lichfield, in the county of Stafford, by a junction with the Cannock Chase and Wolverhampton Railway at a point about three hundred and fifty yards measured in a north-easterly direction along that railway from the middle of the bridge over Big Crane Brook; which intended Railway No. 4 will be wholly situated in the said parishes of Norton and Saint Michael Lichfield;

(5.) A Railway (No. 5), wholly in the said parish of Cannock, in the county of Stafford, commencing by a junction with the intended Railway No. 1 before described, at a point in the south-east corner of a field belonging to James Holcroft, and in the occupation of John Wright, numbered 1022 on the 25-inch Ordnance map, distant about 30 yards, measured in a westerly direction, from the south-west corner of the cottage belonging to James Holcroft and in the occupation of William Prime, and terminating by a junction with the Cannock Mineral Branch of the London and North Western Railway, at or near the southern face of the bridge about four hundred and eighty yards southward of Hednesford Station which carries Stafford lane over the said branch railway;

(6.) A railway (No. 6), wholly in the said parish of Cannock, in the county of Stafford, commencing by a junction with the intended Railway No. 5, before described in a field belonging to William and Philip Williams, in the occupation of John Brindley (numbered 855 on the 25-inch Ordnance map), at a point about one hundred yards, measured in a westerly direction, from the junction of the fences forming the eastern and southern boundaries of the said field, and terminating by a junction with the private railway of the Cannock and Rugeley Colliery Company, Limited, known as the Pool Pits Mineral Railway, at a point distant about two hundred and thirty-three yards, measured in an easterly direction along that railway from the eastern abutment of the bridge carrying the same over the public road from Hednesford to Rugeley;

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

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, telegraph, sewers, drains, canals, rivers, streams, watercourses, bridges, railways, and tramways within the parishes, townships, and places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill:

To authorise the Company to purchase and

take by compulsion and also by agreement, lands, houses, and hereditaments for the purposes of the intended railways and works and of the Bill, and notwithstanding section ninety-two of "The Lands Clauses Consolidation Act, 1845," to empower the company to purchase and take a part or parts only of any house, building, manufactory, or premises, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased or taken:

The estimated quantity of land which may be taken from the common or commonable land called Delves Green, in the parish of Wednesbury, is two acres, of which about one acre will be required for the railway; from the common or commonable land called Pelsall Common, in the parish of Pelsall, is twenty acres, of which about eight acres will be required for the railway; and from the common or commonable land called Little Wyrley Common, in the parish of Norton, otherwise Norton Canes, commonly called Norton under Cannock, is four acres, none of which will be required for the railway:

To enable the Company to levy tolls, rates, and charges upon or in respect of the intended railways and works, and upon the railways and portions of railways, stations, and works hereinafter mentioned belonging to other Companies, and to alter the tolls, rates, and charges which the Companies are respectively now authorised to take; to grant special rates for coal from the collieries in and near Cannock Chase and other places to Birmingham, and to confer exemptions from the payment of tolls, rates, and duties respectively:

To empower the Company and any Company or Companies, person or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers and servants, whether in charge of engines and trains, or for any other purposes whatsoever, and for the purposes of their traffic of every description, the railways and portions of railways hereinafter mentioned (that is to say):

So much of the Birmingham, Wolverhampton, and Dudley line of the Great Western Railway Company as is situated between the junction therewith of the intended Railway No. 1 and the Snow Hill Station in Birmingham, including that Station;

So much of the Midland Railway as is situated between the junction therewith of the intended Railway No. 3 and Castle Bromwich;

The Cannock Chase and Wolverhampton Railway;

So much of the London and North Western Railway as lies between Railway No. 5 and Hednesford Station, and the use of that station;

So much of the North Staffordshire Railway as is situated between the Colwich Junction and the junction with the Stafford and Uttoxeter Railway;

The Stafford and Uttoxeter Railway;

Together with the use of all terminal and other stations, roads, platforms, points, signals, water, water engines, engine-sheds, standing room for engines and carriages, booking and

other offices, warehouses, sheds, sidings, junctions, machinery, works, and conveniences of or connected with the said railways and portions of railways and stations:

To empower the Company on the one hand, and the Great Western Railway Company, the Midland Railway Company, the London and North Western Railway Company, the Great Northern Railway Company, the North Staffordshire Railway Company, and the Cannock Chase and Wolverhampton Railway Company, or any one or more of those Companies on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of the Railway of the Company, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the Contracting Companies, or any part thereof, and the employment of officers and servants:

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts, agreements, or arrangements aforesaid, to confer other rights and privileges:

The Bill will incorporate with itself "The Companies Clauses Consolidation Act, 1845," and "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 requisite or desirable for any of the purposes thereof, the Bill will amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say): 5 and 6 Will. IV. cap. 107; 26 and 27 Vict. caps. 113 and 198; and any other Acts relating to the Great Western Railway Company; 7 and 8 Vict. cap. 18, and any other Acts relating to the Midland Railway Company; 9 and 10 Vict. cap. 204, and any other Acts relating to the London and North Western Railway Company; 9 and 10 Vict. cap. 71, and 10 and 11 Vict. cap. 143, and any other Acts relating to the Great Northern Railway Company; 1 Will. IV. cap. 55; 9 and 10 Vict. cap. 83, and any other Acts relating to the North Staffordshire Railway Company; "The Cannock Chase and Wolverhampton Railway Act, 1864," and any other Acts relating to the Cannock Chase and Wolverhampton Railway Company:

And notice is hereby given, that on or before the thirtieth day of the present month of November plans and sections of the railways and works proposed to be authorised by the Bill, 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 be deposited for public inspection with the clerk of the peace for the county of Stafford, at his office at Stafford, and with the clerk of the peace for the County of Warwick, at his office at Leamington; and that on or before the said thirtieth day of November a copy of so much of the said plans, sections, and book of reference as relates to each

parish in or through which the said railways and works are intended to be made or will be situate, together with a copy of this Notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence:

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 8th day of November, 1881.

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

In Parliament.—Session 1882.

Metropolis Management, Building, and Floods Prevention Acts (Amendment).

(Amendment of the Acts relating to Buildings and Streets in the Metropolis and the Prevention of Floods from the River Thames; Further Powers to the Metropolitan Board of Works; Control and Removal of Temporary Buildings; Internal Dimension of Buildings; other General Powers for Regulating Buildings; Removal of Dilapidated and Other Buildings or Alteration thereof; Regulating Moveable Structures, Timber Stages, &c.; Shop Fronts and Cornices; Doors and Means of Exit from Theatres, &c.; Appointment of Umpire to settle differences between Owners of adjoining Buildings as to Works; Naming and Numbering Streets; Preventing Obstructions in Streets; General Powers for Regulating New Streets, &c.; Recovery of Expenses in Connection with Dangerous Structures; Control of Tide-boards and other Appliances for Preventing Floods from the Thames; Provision as to Plans of Flood Works).

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session by the Metropolitan Board of Works (hereinafter referred to as "the Board") for leave to bring in a Bill for the following or some of the following purposes:—

Buildings and Streets.

To confer on the Board further powers as to streets and buildings in the Metropolis.

To enable the Board to attach to licences granted by them for buildings of a temporary character conditions as to the term for which such licences shall endure, and to provide for the removal of the building to which such licence relates at the expiration of the term for which the licence was granted, or to impose penalties in cases where the terms and conditions of any such licence are disregarded.

To alter and increase the dimensions of which the Board may authorise the construction of buildings without being divided by party walls or party structures.

To enable the Board, as well as any Vestry or District Board, to exercise and put into force the powers conferred by Section 75 of the Metropolis Management Amendment Act, 1862, upon Vestries and District Boards in the case of buildings erected without the consent of the Board beyond the general line of buildings, and to enable the Board to proceed under the said section to obtain and enforce orders for the removal of buildings so erected, and for the recovery of expenses incurred in carrying out such orders.

To enable the Board to attach and enforce conditions in cases where building beyond the regular line of buildings is permitted, and particularly a condition that any land or space in front of the

regular line of building shall be dedicated to or left open for public use.

To control and regulate the alteration of dwelling-houses or other buildings into public buildings as defined by the Metropolitan Building Act, 1855, or to prohibit the alteration of such dwelling-houses or buildings into public buildings.

To enable the Board to pull down, remove or alter ruinous or dilapidated buildings, or buildings declared by the order of a magistrate to be a nuisance, and to charge the expenses thereof upon the property, and to enable the Board to recover the same, or to require the owner of such buildings to pull down, remove or alter the same, and to provide for the making, by a magistrate, of orders relating thereto, and to authorise and provide for the recording and registration of any such charge.

To confer on the Board powers as to the removal and pulling down of irregular buildings and structures.

To prohibit or regulate the use or construction of wooden and other structures of a moveable or temporary character, timber stages, stacks of timber and wood, and other similar erections, and to enable the Board to license, control and regulate the same.

To prohibit, during such period as the Bill may define, the locking or fastening of doors, and other means of exit at theatres, music-halls, and places of public resort or entertainment, and to require sufficient notice to be set up in such theatres, music-halls and places as to the means of exit, and to provide for the inspection of such places, and the enforcement of the requirements of the Board.

To remove or alter existing restrictions as to the distance at which hot water pipes in buildings shall be placed from combustible materials.

To alter and amend Section 29 of the Metropolitan Building Act, 1855, and to make further provision as to the space to be left in the rear or at the side of houses, and to require an open space to be left between houses built back to back.

To make further provisions as to the projection of cornices of shop fronts, and to prevent and remove projections.

To make further provisions as to the appointment of an umpire or arbitrator for the settlement of differences between building owners and adjoining owners, as defined by the Metropolitan Building Act, 1855, Part 3 (relating to party structures), or between the owners of adjoining buildings where the owner of one building desires to execute any work which may affect the adjoining building, and to confer upon the umpire or arbitrator so appointed the necessary powers for the settlement of such differences.

To enlarge the powers of the Board for directing and enforcing the alteration of the naming and numbering of streets; for preventing the narrowing or obstruction of streets or thoroughfares by posts or otherwise, and for removing any such obstructions.

To amend the provisions of the said Acts with regard to the laying out of streets, and to confer upon the Board further control over new streets, the mode and direction in which they shall be laid out, and as to openings in the same, and to prevent such streets being laid out or made otherwise than in accordance with the directions of the Board.

To enable the Board to require thoroughfares used or intended to be used for foot traffic only to be adapted for carriage ways.

#### Dangerous Structures.

To amend and extend the powers of the Board relating to dangerous structures within the Metropolis, and to confer on the Board further

powers for the recovery by them of expenses incurred in connection with dangerous structures, and to provide for charging such expenses upon the structures or site thereof, and for prohibiting any building upon such site until such expenses have been paid, and if need be to authorise and provide for recording and registration of such charges.

#### River Thames—Prevention of Floods.

To explain, alter or amend and if need be repeal certain provisions of the Metropolis Management (Thames River Prevention of Floods) Amendment Act, 1879, and especially to provide for the maintenance and preservation or alteration of works, tide-boards, or other means of preventing floods or overflow from the River Thames in the Metropolis, whether such works, tide-boards or other things are provided pursuant to any order of the Board, or by the owners thereof or otherwise, and to enable the Board to control and regulate the same, and to secure the proper and sufficient use and employment thereof, and to render liable to penalties persons refusing or neglecting to maintain, employ and use the same in a proper and efficient manner in accordance with the regulations of the Board, and generally to enable the Board to make and enforce regulations for the purposes aforesaid or any of them, and to alter some of the provisions of the said Act with regard to the preparation and service of plans of flood works by the Board, and generally to confer upon the Board further powers, authorities and privileges with reference to the matters aforesaid.

The Bill will vary and extinguish all rights and privileges which would interfere with the objects of the Bill, and confer, vary and extinguish other rights and privileges, and so far as may be necessary or expedient for the purposes, aforesaid it may alter, amend and enlarge and, if need be, repeal any other powers and provisions of the Acts hereinbefore mentioned, and of any other local Act relating to the Board.

Printed copies of a Bill for giving effect to the objects aforesaid, or some of them, will be deposited in the Private Bill Office at the House of Commons, on or before the 21st day of December next.

Dated this 15th day of November, 1881.

*J. E. Wakefield*, Clerk of the Metropolitan Board of Works, Spring Gardens, Charing Cross, London, S.W.

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

In Parliament.—Session 1882.

Midland Railway.

(Additional Powers).

(New Railways, Widening of Railways, New Roads, Footpaths and other Works, and Additional Lands in the Counties of York (West Riding) Derby, Nottingham, Warwick, Gloucester, Northampton, Surrey, and Glamorgan, Provisions as to Mortgage Debt of Severn Bridge Railway Company, Further Provisions as to Superfluous Lands, Vesting in Company of Undertaking of Evesham and Redditch Railway Company, Additional Capital, Amendment of Acts).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session by the Midland Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):

To empower the Company to make and maintain the railways following, or some or one of them, with all proper approaches, stations,

sidings, works, and conveniences connected therewith (that is to say):

Two railways (to be called "the Snyderale Branches") :—

No. 1, commencing in the township of Warmfield-cum-Heath, in the parish of Warmfield, in the West Riding of the county of York, by a junction with the Company's main line of railway at a point thereon two chains or thereabouts north-east of the bridge carrying Hell-lane over that railway and terminating in the township of Ackton, in the parish of Featherstone, by a junction with the Colliery Sidings of Messrs. Henry Briggs, Son, and Company, Limited, near their "Don Pedro" Pit abutting upon and on the east side of Havertop-lane;

No. 2, commencing in the township of Snyderale, in the parish of Normanton, in the said West Riding by a junction with the intended Railway No. 1, in a field belonging to James Whitwell Torre, and occupied by James Booth, abutting upon and on the east side of Windmill-hill-lane, forty chains or thereabouts north of the level crossing of that lane by the Lancashire and Yorkshire Railway, and terminating in the township and parish of Featherstone in the said West Riding, in a field belonging to George Bradley, abutting upon and on the south side of Featherstone Common Lane eight chains or thereabouts east of its junction with Green-lane and Middle-lane, which said intended railways 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): Warmfield, Warmfield-cum-Heath, Sharlston, Snyderale, Normanton, Ackton, and Featherstone, all in the West Riding of the county of York;

A railway to be called "the Stroud Branch Deviation," commencing in the parish of Rodborough, in the county of Gloucester, by a junction with the Company's Stroud Branch authorised by "The Midland Railway (Additional Powers) Act, 1880," at a point seven chains or thereabouts in a south-westerly direction from the junction of the public roads leading respectively from Rodborough and Nailsworth to Stroud, and terminating in the parish of Stroud, in the same county, on the towing-path of the Thames and Severn Canal Navigation, at a point twelve chains or thereabouts south-east of the bridge, carrying the said public road from Nailsworth to Stroud over the said navigation, which said intended railway will be wholly situate in the said parishes of Rodborough and Stroud, in the county of Gloucester, and to abandon so much of the said authorised Stroud Branch as extends from the commencement of the said intended railway to the termination of the said branch;

A railway to be called "the Keighley Widening" situate wholly in the parish of Keighley, in the West Riding of the county of York, commencing by a junction with the Company's Keighley and Worth Valley Railway, at a point thereon twenty-three and-a-half chains or thereabouts south of the bridge carrying that railway over Park-lane, and terminating by a junction with the Company's main line of railway at a point thereon two chains or thereabouts

north-west of the booking office of the Keighley Station;

A railway to be called "the Swansea Vale Widening," commencing in the township of Llansamlet Lower in the parish of Llansamlet, in the county of Glamorgan, by a junction with the Company's Swansea Vale Railway at a point thereon two chains or thereabouts north-east of the booking-office of the Upper Bank Station, and terminating in the Parish of Llangiwig, in the same county, by a junction with the said Swansea Vale Railway, at a point thereon twenty-four chains or thereabouts north-east of the booking-office of the Ystalyfera Station, 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), Swansea District, Borough, Llansamlet Lower, Llansamlet Higher, Llansamlet, Llangyfelach, Clase, Rhwngdwytydych, Clydach, Cadoxton-juxta-Neath, Neath, Ynysymond, Cil-y-bebyll, otherwise Kil-y-bebyll, Llanguick, otherwise Llangiwig, all in the County of Glamorgan:

To empower the Company to construct a new street in the parish and borough of Birmingham, in the county of Warwick, commencing at the junction of Wharf-street and Suffolk-street, and terminating at the junction of Holliday-street and Granville-street, and also to empower the Company to purchase by compulsion or agreement, and to hold for the purposes of the new street, and for the purposes of their undertaking, certain lands, houses, and buildings within the said parish and borough situate between Suffolk-street, Severn-street, Wharf-street, and the Worcester Wharf, and further to empower the Company to appropriate to the purposes of the new street a portion of the site of Holliday-street, and to stop up and discontinue as public roads or highways, and to appropriate to the purposes of the Company the roads, streets, portion of road or street and public footway following (that is to say): Wharf-street, Norfolk-street, Fordrough-street, the Gullet, and so much of Navigation-street as lies to the south-west of Suffolk-street, and to provide for the extinguishment of all rights of way over the roads, portion of road and public footway so to be stopped up and appropriated:

To empower the Company to construct a new road in the township of Shipley, in the parish of Bradford, in the West Riding of the County of York, commencing by a junction with the public road called "Hirst-lane," at a point thereon six chains or thereabouts south of the level crossing thereof over the Midland Railway, and terminating by a junction with the same road at a point thereon nine chains or thereabouts north of the said level crossing, with power to the Company to stop up and discontinue and extinguish all rights of way over so much of the said public road called "Hirst-lane" as lies between the points of commencement and termination of the said new road:

To empower the Company to make a new footpath in the parish of Gargrave in the West Riding of the County of York, commencing by a junction with the existing footpath leading from Gargrave to Thornton twelve chains or thereabouts in an easterly direction from its crossing over the Company's main line of railway, and terminating by a junction with the same footpath where it enters the road leading from Thornton to Gargrave at a point fifteen chains or

thereabouts measured in a south-westerly direction from the bridge carrying the said road over the said railway, which bridge is twenty-nine chains west of the Gargrave Station, with power to the Company to stop up and discontinue so much of the said existing footpath as lies between the boundaries of the Company's property :

To empower the Company to make a new footpath in the parish and township of Heanor and liberty of Codnor Park, in the County of Derby, commencing by a junction with the existing footpath leading from Langley Mill to Codnor-park at its point of crossing the Company's Erewash Valley Railway two and a half chains or thereabouts south of the fifty-one and three-quarter mile-post on the said railway, and passing thence along the eastern side of and under the said railway, and terminating by a junction with the public road leading from Langley Mill to Codnor-park at a point thereon twenty-seven chains or thereabouts measured along that road from the point where the existing footpath joins the said road, with power to the Company to stop up and discontinue so much of the said existing footpath as lies between the boundaries of the Company's property :

To empower the Company to make a new footpath in the Parish of Plumtree, in the County of Nottingham, commencing by a junction with the existing footpath leading from Normanton to Keyworth near to its point of crossing the Company's Nottingham and Melton line eight chains or thereabouts east of the bridge carrying the said line over the public road leading from Plumtree to Keyworth, passing thence along the north-east side of the said railway and terminating at the said bridge, with power to the Company to stop up and discontinue so much of the said existing footpath as lies between the boundaries of the Company's property :

To empower the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings for all or any of the purposes aforesaid, and also for extending their station, siding, warehouse, coal-wharf, depôt, mineral, goods, and other accommodation, and for providing accommodation for persons belonging to the labouring classes who may be displaced under the powers of the intended Act, and for other purposes connected with their undertaking, the lands, houses, and buildings following, or some of them (that is to say) :—

Certain lands, houses, and buildings in the township and parish of Bradford, in the West Riding of the County of York, lying on the west side of and adjoining or near to the Company's station at Bradford, and between Cannon - street, Lister - street, Cheapside, and Kirkgate, and to extend to or incorporate with the intended Act all or some of the provisions of section twenty-five of "The Midland Railway (Additional Powers) Act, 1874," or to make other provisions in lieu thereof, and so far as may be necessary to alter, amend, or repeal the said Act ;

Certain lands, houses, and buildings in the township of Walton, in the parish of Chesterfield, and in the township of Brampton, in the parish of Brampton, in the County of Derby, near the termination of the Company's Chesterfield and Brampton Branch and the new Brampton Colliery ;

Certain lands, houses, and buildings, situate in the parish of Birmingham, in the County of Warwick, fronting to and on the south-east side of Bath-row, and

west of the bridge carrying that road over the Company's Birmingham West Suburban Railway ;

Certain lands, houses, and buildings situate in the parish of Barnack, in the County of Northampton, on the south side of the Company's Syston and Peterborough Railway, and near to the Company's Uffington Station, and west of and adjoining the road leading from Barnack to Uffington ;

Certain lands, houses, and buildings situate in the parish of Saint Mary Newington, in the County of Surrey, on the west side of and adjoining the Walworth-road and on the south side of and adjoining Steedman-street :

To empower the Company to purchase so much of any property as they may require for the purposes of the intended Act, without being subject to the liability imposed by the ninety-second section of "The Lands Clauses Consolidation Act, 1845" :

To 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 and other roads 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 authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, or other places, which it may be necessary or convenient to cross, stop up, alter, or divert, in executing the several purposes of the intended Act :

To make provision for the repair and maintenance of the intended new street by and at the expense of the parties who are for the time being legally liable for the repair and maintenance of the other highways in the parish within which the intended new street will be situate, or by and at the expense of such other parties as may be prescribed by the intended Act :

To empower the Company to demand and recover tolls, rates, and charges, for or in respect of the use of the intended railways and works, to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates and charges :

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not, or eventually may not, be required for the purposes of their undertaking, and to confer further powers on the Company in relation to the said lands, and to enable the Company to sell the lands which have been acquired by them, or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands, or of any part or parts thereof, and to dispose of, lease, or let the said lands, or any part or parts thereof, on chief rents or otherwise, and so far as 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 transfer to and vest in the Company by lease or otherwise, and upon and subject to such terms and conditions as may be prescribed or provided for by the intended Act, all the powers, rights, and privileges now vested in the Evesham

and Redditch Railway Company (hereinafter called "the Evesham Company") and all lands and other property real or personal belonging to that Company, and all other their undertaking, and the benefit of all contracts entered into by or with them or on their behalf, and also all the obligations, debts, and liabilities of that Company, so that the Company may be enabled to act in all respects with reference to the Undertaking of the Evesham Company and the levying, demanding, and recovering of tolls, rates, and charges, in respect to the said Undertaking as fully and effectually to all intents and purposes as if the powers contained in the "Evesham and Redditch Railway Act, 1863," had been originally conferred on the Company, and to vary or extinguish the rights and interests of the shareholders in the Evesham Company, or some of them, and if need be to dissolve the last-named Company:

And to confirm and give effect to any agreement between the said two companies with respect to the matters aforesaid, or any of them, made before the passing of the intended Act:

And so far as may be necessary to alter, amend, or repeal wholly or in part the Evesham and Redditch Railway Act, 1863:

To empower the Company to grant and issue in their name, and under their seal, and upon the security of their undertaking, mortgages, debentures, or debenture stock, in renewal of, or in exchange, substitution or satisfaction, for mortgages, debentures, or bonds, of the Severn Bridge Railway Company, and so far as may be necessary to alter and amend, or repeal wholly or in part "The Severn Bridge Railway Act, 1872," and all other Acts relating to the Severn Bridge Railway Company:

To empower the Company to raise a further sum of money for all or any of the purposes of the intended Act, and of any other Act of the next Session, and for any other purpose of or connected with any railway belonging to the Company, either alone or jointly with any other Company or Companies, or otherwise for the general purposes of the Company by the creation of new shares or stock with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing, and by the creation of debenture stock, or by any of such means, and also to apply to all or any of such purposes any capital or funds belong to the Company:

And it is proposed by the said intended Act to alter, amend, extend, and enlarge, 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 local and personal 7 and 8 Vict. cap. 18, and all other Acts relating to the Midland Railway Company:

And notice is hereby further given that maps, plans, and sections relating to the objects of the intended Act, and books of reference to such plans, and a copy of this Notice as published in the London Gazette will, on or before the thirtieth day of November in the present year, be deposited for public inspection as follows (that is to say): As relates to the works and lands in the County of Gloucester, with the Clerk of the Peace for that County at his office at Gloucester; as relates to the works and lands in the West Riding of the County of York, with the Clerk of the Peace for that Riding, at his office at Wakefield; as relates to the works and lands in the County of Glamorgan, with the Clerk of the Peace for that County at his office at Bridgend; as relates to the 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 lands in the County of Derby, with the Clerk of the Peace for that County at his office at Derby; as relates to the lands in the County of Nottingham, with the Clerk of the Peace for that County at his office at Newark; as relates to the lands in the County of Northampton, with the Clerk of the Peace for that County, at his office at Northampton; and as relates to the lands in the County of Surrey, with the Clerk of the Peace for that County, at his office at the Sessions House, Newington Causeway, 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 thirtieth day of November be deposited as follows (that is to say): As relates to the parish of Saint Mary Newington, with the vestry clerk of that parish at the Vestry Hall, Walworth-road, and as relates to the several other parishes with the parish clerk of each such parish at his residence; as relates to the extra-parochial place of Codnor Park Liberty, with the parish clerk of the adjoining parish of Alfreton, at his residence; and as relates to any other extra-parochial place, with the parish clerk of some adjoining parish at his residence:

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

Dated this 18th day of November, 1881.

*Beale, Marigold, Beale and Groves, 28,  
Great George-street, Westminster, Solicitors.*

In Parliament.—Session 1882.

*Esher, Hounslow, and Southall Railway.*

(Incorporation of Company; Construction of Railways between London and South Western Railway at Thames Ditton and the Great Western Railway at Southall, with branches at Hampton, Hanworth, and Hounslow, &c.; Powers to the Great Western Railway Company, the London and South Western Railway Company, the Metropolitan Railway Company, the Hounslow and Metropolitan Railway Company, the Metropolitan District Railway Company, and the Kingston and London Railway Company, as to Working and Traffic Arrangements, Running Powers, Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill for effecting the purposes, or some of the purposes, following (that is to say):—To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, or some of them, with all proper stations, approaches, buildings, yards, and other works and conveniences connected therewith respectively (that is to say):—

**Railway No. 1.**

In the parish of Thames Ditton, in the county of Surrey, commencing by a junction with the Hampton Court Branch of the London and South Western Railway at a point 100 yards, or thereabouts, west of the signal box at a junction between the said branch and the main line of the London and South Western Railway, and terminating at a

point on the west side of the road known as "Esher Station Road," 100 feet, or thereabouts, north of the centre of the bridge carrying the said main line over the said Esher Station-road.

#### Railway No. 2.

Commencing in the said parish of Thames Ditton by a junction with the intended Railway No. 1 at or near the point above described as the termination thereof, and terminating in the parish of Hampton, in the county of Middlesex, about 110 yards due north of a point in the northernmost fence of the Hampton and Windsor-road, which point will be found by measuring 290 yards along the said fence in an easterly direction from the centre of Portlane-bridge.

#### Railway No. 3.

In the said parish of Hampton, commencing by a junction with the intended Railway No. 2 at or near the point above described as the termination thereof, and terminating by a junction with the Thames Valley Line of the London and South Western Railway Company, at a point 300 yards, or thereabouts, west of the booking-office at the Hampton Station.

#### Railway No. 4.

Commencing in the said parish of Hampton by a junction with the Railways Nos. 2 and 3, or one of them, at the point above described as the termination of Railway No. 2, and terminating in the parish of Hanworth, in the county of Middlesex, at or near a point on the northern side of the said Thames Valley Line, 200 yards from and opposite to a point in the northern fence of the said line, which point will be found by measuring along the said fence 108 yards, or thereabouts, from the centre of an occupation bridge on the Kempton Park estate under the said line, which bridge is the nearest to and almost immediately opposite the mansion in Kempton Park.

#### Railway No. 5.

Commencing in the said parish of Hanworth at or near the point above described as the termination of the intended Railway No. 4, and terminating in the said parish of Hampton by a junction with the said Thames Valley Line, at a point immediately to the west of the bridge carrying the said Thames Valley Line over the lane known as "Smoky-lane," which bridge is about half a mile from Hampton Station, measured in a westerly direction along the said line.

#### Railway No. 6.

Commencing in the said parish of Hanworth by a junction with the intended Railways Nos. 4 and 5, or one of them, at or near the point above described as the termination of Railway No. 4, and terminating in the said parish of Hanworth, at a point 310 yards, or thereabouts, from the most easterly corner of the homestead known as "Hanworth Farm," measured from the said farm in a northerly direction.

#### Railway No. 7.

Commencing in the said parish of Hanworth by a junction with the intended Railway No. 6 at or near the point above described as the termination of Railway No. 6, and terminating in the parish of Isleworth, in the county of Middlesex, by a junction with the Windsor Line of the London and South Western Railway at a point 270 yards, or thereabouts, from the centre of the bridge carrying the said Windsor Line over the River Crane.

#### Railway No. 8.

Commencing in the said parish of Hanworth by a junction with the intended Railways Nos. 6 and 7, or one of them, at or near the point above described as the termination of Railway No. 6, and terminating in the parish of Heston, in the county of Middlesex, at or near a point in the northernmost fence of the Bath-road, which point will be found by measuring 55 yards in an easterly direction along the said fence from the eastern fence of Vicarage Farm-lane.

#### Railway No. 9.

In the said parish of Heston, commencing at or near the point above described as the termination of Railway No. 8, and terminating by a junction with the authorised line of the Hounslow and Metropolitan Railway at or near a point in the western fence of Workhouse-lane, which will be found by measuring 350 yards, or thereabouts, from the junction of the said lane with the Bath-road.

#### Railway No. 10.

Commencing in the said parish of Heston by a junction with Railways Nos. 8 and 9, or one of them, at or near the point above described as the termination of Railway No. 8, and terminating in the precinct of Norwood, in the county of Middlesex, at a point which will be found by measuring 120 yards in a northerly direction from a point in the Southall and Cranford-road 440 yards west of the angle in the said road opposite Have-lock-lane.

#### Railway No. 11.

In the said precinct of Norwood, commencing by a junction with the intended Railway No. 10 at or near the point above described as the termination of Railway No. 10, and terminating by a junction with the main line of the Great Western Railway at a point 100 yards, or thereabouts, from the booking-office of the Southall Station, measured in a westerly direction along the said main line.

#### Railway No. 12.

In the said precinct of Norwood, commencing by a junction with Railways Nos. 10 and 11 at or near the point above described as the termination of Railway No. 10, and terminating by a junction with the local line of the Great Western Railway at a point 220 yards, or thereabouts, from the booking-office of the Southall Station, measured in a westerly direction along the said local line.

All which intended railways will pass from, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Thames Ditton, Long Ditton, Esher, East Molesey, and West Molesey, in the county of Surrey, and Hampton, Sunbury, Hanworth, Twickenham, Feltham, Isleworth, Heston, Hayes, and Norwood, in the county of Middlesex.

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

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, telegraphs, sewers, drains, canals, rivers, streams, watercourses, bridges, railways, and tramways within the parishes, townships, and places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion and also by agreement, lands, houses, and hereditaments for the purposes of the intended railways and works and of the Bill, and, notwithstanding Section 92 of "The Lands Clauses Consolidation Act, 1845," to empower the Company to purchase and take a part or parts only of any house, building, manufactory, or premises, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased or taken.

The estimated quantity of land which may be taken from the common or commonable land called Ditton Common, in the parish of Thames Ditton, is  $4\frac{1}{2}$  acres, of which about  $1\frac{1}{2}$  acres will be required for the railway.

To enable the Company to levy tolls, rates, and charges upon or in respect of the intended railways and works, and upon the railways and portions of railways, stations, and works hereinafter mentioned belonging to other Companies, and to alter the tolls, rates, and charges which the Companies are respectively now authorised to take, and to confer exemptions from the payment of tolls, rates, and duties respectively.

Also to authorise the Company, the Great Western Railway Company, the London and South Western Railway Company, the Metropolitan Railway Company, the Hounslow and Metropolitan Railway Company, the Metropolitan District Railway Company, and the Kingston and London Railway Company, or some of them, to run over and use with their engines and carriages the railways, or some of them, or some parts thereof respectively, and all stations, works, and conveniences connected therewith, and to enter into contracts and agreements with respect to the construction, maintenance, working, and use of the intended railways, or of some or any of them, the supply of rolling stock, and other things necessary for such working or use; the appointment of joint committees of directors for any of the purposes of the intended Act; the collection, delivery, interchange, transmission, and conveyance of traffic for, from, to, and over the railways of the said Companies respectively; the fixing, levying, collecting, division, and apportionment of tolls, rates, charges, and receipts arising from such traffic, or any part or parts thereof, and all or any other matters incidental to the construction, maintenance, working, and use of the said intended railways and works, and to authorise the said Companies, or any of them, and any Company for the time being working their railways, to enter into agreements with respect to all or any of the purposes aforesaid, and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act.

Also to authorise the Company, and any Company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, to run over and use with their engines, carriages, and wagons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of all kinds, and upon payment of such tolls and rates as may be agreed upon, or as may be settled by arbitration, or prescribed by the Bill, the railways or parts or portions of railways following (that is to say):—

So much of the main line of the Great Western Railway as lies between the junction therewith of Railway No. 11 and Southall Station; also so much of the local line of the Great Western Railway as lies between the junc-

tion therewith of Railway No. 12 and the eastern extremity of Southall Station, including that station;

So much of the London and South Western Railway and the Hampton Court branch thereof as lies between the junction with the latter of Railway No. 1 and the eastmost extremity of the Surbiton Station, including that station;

So much of any of the railways of the Kingston and London Railway Company now made or authorised, or which may be authorised during the next Session of Parliament, and of the joint lines of that Company and the London and South Western Railway Company, as lies between the commencement of Railway No. 1 and the eastern extremity of Surbiton Station, including that station;

and all or any stations on or connected with any railway or portion of railway to be run over or used, and all or any roads, platforms, points, signals, water, water engines, engine sheds, standing rooms, engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways, portions of railway, and stations respectively:

Also to explain, amend, and extend the provisions of "The Improvement of Lands Act, 1864," with respect to the powers thereby given to tenants for life to subscribe to the construction of railways, or otherwise to authorise all or any persons having limited or partial interest in property to contribute towards and hold shares in the proposed undertaking.

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

Also to incorporate with the Bill the whole or such of the provisions as may be necessary of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1863, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and to vary, extend, enlarge, or repeal, so far as may be deemed expedient, the powers and provisions of any of the above-mentioned Acts, and of "The Improvement of Lands Act, 1864," and of any other Acts of Parliament which may in any way interfere with its objects.

Also to repeal, alter, or amend all or some of the provisions of the several Acts of Parliament following, or some of them (that is to say):— (local and personal) Act 4 & 5 Will. IV., cap. 88, and all other Acts relating to the London and South Western Railway Company; the 5 & 6 Will. IV., cap. 107; 26 & 27 Vic., caps. 113 and 198, and all other Acts relating to the Great Western Railway Company; "The Metropolitan Railway Act, 1854," and all other Acts relating to the Metropolitan Railway Company; "The Metropolitan District Railway Act, 1864," and all other Acts relating to the Metropolitan District Railway; "The Hounslow and Metropolitan Railway Act, 1880," and "The Kingston and London Railway Act, 1881."

A plan and section in duplicate of the proposed railways, a plan in duplicate of all lands which may be taken under the compulsory powers of purchase to be conferred by the intended Act, a book of reference to the plans, and a copy of the Ordnance map, showing the general course or direction of the intended railways, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House,

Clerkenwell; and with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington-causeway; and as relates to any other parish or extra-parochial place, will be deposited, in the case of a parish, with the parish clerk of such parish, at his residence, and in the case of an extra-parochial place, with the parish clerk of a parish adjoining thereto, at his residence. Each such deposit will be made on or before the 30th day of November, 1881, and will be accompanied by a copy of this notice.

Printed copies of the Bill for affecting 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 18th November, 1881.

*Burchells*, 5, The Sanctuary, Westminster.

Board of Trade.—Session 1882.

The Tramways Act, 1870.

Burnley and District Tramways Extension.

(Construction of Street Tramway in Extension of the Burnley and District Tramways Order, 1879, between Manchester-road, Nelson, and Barrowford Bridge; Compulsory user of and breaking up of Streets, &c.; and Agreements with Streets and other Authorities and Persons; Tolls; Powers to use Steam or other Mechanical Power; Acquisition of Land, &c.; Repeal and Amendment of Act; and for other Purposes.)

**N**OTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, under the provisions of the Tramways Act, 1870, for a Provisional Order to authorize the making, forming, laying down, and maintaining of the tramway hereinafter described, with all necessary and proper rails, plates, sleepers, works, and conveniences, that is to say:—

Tramway (No. 1), wholly in the parish of Whalley, in the county of Lancaster, commencing in the township of Little Marsden by a junction with the existing tramway authorized by the Burnley and District Tramways Order, 1879, in Manchester-road, Nelson, at a point 1.50 chains southward from the terminus of the aforesaid tramway, and passing thence along Manchester-road, Scotland-road, and Barrowford-road, and terminating in such roadway in Barrowford, in the township of Barrowford Booth, in the Forest of Pendle, at a point 33 yards north-estward from the centre of Barrowford Bridge.

The said Tramway No. 1 will be a single line except between the following points where it shall be a double line.

In Manchester-road, Nelson, between two points respectively 1.50 chains and 2.50 chains northwards from its commencement.

In Scotland-road, Nelson, between two points respectively 1.50 chains south and 1.50 chains north of Bradley-street.

In Scotland-road from a point opposite the south-west corner of Rook-street to a point 3 chains northward.

In Barrowford-road, Nelson, between two points respectively 80 yards and 14 yards southward from the centre of the bridge carrying the Barrowford-road over the Walverden Water.

In Barrowford-road, Barrowford Booth, between two points respectively 1.50 chains and 4.50 chains northward from the centre of the bridge carrying the Barrowford-road over the Pendle Water.

In Barrowford-road between two points respectively 8 chains and 11 chains northward from the north-west corner of the Victoria Hotel.

In Barrowford-road between two points respectively 12 chains and 9 chains southward from the south-east corner of the Fleece Inn.

In Barrowford-road between two points respectively 1.50 chains west and 1.50 chains east of the White Bear Inn.

In Barrowford-road between two points respectively 73 yards and 7 yards westward from the termination of the tramway.

The total length of the said Tramway No. 1 is 1 mile 4 furlongs 2.90 chains, of which 1 mile 1 furlong 7.90 chains will be single line, and 2 furlongs 5 chains double line.

The hereinbefore described tramways will be made and pass from, in, through, or into the following parishes and townships:—Parish of Whalley, townships of Little Marsden, Great Marsden, within the district of the Nelson Local Board, and Barrowford Booth.

In the following instances the tramways will be laid along the several streets and roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpaths on the side of the streets or roads hereinafter mentioned, and the nearest rail of the tramway.

In Scotland-road, Nelson, on the west side thereof, between Market-street and a point opposite the south-west corner of Essex-street.

In Scotland-road, on the east side thereof, from a point 30 yards southward of Bradley-street to the south-west corner of Essex-street.

In Barrowford-road, Nelson, on the eastern side thereof between two points respectively 80 yards and 14 yards southward from the centre of the bridge carrying the Barrowford-road over the Walverden Water.

In Barrowford-road, Barrowford Booth, on the western side thereof, between two points respectively 320 yards and 193 yards southward from the Fleece Inn.

In Barrowford-road, on the eastern side thereof, between two points respectively 55 yards and 12 yards southward from the Fleece Inn.

In Barrowford-road, on the south side thereof, between two points respectively 64 yards southwest and 64 yards east at a point opposite the centre of the White Bear Inn.

In Barrowford-road, on the northern side thereof, from the White Bear Inn to a point 31 yards eastward therefrom.

In Barrowford-road, on the southern side thereof, between two points respectively 198 yards and 55 yards westward from the termination of the tramway.

The said tramway hereinbefore described is intended to be constructed on a gauge of 4 feet 8½ inches for each line of rails.

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

The Provisional Order will also provide for all or some of the following objects, that is to say:—

To authorize or to authorize and require the the Promoters from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient to the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds or works or buildings of the Promoters. To enable the Promoters, for all or any of the purposes of the undertaking, to purchase or acquire by agreement, or to take easements

over lands and houses, and to erect offices, buildings, or other conveniences on any of such lands.

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

To enable the promoters and any body corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, and any owners or lessees of any other tramways to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and of any roads or streets upon or along which the same, or any part thereof, are or are intended to be laid or constructed, and for facilitating the passage of carriages and traffic on and along the same, or any part thereof.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to confer exemptions from the payment of tolls, rates, or charges, and to confer, vary, or extinguish other rights and privileges.

To authorize and empower the Promoters from time to time, on such terms and conditions, and subject to such restrictions (if any) as may be prescribed by the Provisional Order, to use upon the proposed tramway such locomotive power other than or in addition to animal power for the moving thereon of their carriages as may be prescribed or authorized by the Provisional Order, and to hold and acquire patent and other rights or licences, to use patent rights in relation to any such locomotive power as aforesaid.

To authorize and empower the Board of Trade to make the deposit lodged with respect to "The Burnley and District Tramways Order, 1879," applicable to the present application.

To vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with any of the objects of the Provisional Order, and to confer other rights and privileges.

To incorporate with the Provisional Order and extend and apply to the tramway and works above described, all or some of the powers and provisions of "The Tramways Act, 1870," and "The Burnley and District Tramways Order, 1879," and so far as may be necessary for the purposes of the Provisional Order or may be deemed expedient to alter, amend, or repeal the provisions, or some of the provisions, of that Act and Order.

And notice is hereby further given, that duplicate plans and sections of the proposed tramway and works, and a copy of this advertisement as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Board of Trade, in Whitehall-gardens, and with the Clerk of the Peace for the county of Lan-

caster, at his office, at Preston, in that county; and that a copy of so much of the said plans and sections as relate to each of the parishes, townships, extra-parochial, and other places and districts from, in, through, or into which the proposed tramway and works will be made or pass, and also a copy of this advertisement as published in the London Gazette, will, on before the said 30th day of November, be deposited for public inspection as follows, that is to say:—As regards each parish with the clerk of each such parish, at his place of abode, as regards any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his place of abode, and as regards the district of each Local Authority, as follows:—For the district of the Nelson Local Board, with the Clerk of such Board, at his office, and as regards the district of any other Local Authority, at the respective offices of each such Local Authority.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade on or before the 15th day of January next; and copies of their objections must, at the same time, be sent to the undersigned, on behalf of the Promoters.

The draft of the proposed Provisional Order will be deposited at the offices of the Board of Trade on or before the 23rd day of December next, and printed copies of the said Draft Order, when deposited, and of the Provisional Order, when made, will be furnished, at the price of one shilling each, to all persons applying for them, at the offices of the undersigned.

Dated this 18th day of November, 1881.

*Creeke and Sandy*, Cliviger-street, Burnley.  
*Burchells*, 5, Broad Sanctuary, Westminster.

In Parliament.—Session 1882.

Skipton and Ilkley Railway.

(Incorporation of Company; Construction of Railway between Skipton and Ilkley, in the West Riding of the County of York; and of a New Road; Compulsory Purchase of Lands; Power to Levy Tolls and Rates; Working Traffic, and other Arrangements with the Midland, North Eastern and Lancashire and Yorkshire Railway Companies; Running Powers over Portions of Railways of Midland and North Eastern Railway Companies; and use of Ilkley Station; Incorporation and Amendment of Acts; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company hereinafter referred to as "the Company" for making and maintaining the railway, road, and other works hereinafter mentioned, or some part or parts thereof respectively, together with all necessary and convenient stations, sidings, junctions, approaches, bridges, roads and all other incidental and proper works, and conveniences connected therewith, that is to say:—

A Railway, commencing in the township and parish of Skipton, in the West Riding of the county of York, by a junction with the Midland (Leeds and Bradford Railway Extension from Shipley to Colne) Railway at a point near to and on the western side of the Skipton Station of the Midland Railway, and distant 4 chains or thereabouts measured along the centre line of the said Midland Railway

in a westerly direction from the public foot-path and occupation road commonly known as Goulde or Goldhay-lane where the same crosses the said Midland Railway on the level, and terminating in the township and parish of Ilkley in the said West Riding by a junction with the joint line of the Midland and North Eastern Railway Companies near to the Ilkley Station, at a point distant 15 chains or thereabouts measured along the centre of the said joint line from the western extremity thereof, at or near the Ilkley Station; which intended railway will pass from, in, through or into the following parishes, townships, extra-parochial or other places, or some of them, that is to say, Skipton, Millholme, Emsay with Eastby, Emb-say, Eastby, Skibeden, Halton East, Draugh-ton, Bolton, Bolton Abbey, Bolton Bridge, Beamsley in Skipton, Beamsley in Adding-ham, Beamsleys Both, Farfield, Addingham, Nesfield with Langbar, Nesfield, Langbar, Middleton, Nether Wood, Holling Hall and Ilkley, all in the West Riding of the county of York.

To empower the Company to make a new road, situate wholly in the said township and parish of Skipton, and in the West Riding of the county of York, commencing in the Broughton-road, at a point in the road opposite the said Skipton Station, and at the point of junction of the Gaw Flat-lane with the Broughton-road, and terminating in the Old-road leading from Skipton to Carleton, at the point of junction of that road with the New-road leading into the Keighley and Kendal disturnpiked road.

To authorise the Company to purchase, by compulsion or otherwise, all or any lands, houses and property for the purpose of the intended railway, road, and other works in any of the before-mentioned parishes, townships, extra-parochial and other places.

To alter, vary, or extinguish all existing rights, privileges and exemptions connected with any lands and houses proposed to be purchased, taken, used, or interfered with for the purposes of the intended Act, or which would in any manner impede or interfere with the construction, maintenance and use of the proposed railway, road, and other works, or any of them respectively, or the objects or purposes of the intended Act, and to confer, vary, alter or extinguish other rights, privileges and exemptions.

To authorise the crossing on the level or over or under, and the deviating, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets and other roads, rivers, canals, streams, railways, tramroads, bridges and other works within the parishes, townships and extra-parochial and other places aforesaid, or some of them, as it may be necessary to pass across or over or under, or to divert, alter, or stop up or interfere with by reason of the construction of the intended railway, road, or works, or any of them, or otherwise for the purposes of the intended Act, and to appropriate the sites thereof respectively to the use of the Company and the purposes of their undertaking.

To authorise the Company to deviate from the lines of the railway, road, and other works proposed to be authorised to any extent within the limits of deviation to be shown on the deposited plans or defined in the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined in the Bill.

To empower the Company to levy tolls, rates and duties for or in respect of the use of the proposed railway and works, and for the convey-

ance of traffic thereon, and to alter existing tolls, rates and duties, and to confer, vary or extinguish such exemptions from the payment of such existing and proposed tolls, rates and duties as may be thought expedient.

To authorise the Company on the one hand, and the Midland Railway Company, the North Eastern Railway Company, and the Lancashire and Yorkshire Railway Company, or any or either of them on the other hand, from time to time to enter into and carry into effect contracts, agreements and arrangements for or with respect to the construction, working, use, management and maintenance by either of the contracting Companies of all or any part of the undertaking of the Company, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of the said undertaking, the payments to be made and the conditions to be performed with respect to such construction, working, use, management and maintenance, the interchange, accommodation, conveyance and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division and appropriation of the tolls, fares, rates, charges, receipts and revenues levied, taken or arising from that traffic, the rents, payments, allowances, rebates and drawbacks (whether annual or in gross) to be paid, made or allowed by either of the contracting Companies or persons to the other or others of them for or on account of any of the matters to which the respective contract, agreement or arrangement relates.

To authorise the Company and all Companies and persons lawfully using the railway of the Company to run over and use with their engines, carriages, wagons, and servants, and for the purposes of traffic of all kinds, and upon terms, tolls and conditions and other regulations to be agreed upon or settled by arbitration or by the Board of Trade in case of dispute, so much of the railway of the Midland and North Eastern Railway Companies as lies between the termination of the intended railway and the Ilkley Station of those Companies, together with the use of that station and the booking-offices, buildings, sidings, junctions, platforms, points, signals, roads, works and conveniences connected with such railway and portion of railway. 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 the Regulation of Railways Act, 1868.

So far as may be necessary for the objects and purposes aforesaid, it is intended, if need be, to alter, extend, amend or to repeal all or some of the powers and provisions of the following local and personal Acts, viz., 17 and 18 Vic., cap. 211, and all other Acts relating to or effecting the North Eastern Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company; 10 and 11 Vic., cap. 166, and all other Acts relating to or affecting the Lancashire and Yorkshire Railway Company.

And notice is also hereby given, that plans and sections of the proposed railway road and works and of the lands and houses proposed to be taken, with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands and houses, together with an Ordnance map with the line of the proposed railway and road delineated

thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his offices at Wakefield, in the said county, and on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the said railway road or works are intended to be made together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk thereof at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 11th day of November, 1881.

*Geo. Robinson*, Bank Buildings, Skipton,  
Solicitor for the Bill.

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

In Parliament.—Session 1882.

Wolverhampton Corporation Loans.

(Creation of Stock; Conversion of Existing Loans and Debt into Stock; Consolidation of Loans; Provisions as to Sinking Fund; Arrangements with Bankers; Stock Certificates; Levy of Rates; Incorporation and Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Mayor, Aldermen, and Burgesses of the borough of Wolverhampton, in the county of Stafford (hereinafter called the Corporation), for an Act for all or some of the following objects and purposes, that is to say:—

To authorize and provide for the consolidation and conversion into one stock of the various loans, mortgages, and other securities raised or granted, or hereafter to be raised or granted, by the Corporation under their present statutory powers, or under the powers of any Act now or hereafter in force within the borough, and to authorize 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 authorize 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 hereafter be authorized to raise.

To charge the said stock upon all or some of the estates and water undertaking, lands, and property of the Corporation, and the tolls, rates, rents, charges, and other revenues belonging to or leviable by them.

To authorize the investment of trusts funds in the consolidated or other stock or other securities of the Corporation, and to exempt the Corporation from liability in respect of notice of any trust

affecting such stock or securities, 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 stock of the Corporation, and to empower holders with limited interests to enter into any such arrangements, and to authorize arrangements with the Public Works Loan Commissioners for the payment off or extinguishment of the debt due to them.

To make provision for the purchase, release, or extinguishment of the yearly and other payments, mortgages, and debentures payable by the Corporation to the Wolverhampton New Waterworks Company, or to their shareholders and debenture holders respectively, and to empower the Corporation to raise the necessary moneys for that purpose by the creation and issue of consolidated or other stock, and to empower the Corporation to enter into and carry into effect arrangements with the said Company or their shareholders or debenture holders respectively, or for the purchase or extinguishment of such payments, mortgages, and debentures, or the exchange thereof for such stock, and to make provision for the winding up and dissolution of the said Company.

To make provision with reference to the exemption from stamp duty of transfers of such consolidated or other stock on such terms and subject to such payments by way of composition for stamp duty as may be prescribed or authorized 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, accounts, 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 empower the Corporation to demand, recover, and levy tolls, rates, and charges to increase or vary existing tolls, rates, rents, and charges, and confer exemptions therefrom, and to apply any money belonging to or under the control of the Corporation to any of the objects of the intended Act, and to borrow money for the purposes of the intended Act, and to mortgage or charge the rates, rents, tolls, and charges leviable by them, and their water undertaking, lands, and property, or some of them.

To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the Local Acts and Public Act of a local character following, or some of them, that is to say—the Wolverhampton Improvement Act, 1869, the 8th and 9th Victoria, chapter 135, the 13th and 14th

Victoria, chapter 74, the 18th and 19th Victoria, chapter 151, the 19th and 20th Victoria, chapter 57, the 24th and 25th Victoria, chapter 152, the 30th and 31st Victoria, chapter 133, the Local Government Boards Provisional Orders Confirmation (Artizans and Labourers' Dwellings) Act, 1877, and all other Acts relating to the borough of Wolverhampton.

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 Artizans and Labourers' Dwellings Improvement Act, 1875; the Lands Clauses Consolidation Act, 1845; the Commissioners Clauses Act, 1847; the Married Women's Property Act, 1870; the Public Works Loans Act, 1875; the Crossed Cheques Act, 1876; the Prisons Act, 1877; the Bankers' Books Evidence Act, 1879; the Inland Revenue Act, 1880; the 24th and 25th Victoria, chapter 98; the Forgery Act, 1870; and any Act amending the same respectively.

Printed copies of the intended Act or 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 8th day of November, 1881.

*Henry Underhill*, Town Clerk, Wolverhampton.

*Sharpe, Parkers, Pritchard and Sharpe*, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

East London Railway.

(Lease or Transfer of Undertaking of East London Railway Company to other Companies; Alteration of Agreements and further Agreements; Abandonment of Bethnal-green Junction; New Railway at Whitechapel; Running Powers; Amendment or Repeal of Section 6 of the Metropolitan and Metropolitan District Railways (City Lines and Extensions) Act, 1879; Additional Capital; Arrangements as to Capital; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session by the East London Railway Company (hereinafter called "The Company") for an Act for all or some of the following purposes (that is to say):—

1. To authorise the lease or transfer, or the lease and subsequent transfer, to the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the London, Chatham, and Dover Railway Company, the Metropolitan Railway Company, and the Metropolitan District Railway Company (hereinafter collectively called the five Companies), or some or one of them, of the undertaking of the Company, and all the railways, stations, works, plant, land, property, estate, and effects, real or personal rights, powers (including the demanding and recovering of tolls, rates, and charges), privileges and easements vested in or belonging to or exercised or exercisable by the Company, and including any powers which may be conferred upon them by the intended Act, upon and subject to such payments, terms, and conditions, restrictions, and provisions as may be agreed upon between the parties, or as may be prescribed or provided for by the intended Act.

2. To empower the Five Companies, or some or one of them, on the one hand, and the Company on the other hand, and the Five Companies, or any of them, between themselves, to make and carry into effect agreements with respect to the matters

aforesaid, or any of them or other the purposes of the intended Act, and to confirm any such agreement made or to be made, and, so far as may be expedient for the purposes of the intended Act, or of any such agreement, or for giving effect to those purposes, or any of them, to vary, alter, amend, or repeal and annul all or some of the provisions of the agreement dated the 1st May, 1868, made between the London, Brighton, and South Coast Railway Company and the Company, and set forth in the schedule to the East London Railway (Various Powers Act), 1868, and of the said Act relating thereto, and of the agreement dated the 17th of November, 1869, made between the London, Brighton, and South Coast Railway Company and the Company, and set forth in the schedule to the East London Railway (Further Powers) Act, 1870, and of the said Act relating thereto, and of the agreement dated the 17th day of December, 1869, made between the Company and the Great Eastern Railway Company, and set forth in the schedule to the Great Eastern Railway (Metropolitan Railways) Act, 1870, and of the said Act relating thereto.

3. To provide for the appointment by the Company and the Companies who may become lessees or owners of the Company's undertaking of a joint committee for the management of that undertaking; and, if thought fit, to incorporate such joint committee.

4. To confer upon the Five Companies, or some or one of them, and upon the Company, such further and other powers as may be expedient for giving effect to the objects of the intended Act.

5. To authorise the Company to abandon and relinquish the construction of the railway authorised to be made by the East London Railway Act, 1876, and therein called the Bethnal Green Junction, and to repeal all or some of the clauses and provisions of the said Act and of the East London Railway Act, 1877, relating thereto; and to release the Company from all liabilities, penalties, or obligations for not completing the said railway, and to provide for the repayment of the money deposited in the Chancery Division of the High Court of Justice as security for the completion of the said railway, and to empower the Company to apply to the general purposes of their undertaking, or to such purposes as may be prescribed or authorised by the intended Act, all or some part of the money by the said Act of 1877, authorised to be raised for the purposes of the said railway.

6. To empower the Company to make and maintain the railway hereinafter described, together with all proper approaches, stations, sidings, works, and conveniences connected therewith (that is to say):—

A railway to be situate wholly in the parish of St. Mary, Whitechapel, in the county of Middlesex, commencing by a junction with the railway of the Company, at or near the point where that railway passes under Raven-row, and terminating by a junction with Railway No. 4, authorised by the Metropolitan and Metropolitan District Railways (City Lines and Extensions) Act, 1879, at or near the point where that railway is intended to be carried under the Whitechapel-road, 24 yards or thereabouts west of St. Mary's-street.

7. To empower the Company to purchase by compulsion or agreement lands, houses and buildings, and easements therein, in the parish aforesaid, for the purposes of the intended railway, and notwithstanding anything contained in the Lands Clauses Consolidation Act, 1845, to purchase and take part only of any property, the whole of which may not be required for the purposes

thereof, and, notwithstanding anything contained in the Railways Clauses Consolidation Act, 1845, to deviate laterally from the line, and vertically from the levels of the intended railway and works shown on the plans and sections hereinafter mentioned, to such an extent as may be authorised by the intended Act, and to demand and recover tolls, rates, and charges upon and in respect to the said intended railway, and to cross, stop up, alter, or divert, either temporarily or permanently, all roads, streets, bridges, footways, railways, tramways, gas and water pipes, sewers and drains, which it may be necessary or convenient so to cross, stop up, alter or divert for the purposes of the said intended railway.

8. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, or buildings, or works, which may be rendered insecure or affected by the intended railway or works, and which houses and buildings may not be required to be taken for the purposes thereof.

9. To enable the Company to make openings or ventilating shafts from the intended railway into any public road or other land over or adjoining the same at such spots and upon such terms and conditions as shall be agreed upon between the Company and the local authority having control of such road, or the owner of or other persons interested in such land, or in default of such agreement as shall be prescribed by arbitration, and to erect at the said spots, and on the surface of the ground all necessary works for the purposes of the said openings or shafts, or connected therewith, and to authorise the Company for the purposes of the said openings or shafts to interfere with all sewers, drains, gas and water mains and pipes, telegraph wires, and other works, which may impede the construction and use thereof.

10. To authorise the Company, and any other Company or Companies running over, working, or using their railways, or any part thereof, to run over and use with their engines and carriages, and for the purposes of their traffic of every description, the railways authorised by the Metropolitan and Metropolitan District Railway (City Lines and Extensions) Act, 1879, and the existing railways of the Metropolitan Railway Company and of the Metropolitan District Railway Company, or some portion or portions thereof respectively, and to use the stations, roads, signals, water, watering-places, engine sheds, offices, warehouses, sidings, junctions, works, and conveniences connected therewith, upon payment of such tolls, rates, duties, or other remuneration and upon such terms and conditions as may be mutually agreed upon between the Companies or Company exercising such powers, and the Company or Companies to whom the said railway so to be run over belongs, or some or one of them as the case may be, or failing such agreement, as shall be settled by arbitration, or otherwise provided by the intended Act.

11. To authorise agreements between the Company on the one hand, and the Metropolitan and Metropolitan District Railway Companies or either of them on the other hand, with reference to the construction, maintenance, working, and use of the said intended railway, and the transfer to, and exercise by, the last-named Companies, or either of them, of the powers proposed to be conferred upon the Company by the intended Act with reference thereto, and to confirm and give effect to any agreement or agreements with relation to the matters aforesaid, which may be made prior to the passing of the intended Act, or if thought fit to confer upon the said two Com-

panies, or either of them, all necessary powers for carrying into effect the before-mentioned purposes of the intended Act.

12. To alter or repeal so much of Section 6 of the Metropolitan and Metropolitan District Railways (City Lines and Extensions) Act, 1879, as provides that it shall not be lawful for the two Companies therein mentioned (being the Metropolitan and Metropolitan District Railway Companies) to commence Line No. 4 therein referred to until they have served notices to treat for all the land required for Line No. 1 therein referred to, or to complete and open any part of the said Line No. 4 until Line No. 1 has been completed and opened for public traffic.

13. To authorise the Company to apply to the purposes of the intended Act any funds or moneys now belonging to them, or which they have power to raise, and to raise additional capital for all or any of such purposes by the creation of new, ordinary, and preference shares or stocks, and debenture stock, and by borrowing, or by any of such means, and to attach to any such shares or stocks such preferences or priorities, or other rights or privileges as may be prescribed or authorised by the intended Act.

14. To provide for and authorise an alteration and readjustment of the various classes of shares and stocks (including debenture stocks) of the Company, and to authorise the consolidation and conversion thereof into shares and stocks of other classes or denominations, and the creation of new or substituted classes of shares or stocks, and to alter the rates of interest or dividends now payable upon such shares or stocks, and otherwise to deal with the same and the arrears thereof in such manner as may be prescribed or authorised by the intended Act, and to vary so far as may be necessary the rights, privileges, and priorities of the several holders of the said shares and stocks, or some of them.

15. And, so far as may be necessary for the purposes aforesaid, to alter, vary, amend and extend, or repeal some of the provisions of the local and personal Acts following (that is to say): "The East London Railway Act, 1865;" "The East London Railway (Additional Powers) Act, 1866;" "The East London Railway (Various Powers) Act, 1868;" "The East London Railway (Further Powers) Act, 1870;" "The Great Eastern Railway (Metropolitan Railways) Act, 1870;" "The East London Railway Act, 1871;" "The East London Railway Act, 1874;" "The East London Railway Act, 1875;" "The East London Railway Act, 1876;" "The East London Railway Act, 1877;" "The East London Railway Act, 1879;" "The East London Railway Act, 1881;" and any other Act or Acts relating to the Company; and also of the following Acts, viz.: 9 and 10 Vic., cap. 283; and all other Acts relating to the London, Brighton, and South Coast Railway Company; 16 and 17 Vic., cap. 132, and all other Acts relating to the London, Chatham, and Dover Railway Company; 6 Wm. IV. cap. 75, and all other Acts relating to the South Eastern Railway Company; 16 and 17 Vic., cap. 186, and all other Acts relating to the Metropolitan Railway Company, "The Metropolitan District Railways Act, 1864," and all other Acts relating to the Metropolitan District Railway Company.

And notice is hereby further given, that a plan and section in duplicate describing the situation, line, and levels of the intended railway, and the lands, houses, and other property in or through which the same will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plan, and also an ordnance map with the intended line of railway delineated thereon, will, on or before the 30th day

of November next, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, and with the Clerk of the Whitechapel District Board, at his office in Great Alie-street, Whitechapel.

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

Dated this 18th day of November, 1881.

*Wilson, Bristows, and Carpmael*, 1, Copthall-buildings, London, Solicitors for the Bill.

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

In Parliament.—Session 1882.

Rhymney Railway.

(New Railways in the Parish of Merthyr Tydfil; Compulsory Purchase of Lands; Power to levy Tolls and Rates; Working Traffic and other Arrangements with and Running Powers by the Great Western Railway Company; Running Powers over portion of Great Western Railway; Power to use Railways of, and agree with, Messieurs Crawshay Brothers; Additional Capital; Amendment of Acts; and other purposes.)

**N**OTICE is hereby given that the Rhymney Railway Company (hereinafter referred to as the Company) intend to apply to Parliament, in the ensuing Session, for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

To authorise the Company to make and maintain the following Railways, or some or one of them, or some part or parts thereof respectively, together with all proper stations, sidings, junctions, approaches, works, and conveniences connected therewith, that is to say:—

- (1) A Railway (No. 1) situate wholly in the parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the Branch of the Great Western Railway Company's Newport, Abergavenny, and Hereford Railway which runs from Quakers Yard to Middle Duffryn, at a point thereon opposite the steps on the north side of the north platform of the Quakers Yard Passenger Station, and terminating on the private railway of Messrs. Crawshay Brothers, which extends northward from their Castle Pit, at a point on that railway 341 yards or thereabouts to the northward of the bridge, near to the said Castle Pit, which carries a road over that railway.
- (2) A Railway (No. 2) situate wholly in the parish of Merthyr Tydfil, commencing by a junction with the intended Railway No. 1 at its termination, and terminating by a junction with the Great Western Railway Company's Vale of Neath Railway at a point thereon situated 190 yards or thereabouts, measured along that railway in a north-easterly direction from the point where that railway crosses the private railway of Messrs. Crawshay Brothers on the level.
- (3) A Railway (No. 3) situate wholly in the parish of Merthyr Tydfil, commencing by a junction with the intended Railway No. 2 at a point 66 yards or thereabouts northwards of the northernmost cap of the eastern parapet of a bridge which carries the private railway of Messrs. Crawshay Brothers over an old tramway line from Patch Collieries to Plymorth Iron Works, measured along that private railway, and terminating by a junction with the Great Western Railway

Company's Vale of Neath Railway, at a point thereon 82 yards or thereabouts, measured in a north-easterly direction along that railway, from an iron girder bridge carrying a public road over that railway near the eastern end of the Abernant Tunnel.

- (4) A Railway (No. 4) situate wholly in the parish of Merthyr Tydfil, commencing by a junction with Railway No. 1, at a point thereon 133 yards or thereabouts to the northward of the Twyn-gwyn sluice in connection with the Glamorganshire Canal, and terminating at a point on the embankment connected with the sidings of the Merthyr Vale Colliery near the Black Lion Gates, 14 yards or thereabouts to the westward of the Taff Vale Company's signal cabin there.

To authorise the Company to purchase, by compulsion or otherwise, all or any lands, houses, and property, for the purpose of the intended railways and works, in the before-mentioned parish.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands and houses proposed to be purchased, taken, used, or interfered with for the purposes of the intended Act, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and works, or any of them respectively, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the crossing on the level, or over or under, and the deviating, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, rivers, canals, streams, railways, tramroads, bridges, and other works within the parish aforesaid, as it may be necessary to pass across, or over or under, or to divert, alter, or stop up, or interfere with, by reason of the construction of the intended railways or works, or any of them, or otherwise, for the purposes of the intended Act, and to appropriate the sites thereof respectively to the use of the Company, and the purposes of their undertaking.

To authorise the Company to deviate from the lines of the railways and works proposed to be authorised to any extent within the limits of deviation to be shown on the deposited plans or defined in the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined in the Bill.

To empower the Company to levy tolls, rates, and duties for or in respect of the use of the proposed railways and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

To authorise the Company, on the one hand, and the Great Western Railway Company on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by either of the contracting Companies of all or any part of their respective undertakings, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of the said undertakings respectively, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the

traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, fares, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks (whether annual or in gross) to be paid, made, or allowed by either of the contracting Companies or persons to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the intended Act may be made touching any of the matters aforesaid.

To require the Great Western Railway Company to receive, book through, forward, accommodate, and deliver on and from their undertaking, and at the stations, warehouses, wharves, and booking offices thereof, all traffic of whatever description coming from or destined for the Railways of the Company upon such terms and conditions as may be agreed upon, or failing agreement, as shall be settled by arbitration, or as may be defined by the intended Bill, and if need be for the purposes aforesaid to alter the tolls, rates, and charges which that Company may take and receive upon their undertaking.

To authorise the Company and all Companies and persons lawfully using the railways of the Company, or any of them, to run over and use with their engines, carriages, wagons, and servants, and for the purposes of traffic of all kinds, and upon terms, tolls, and conditions and other regulations to be agreed upon or settled by arbitration or by the Board of Trade in case of dispute, so much of the Railway of the Great Western Railway Company's Vale of Neath Railway as lies between Merthyr Tydfil and Gellytarw Junction, and the booking offices, stations, buildings, sidings, junctions, platforms, points, signals, roads, works, and conveniences connected with that railway.

To authorise the Great Western Railway Company, and all persons and Companies lawfully using the railways of that Company, to run over and use with their engines, carriages, wagons, and servants for the purposes of traffic of all kinds, and upon terms, tolls, and conditions to be agreed upon or settled by arbitration, or by the Board of Trade, the railways intended to be authorised by the Bill, and the booking offices, stations, buildings, sidings, junctions, platforms, points, signals, and conveniences connected therewith.

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 authorise the Company to apply for the purposes of the Bill any capital or funds now belonging to them, or which they have the power to raise, and to raise further capital for such purposes and for the general purposes of their undertaking by shares or by stock, and by borrowing, and to attach to such new shares or stock such preference or priority of dividends or interest and advantages as the Bill shall define.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869"; "The Lands Clauses Acts, 1845, 1860, and 1869;" "The Railway Clauses Acts, 1845 and 1863;" and "The Regulation of Railways Act, 1868."

So far as may be necessary for the objects and purposes aforesaid, it is intended if need be to alter, extend, amend, or to repeal all or some of the powers and provisions of the following local and personal Acts, viz., 20 and 21 Vict., cap. 140; 24 and 25 Vict., cap. 144; 27 and 28 Vict., caps. 244 and 275; 29 and 30 Vict., cap. 259; and 30 and 31 Vict., cap. 171; 36 and 37 Vict., cap. 44; and all other Acts relating to the Company; 5 and 6 Will. IV., cap. 107; and all other Acts relating to or affecting the Great Western Railway Company.

And notice is also hereby given, that plans and sections of the proposed Railways and works and of the lands and houses proposed to be taken, with a Book of Reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands and houses, together with an Ordnance map, with the lines of the proposed Railways delineated thereon, and a copy of this Notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the said county, and also with the Clerk of the Parish of Merthyr Tydfil, at his residence.

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

Dated this 17th day of November, 1881.

*Rompas, Bischoff, and Dodgson*, Solicitors,  
4, Great Winchester Street, London.

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

In Parliament—Session 1882.

London Brighton and South Coast Railway Company (Capital).

(Additional Capital; Definition of Existing Capital; Amendment of Acts.)

**A** PPLICATION is intended to be made to Parliament, in the next Session thereof, by the London Brighton and South Coast Railway Company (who are hereinafter called "the Company"), for leave to bring in a Bill for the following or some of the following purposes:—

1. To enable the Company to raise further sums of money for the purposes of their undertaking, and of undertakings in which they are jointly or separately interested, by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other special rights or privileges attached thereto, and by borrowing and by the creation of debenture stock, or by any one or more of such means.

2. To define and declare the capital and bor-

rowing powers of the Company so that the same may hereafter be stated in the periodical accounts of the Company in a gross sum instead of in detail, and to enlarge and amend such of the Acts relating to the Company as may interfere with that object.

3. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will, so far as may be necessary for the purposes aforesaid, alter, amend, and extend or repeal some of the provisions of the Act 9 and 10 Vict., cap. 283, and of any other Act or Acts relating to or affecting the Company and its undertaking, or any other undertaking in which the Company is so interested as aforesaid.

4. 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.

*Norton, Rose, Norton and Brewer*, 6, Victoria Street, Westminster Abbey, S.W., Solicitors for the Bill.

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

In Parliament.—Session 1882.

London Brighton and South Coast Railway Company (Various Powers).

(Transfer of Undertaking of Hayling Railways Company to the Brighton Company; Revival of Powers for Construction of Ford Junctions; Extension of Time for Completion of Croydon, Oxted and East Grinstead Railways; Abandonment of Keymer Up Junction and Construction of New Junction in lieu thereof; New Junction Railways at Croydon and Shoreham; Widening of Railway in Brighton and Croydon; Roads and Footpaths at East Grinstead, Selham, Cocking, Lingfield, Oxted and Crowhurst; Additional Lands; Power to South Western and Brighton Companies to take Additional Lands and to make New Roads; Vesting in Company and South Eastern Railway Company of Woodside and South Croydon Railway; Application of Funds; Extension of time for Sale of Superfluous Lands; Amendment of Acts.)

**A**PPPLICATION is intended to be made to Parliament in the next Session thereof by the London Brighton and South Coast Railway Company (who are hereafter called "the Company") for leave to bring in a Bill for the following or some of the following among other purposes:—

1. 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 Hayling Railways Company, 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 fulfil agreements with reference to such transfer, and to confirm any agreement already made or which before the passing of the Bill may be made with reference thereto, and to enable the Company, in the event of such transfer being effected, to exercise all the powers of the Hayling Railways Company, and to provide for the payment or application of the purchase-money or other consideration, and for the winding up of the affairs of the Hayling Railways Company, and if thought fit their ultimate dissolution, and in the event of such transfer to extinguish the

lease of the said undertaking created by the London Brighton and South Coast Railway Act, 1874, and to amend or repeal the provisions of the said Act relating to the said lease or to the Hayling Railways Company.

2. To revive the powers granted to the Company by the London Brighton and South Coast Railway (Various Powers) Act, 1876, for the construction and completion of the Railways No. 1 and No. 2 described in section 4 of the said Act, and known as the Ford Junctions, in the parish of Leominster, in Sussex, and to relieve the Company from any penalty with respect thereto.

3. To extend the time limited for the construction and completion of the Railways No. 1 (Croydon to Oxted), No. 1A (Junction with South Eastern Railway), No. 2 (Oxted to East Grinstead), and No. 3 (Junction Line at Withyham) referred to and described in section 4 of the London Brighton and South Coast Railway (Croydon, Oxted and East Grinstead Railways) Act, 1878.

4. To authorise the Company to construct and maintain the following railways and works (that is to say):

(a) To vary the authorised point of junction at Selsdon-road, in the parish of Croydon, of the Woodside and South Croydon Railway with Railway No. 1 of the Croydon, Oxted and East Grinstead Railways of the Company by the construction of a new railway wholly in the said parish commencing by a junction with the authorised Woodside and South Croydon Railway about 220 yards measured in a northerly direction on the said railway from the authorised junction thereof with the said Railway No. 1, and terminating by a junction with the said Railway No. 1 at about 374 yards north of the public road leading from Croydon to Sanderstead. The Bill will authorise the abandonment of so much of the Woodside and South Croydon Railway as extends from the commencement of the railway proposed to be authorised by the Bill, and the said authorised point of junction, and it will provide that the said proposed line of railway shall be constructed either by the Company or by the Company jointly with the South Eastern Railway Company, or by the Woodside and South Croydon Railway Company, and it will vary and amend the Woodside and South Croydon Railway Act, 1880.

(b) (Keymer Up Junction). A railway wholly in the parish of Keymer, in Sussex, commencing by a junction with the London and Hastings line of the Company at or about 132 yards measured along the line of railway north-westward of the boundary post denoting the division between the parishes of Keymer and Ditchling, and terminating by a junction with the up main line of railway of the Company at a point about 226 yards northward of the bridge which carries that railway over Lye-lane, and the Bill will enable the Company to abandon the construction of the "Keymer Up Junction" authorised by "The London Brighton and South Coast Railway (Various Powers) Act, 1879," Section 4.

(c) A railway, wholly in the parish of New Shoreham, in Sussex, commencing by a junction with the up line of the Company's Shoreham and Horsham Railway at a point where that Railway crosses Victoria-road in Shoreham, and terminating by a junction with the up line of the Company's Brighton and Portsmouth line at a point 80 yards

eastward of Buckingham-lane in Shoreham aforesaid.

- (d) The construction of additional arches on the eastern side of the bridge, in the parish of Croydon, in the county of Surrey, which carries St. James-road over the main line of the Company.
- (e) The construction of additional arches on both sides of the bridge in the parish of Brighton, in the county of Sussex, which carries the goods line of the Company over New England-road.
- (f) A new footpath in the parish of East Grinstead, in Sussex, commencing in and out of the public road numbered 23 in the plans deposited in respect of the said London Brighton and South Coast Railway (Croydon, Oxted and East Grinstead Railways) Act, 1878, and terminating in the footpath leading to St. Margaret's Home at a point therein about 50 feet west of the north-west corner of the East Grinstead Gas Works.
- (g) The diversion in the said parish of East Grinstead of so much of the public road leading to the East Grinstead Gas Works from the main road from London to East Grinstead, as lies between the junction of the said public road with the said main road and a point 20 yards measured in an easterly direction along the said public road.
- (h) The diversion in the said parish of East Grinstead of so much of the public road leading to Green Hedges out of the road from Lingfield to East Grinstead as lies between the point of junction of those two roads and a point 60 yards measured along the said public road in a north-easterly direction from the said junction.
- (i) The diversion in the parish of Oxted, in Surrey, of the public footpath passing diagonally through the wood or plantation of Granville William Gresham Leveson-Gower, Esq., commencing at the point where it crosses the western boundary of the land of the Company, and terminating at the point where it crosses the eastern boundary of the said land.
- (j) The diversion in the parish of Crowhurst, in Surrey, of a footpath leading from the junction of the public roads from Lingfield and Oxted to Edenbridge, commencing at a point in that footpath about 50 yards, and terminating at a point about 185 yards, measured along the footpath in a south-easterly direction from such point of junction.
- (k) The diversion in the parish of Selham of the public footpath leading from the high road from Petworth to Midhurst near Malt-house Farm to the high road from Selham to East Lavington, which footpath crosses the Midhurst Branch Railway of the Company on the level at Selham Station.

5. The Bill will extinguish all rights of way over the parts of the said public roads and footpaths between the said several points of diversion thereof respectively, and will vest in the Company the site and soil of so much of the said several parts as lies between the fences of the Company, and will provide for the maintenance and repair of the substituted roads and footpaths by the same authority or persons by whom the respective parts so diverted are now respectively maintained and repaired.

6. To enable the Company and the London and South Western Railway Company to construct the following roads, viz. :—

Road No. 1.

A road wholly in the parish of Portsea  
No 25041. P

and county of Southampton, commencing at the south side of St. Mary's-road, forty yards or thereabouts, measured in a westerly direction along that road from the south-west corner of the Cemetery wall and terminating at a point near the western side of the Portsmouth Branch Railway belonging to the two Companies, about 170 yards south of the southern boundary wall of the Portsea Island Union Workhouse.

Road No. 2.

A road wholly in the said parish of Portsea, commencing near the eastern side of the said Portsmouth Branch Railway about 100 yards south of the southern boundary wall of the said Portsea Island Union Workhouse, and terminating in Albert-road at a point about 220 yards measured in a westerly direction along that road from the south-west corner of the Highland-road Cemetery.

7. To enable the Company, and the Company and the London and South Western Railway Company so far as relates to the said last-mentioned roads at Portsea, and the Company and the South Eastern Railway Company, so far as relates to the said New Junction Railway at Croydon, in and for the purpose of the construction and maintenance of the several before-mentioned works, to exercise the usual powers granted to Railway Companies for the construction and maintenance of railways, and especially the powers granted by section 16 of the Railways Clauses Consolidation Act, 1845, and to authorise the levying of tolls and rates in respect of the new railways.

8. To authorise the Company, or the Company and the London and South-Western Railway Company, so far as relates to the said roads at Portsea, to deviate in the construction and maintenance of all, any or either of the works to be authorised by the Bill, both laterally and vertically, to any extent prescribed by the Bill.

9. To enable the Company and the Company and the London and South Western Railway Company, so far relates to the said roads at Portsea, to acquire, by compulsion or by agreement, and to hold lands, buildings and other property for the several purposes of the Bill.

10. To enable the Company to acquire by compulsion or agreement, and hold, in addition to the other lands, buildings and property to be acquired under the powers of the Bill, the lands (in which term houses, buildings and other hereditaments are in this notice included) hereinafter described, or some of them, that is to say :—

In Surrey—

- (a) A triangular piece of land partly in the parish of St. Olave, Southwark, and partly in the parish of St. Thomas, Southwark, situate between the approach to the London Bridge Terminus of the Company and Denman-street.
- (b) Certain lands in the parish of Croydon adjoining the northern and western sides of the Norwood and Victoria Branch Railway of the Company, and lying between their Norwood and Selhurst Stations.
- (c) A triangular piece of land in the said parish of Croydon adjoining the south side of a new road lately constructed by the Company for the Ecclesiastical Commissioners about 500 yards south of Norwood Junction Station, and also adjoining the eastern boundary of the land of the Company.
- (d) Certain lands in the said parish of Croydon adjoining the west side of the main line of railway of the Company, and the south side of St. James-road.
- (e) Certain lands in the said parish of Croydon

adjoining the north side of the Croydon and Balham Railway and the Norbury Station of the Company and the high road from London to Croydon.

(f) Certain lands in the said parish of Croydon adjoining the east side of the main line of railway of the Company, and the south side of the Selsdon-road.

(g) Certain lands in the said parish of Croydon adjoining the eastern side of the main line, and extending in a northerly direction 500 yards from St. James-road, and 234 yards in a southerly direction from the said St. James-road.

(h) Certain land in the parish of Coulsdon, on the east side of and adjoining the Caterham Junction Station and land of the Company thereat.

(i) Certain lands in the parish of Epsom, abutting on the north side of the Epsom Branch of the Company, and the west side of High-street, Epsom.

In Sussex—

(j) A strip of land in the parish of Worth, in the county of Sussex, adjoining the south-western side of the branch line of the Company from Three Bridges to Tunbridge Wells, and extending about 500 yards along the eastern side of the main line of the Company.

(k) Certain lands in the parish of Brighton, on both sides of the Kemp Town Branch Railway of the Company, and extending northward from Elm-road about 330 yards.

(l) Certain lands in the said parish of Brighton, at the Lewes-road Station, situate on the south side of the said Kemp Town Branch between Mayo-road, Richmond-road and lands belonging to the Company, and on the north side of the said branch between Hollingdean-road and lands belonging to the Company.

(m) Certain lands in the parish of St. Leonard's, adjoining the north side of the Company's Hastings Railway, and the western side of the Tunbridge Wells and Hastings Branch of the South-Eastern Railway, also lands in the same parish, situate at the western extremity of West Hill-road, and lying between the said road and the before-mentioned Company's Hastings Line of Railway.

(n) Certain lands in the parish of Selham, extending along the north-western side of the Midhurst Branch Railway of the Company about 470 yards in a south-westerly direction, from the high road from Selham to East Lavington.

(o) Certain lands in the parish of Bosham, extending on both sides of the Portsmouth Railway of the Company for a distance of about 400 yards eastward of the level crossing at Bosham Station.

(p) Certain lands, partly in the parish of Meeching, otherwise Newhaven, and partly in the parish of Denton, situate between the railway of the Company leading from Lewes to Seaford, the River Ouse, and the public road leading from Newhaven to Seaford.

(q) Certain lands in the said parish of Meeching, otherwise Newhaven, situate partly on the western side and partly on the eastern side of the road leading past the Newhaven Gas Works to the London and Paris Hotel, and the Custom House, and extending from the Seaford Branch Railway of the Company, up to and including the lands used as and for the said Gas Works.

11. To enable the Company and the London

and South Western Railway Company to acquire, by compulsion or agreement, and hold—

(A.) A portion of the foreshore in the parish and borough of Portsmouth, in the county of Hants, situate between the Dockyard Railway of the Company, "The Hard," the approach road to the Portsmouth Harbour Station, and the stables of the Provincial Tramways Company Limited at Portsea.

(B.) Lands in the parish of Portsea, lying on both sides of the Portsmouth Branch Railway, belonging to the two Companies, such lands being bounded on the north by the southern wall of the Portsea Island Union Workhouse, and by an imaginary line drawn westward across the railway in continuation of the said wall, and bounded on the south by Milton-lane;

and the Bill will enable the London and South Western Railway Company for these purposes, and also for the purposes of the said roads at Portsea, to apply any capital and funds belonging to them, or under their control.

12. To authorise the Company to stop up and extinguish all rights of way over the following footpaths or parts of footpaths, that is to say:—

(a) So much of the footway in the parish of Cocking, in Sussex, leading from Hawley Farm to Cocking Causeway, as lies between that farm and the road leading out of Bell-lane from near the Rectory.

(b) So much of the footpath in the said parish of East Grinstead as crosses on the level the said Railway No. 2 authorised by the said Act of 1878, and the East Grinstead Junction Railway, authorised by the said (Various Powers) Act, 1879, at points on those respective railways 200 yards or thereabouts south of the junction of those railways.

(c) So much of the footpath in the said parish of East Grinstead leading from East Grinstead past Green Hedges to St. Margaret's Home as lies between the point where it will be crossed by the hereinbefore proposed new footpath and the point of termination of that footpath.

(d) The footpath in the parish of Oxted, in the county of Surrey, leading from the road from Limpsfield to Oxted Church, and the road from the village of Oxted to the said Church.

(e) So much of the footpath in the parish of Lingfield, in Surrey, leading from Lingfield to Dorman's Land, and about 145 yards north of the new railway bridge across the road from Lingfield to Dorman's Land, as crosses the land of the Company.

(f) So much of the footway in the said parish of Lingfield skirting the south side of the wood belonging to Mrs. St. Clair as crosses the land of the Company;

and to vest in the Company the site and soil of so much of the several footpaths when so stopped up as lies between the fences of the Company.

13. To vest in and transfer to the Company jointly with the South Eastern Railway Company, the Undertaking, lands, and property of the Woodside and South Croydon Railway Company, and all the powers, rights and privileges, and all the duties and liabilities conferred on that Company by the Woodside and South Croydon Railway Act, 1880, and for that purpose to extend the powers of the 31st section of the said Act.

14. To enable the Company to retain and hold, notwithstanding anything contained in the Lands-Clauses Consolidation Act, 1845, for a term or terms of years, to be prescribed by the Bill, lands

acquired by them under the powers of the several Acts relating to their undertaking, but not yet used or applied by them to the purposes of their undertaking, and to extend the provisions contained in the 18th Section of the London Brighton and South Coast Railway Act, 1880 (43 and 44 Vict., cap. 71).

15. The Bill will authorise the Company to apply to all or any of the purposes of the Bill any capital or funds now belonging to the Company, or which by any other Act of this session they may be authorised to raise, and will also authorise the South Eastern Railway Company to apply, for the purposes of the acquisition of the said Woodside and South Croydon Railway, and for the construction of the said new junction railway, in the parish of Croydon, connected therewith, any capital or funds belonging to them, or under their control.

16. The Bill will vary all existing rights and privileges which would interfere with its objects, and will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863 and 1869," "The Lands Clauses Acts, 1845, 1860 and 1869," "The Railways Clauses Acts, 1845 and 1863," and it will amend, extend, vary and, if need be, repeal certain of the powers and provisions of, in addition to the Acts hereinbefore specifically mentioned, the Act 9 and 10 Vict., cap. 283, and of any other Acts relating to or affecting the Company and its undertaking; and of the Act 23 and 24 Vict., cap. 166, and of any other Act or Acts relating to the Hayling Railways Company; the 4 and 5 Wm. IV., cap. 88, and any other Act or Acts relating to the London and South Western Railway Company; and the 6 Wm. IV., cap. 75, and any other Act or Acts relating to the South Eastern Railway Company.

17. 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 respectively made, and also duplicate plans showing the additional lands and property intended to be compulsorily taken, for other purposes under the powers of the Bill, together with a book of reference to such plans respectively, containing the names of the owners 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 Surrey, at his office at the Sessions House, Newington-causeway, and with the Clerk of the Peace for the county of Sussex at his office at Lewes; and with the Clerk of the Peace for the county of Southampton, at his office at Winchester, 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, excepting that in the case of the parishes of St. Olave and St. Thomas's, Southwark, so much of the said documents as relate to the said parishes will be deposited with the Clerk of the St. Olave District Board of Works at his office at 86, Queen Elizabeth-street, Southwark.

18. 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.

*Norton, Rose, Norton and Brewer, 6,  
Victoria Street, Westminster Abbey,  
Solicitors for the Company.*

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

In Parliament.—Session 1882.

Newhaven Harbour Company.

(New Tramway at Newhaven; Enabling both Sections of Works under Newhaven Improvement Act, 1878, to be Constructed concurrently; Levying Tolls on Tramway; Additional Lands; Purchase of Lands Compulsorily and by Agreement; Additional Capital; Power to London Brighton and South Coast Railway Company to Contribute towards or Guarantee Capital; Confirming Working Agreement with the said Company; Amendment of Acts.)

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

1. To enable the Newhaven Harbour Company (hereinafter referred to as the Company) to make and maintain wholly in the county of Sussex the following works, with all necessary subsidiary works and conveniences in connection therewith, viz:—

(a) A Tramway (wholly in the parish of Meeching otherwise Newhaven) commencing by a junction with the Tramway authorised by the Newhaven Harbour Improvement Act, 1878 (hereinafter referred to as the Act of 1878), at a point 140 yards or thereabouts, measured in a southerly direction from the southern end of the Bonded Warehouse, belonging to the said Company, and terminating by a junction with the said authorised tramway at a point at or near the north-east corner of the Moat of the Fort on the Castle Hill.

(b) The diversion of a public road in the same parish, situate on the south-west side of the mud-land known as Sleepers Hole, commencing at a point opposite the north-west corner of the building known as Noah's Ark, and terminating at a point in the said road about 280 yards measured in a south-easterly direction along the same from the said point of commencement.

2. To repeal or amend the 9th, 11th and 15th Clauses of the Act of 1878, providing for the division of the Undertaking of the Company into two Sections, and the order in which the said Sections shall be exercised, and the separation of the capital accordingly, and to enable the Company to exercise their discretion as to the order in which the works authorised by the said Act may be constructed, and the capital of the Company applied thereto, and to give validity to any Acts already done by the Company inconsistent with the said clauses.

3. To authorise the Company, notwithstanding anything contained in the 53rd Section of the said Act of 1878, to levy tolls, and charges in respect of the tramway authorised by the said Act, and of the proposed tramway.

4. To extend the time limited by the Act of, 1878, for the construction of the several works thereby authorised.

5. To authorise the Company to acquire compulsorily, or by agreement, lands, houses and other property for the purposes of the works proposed to be authorised by the Bill.

6. To enable the Company to acquire, by compulsion or agreement, and to hold in addition to

the other lands and property which they will by the intended Bill be authorised to acquire, the lands (in which term houses, buildings, and other hereditaments are in this Notice included) hereinafter described, or some of them, that is to say:—

- (1) Certain lands in the said parish of Newhaven situate between land belonging to the Company, and the public Highway leading from Newhaven to the Coast Guard station.
- (2) Certain lands in the same parish on the west side of and adjoining to Newhaven Harbour known as "Sleepers Hole."
- (3) Certain lands in the parish of Bishopstone, in Sussex aforesaid, adjoining the northern side of the Newhaven and Seaford Branch Railway and the western side of Mill Drove, and near to "Bishopstone Station."
- (4) Certain lands in the parish of Bishopstone, bounded on the north by the Newhaven and Seaford Branch Railway, on the west by the boundary line between the parishes of Meeching otherwise Newhaven and Bishopstone, and on the south by the Sea.

7. To enable the Company to raise further sums of money 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 the purposes of the said Bill any capital or funds which they are already authorised to raise or to receive.

8. To sanction and confirm the contribution or subscription of moneys which has been made by the London Brighton and South Coast Railway Company towards the Second Section of Works of the Company, defined in the 9th Section of the Act of 1878, and to enable the said Railway Company to contribute or subscribe further sums of money towards and to take and hold additional shares in the undertaking of the Company, or in either section thereof; and the Bill will or may enable the said Railway Company to apply their existing funds, and any moneys which they have still power to raise, to the purposes aforesaid, and for the same purposes to raise further sums of money 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, or the Bill may empower the Brighton Company to guarantee the payment of interest and dividends upon the loan and share capital of the Company, whether already authorised or to be created under the powers of the Bill, or any part or parts of such capital respectively.

9. To confirm the working agreement dated the 16th day of August, 1878, and made between the Company of the one part, and the London Brighton and South Coast Railway Company of the other part, and to extend the operation thereof to the new works, powers and capital (both share and loan) authorised by the Bill.

10. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863," and especially the provisions in the "Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands (Sections 30-44) and the Harbours, Docks and Piers Clauses Act, 1847, and it will amend and enlarge so far as may be needful for the purposes aforesaid; the powers and provisions of "The Newhaven

Harbour Improvement Act, 1878," and any other Acts relating to the Newhaven Harbour Company, and the Act 9 and 10 Vic., cap. 283, and of the Act 39 and 40 Vic., cap. 144, and of any other Acts relating to the Brighton Railway Company.

11. Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made; 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 owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and other property; and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes, and a copy of the said plans, sections, and book of reference, and of this Notice, will also, on or before the same day, be deposited for public inspection with the respective parish clerks of the said several parishes at their respective places of abode, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place at his residence.

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

Dated this 16th day of November, 1881.

*Norton, Rose, Norton and Brewer, 6,  
Victoria Street, Westminster, S.W.,  
Solicitors for the Bill.*

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

In Parliament—Session 1882.

Glyncorrwg, Rhondda and Swansea Junction Railway.

(Incorporation of Company; Railways between Treherbert in the Rhondda Valley and Neath, Swansea and Briton Ferry; Discontinuance of part of South Wales Mineral Railway; Transfer of South Wales Mineral Railway; Agreements with Great Western, Llynvi and Ogmors, Taff Vale and South Wales Mineral Railway Companies and Neath Harbour Commissioners; Facilities required from those Companies; Running Powers over South Wales Mineral Railway; Conveyance of Passengers, Laying Additional Rails and other Works thereon; Running Powers over Parts of Great Western and Taff Vale Railways and Swansea Harbour and Briton Ferry Dock Railways, and other Railways at or near Swansea, Cardiff and Penarth; Issue of New Debentures and Debenture Stock by South Wales Mineral Railway Company; Arrangements with Debenture Holders and Creditors of that Company.)

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

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

Railway No. 1, commencing in the parish of

Glyncorrwg, by a junction with the South Wales Mineral Railway at a point 66 yards or thereabouts, measured in a southerly direction along that line from the distance post thereon indicating 11 miles from Briton Ferry, and terminating in the parish of Ystrad-y-Fodwg by a junction with the Rhondda Fawr Branch of the Taff Vale Railway at a point 130 yards or thereabouts, measured in a north-westerly direction along that railway from the junction therewith of the branch or siding to the Rhondda Merthyr Colliery or Ty-newydd.

Railway No. 2, commencing in the hamlet of Llantwit-Lower, in the parish of Llantwit-juxta-Neath, by a junction with the South Wales Railway of the Great Western Railway Company at a point thereon 1026 yards or thereabouts, measured in a northerly direction, along the said South Wales Railway from the centre of the bridge, carrying the South Wales Mineral Railway over that Railway, and terminating by a junction with the South Wales Mineral Railway, in the parish of Llantwit-juxta-Neath, in the Hamlet of Llantwit Lower, at a point on that railway near Abernant Farm 320 yards, or thereabouts, measured in an easterly direction along that railway from the centre of the road leading from Neath by Abernant Farm to Pont Gefail Fach, where that road crosses the South Wales Mineral Railway on the level.

Railway No. 3, commencing in the parish of Swansea, by a junction with the railway firstly described in and authorised by the "Swansea Harbour Act, 1874," and now in course of construction between the Great Western Railway and the Tennant Canal, at a point 50 yards or thereabouts south of the centre of the Great Western Railway, and 360 yards or thereabouts west of the centre of the bridge carrying the Great Western Railway over the Tennant Canal, near the Crown Spelter Works, and terminating in the parish of Briton Ferry, by a junction with the intended Railway No. 2, hereinbefore described, at a point on the western side of the South Wales Mineral Railway, 44 yards or thereabouts from the centre of the bridge carrying the Shelone Road over that railway, measuring in a northwest direction.

Railway No. 4, wholly in the parish of Llan-samlet, commencing by a junction with the Great Western Railway, at or near the said bridge carrying that railway over the Tennant Canal, and terminating by a junction with the intended Railway No. 3, hereinbefore described, in a piece of ground on the south side of the said Great Western Railway, and between it and the Crown Spelter Works, 154 yards or thereabouts eastward from the centre of the said bridge over the Tennant Canal.

Railway No. 5, commencing in the parish of Cadoxton-juxta-Neath, in the hamlet of Blaenhonddan, by a junction with the Great Western Railway at or near the signal box at the junction 200 yards eastward of the eastern corner of the Vale of Neath Brewery, and terminating in the parish of Neath by a junction with the said intended Railway No. 2, at a point 178 yards or thereabouts in a north-westerly direction from the north-western corner of a house or cottage called "Tir Segur," and 80 yards or thereabouts northward of the centre of the brook called

Crythan Brook, at the weir or dam westward of Tir Segur.

The said intended railways will be made or pass from, in, through or into the parishes, townships and places hereinafter mentioned, or some of them, or some part or parts thereof respectively, that is to say—Glyncorrwg, Blaen-y-cwm, Brynwyndham, Ty-newydd, Ystradyfodwg, Ystrad-y-fodwg Middle Hamlet, Clydach, Home-Penrhys, Llantwit-juxta-Neath, Neath, Baglan, Baglan Higher, Llantwit Lower, Neath Township, Swansea, Llansamlet, Llansamlet Higher, Llansamlet Lower, St Thomas, Cadoxton, Cadoxton-juxta-Neath, Briton Ferry, Coedfrank, Blaenhonddan, and Giant's Grave.

2. To enable the Company to purchase and acquire, if need be by compulsion, for the purpose of sidings and other like accommodation, and in addition to the lands hereinbefore mentioned, certain lands in the parish of Glyncorrwg, on both sides of the South Wales Mineral Railway, between the point hereinbefore described as the junction therewith of the intended Railway No. 1, and a point 500 yards or thereabouts measured along the South Wales Mineral Railway, south-westward of the said last-mentioned point, and also certain lands in the parish of Llantwit-juxta-Neath, situate on both sides of the South Wales Mineral Railway, between the termination of the intended Railway No. 2, hereinbefore described, and a point 500 yards or thereabouts measured in an easterly direction therefrom along the South Wales Mineral Railway.

3. To authorise the stopping up and discontinuance of so much of the South Wales Mineral Railway, including the rope incline on that railway, as will be situate between the termination of Railway No. 2, hereinbefore described, and the South Wales Section of the Great Western Railway, or some part of that portion and the sale or disposal of the site thereof.

4. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, sewers, pipes, rivers, streams and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines of railway, both laterally and vertically; to purchase compulsorily for the purposes of the said intended railways, sidings and works, all such lands, houses and other property, as may be found necessary or convenient, or as may be shewn on the deposited plans hereinafter mentioned, and to levy tolls, rates and charges in respect of the said intended railways and works, to alter existing tolls, rates and charges, and to exercise other rights and privileges.

5. To empower the Company, notwithstanding anything contained in Section 92 of the Lands Clauses Consolidation Act, 1845, to purchase so much only of any house, building or manufactory as they may require, without being compelled to purchase the remainder.

6. To provide for the transfer to and vesting in the Company of the undertaking, railway, lands, rights, property, and powers of the South Wales Mineral Railway Company, or some part or parts thereof, on such terms and conditions as may be agreed upon between that Company and the Company or as may be determined by arbitration, or as may be defined in the Bill.

7. To enable the Company on the one hand, and the Great Western, Llynvi and Ogmores-South Wales Mineral, and Taff Vale Railway Companies, or some or one of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction and maintenance of the said in-

tended railways and works, and the railways and works of the South Wales Mineral Railway 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 railways, or intended railways or any of them, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to confirm any agreement touching any of the matters aforesaid.

8. To extend to the Company the provisions of section 87 of the Neath Harbour Act, 1874, and to empower the Company and the Commissioners named in that Act to enter into and carry into effect agreements for the purposes mentioned in that section.

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

So much of the Taff Vale Railway as extends between the northern end of the said Rhondda Fawr Branch and Penarth and Cardiff, together with all railways and sidings belonging to or leased by the Taff Vale Railway Company, or belonging to the Marquis of Bute or his trustees, giving access to any of the docks or harbour works at Cardiff or Penarth.

So much of the Great Western Railway or of the South Wales, Vale of Neath, and Neath and Swansea sections of that railway as extends between Swansea and Briton Ferry, and as extends between the junction of Railway No. 5, hereinbefore described, with the Great Western Railway and Swansea and Briton Ferry, or either of them.

Together with all stations at Cardiff, Penarth, Swansea, Neath and Briton Ferry, and all other railways and sidings, if any, giving access from the railways hereinbefore described to the harbour or docks at Swansea, Cardiff, Penarth and Briton Ferry, or any part thereof, and the proposed docks at Neath.

And all railways, tramways, and sidings of the Swansea Harbour Trustees, and the South Wales Mineral Railway.

10. To authorise the conveyance of passengers upon the South Wales Mineral Railway; to authorise the South Wales Mineral Railway Company, and the Company, or either of them, to lay down additional lines of rails on the South Wales Mineral Railway, or any part or parts thereof, and to execute and do all such works, improvements, matters, and things as may be necessary or expedient to facilitate the exercise of such running powers as aforesaid, and adapt the said railway for the conveyance of passengers, and to enter into and carry into effect agreements with respect thereto; and, if need be, to require the said South Wales Mineral Railway Company to lay down the said additional rails upon such terms and conditions as may be provided for in or by the Bill.

11. To authorise the South Wales Mineral Rail-

way Company to create debentures or debenture stock, in order to raise money for the purposes aforesaid, or for securing any money provided by the Company for these purposes, or any of them, and to provide for the discharge and satisfaction of all claims of debenture holders and creditors of the South Wales Mineral Railway Company, by the issue to them of debenture or debenture stock of that Company, and for the purposes aforesaid, or any of them to provide for the creation and issue of such debentures or debenture stock, at such rate of interest, and with such priority, over all or any other mortgages, debentures, or preference stock, of the South Wales Mineral Railway Company, and generally with such advantages, and subject to such conditions as the Bill may define, and to empower trustees to agree to a reduction of any interest or dividend to which they may be entitled from the South Wales Mineral Railway Company, or to release wholly or in part any claims against that Company, or to agree to the creation of any of the debentures or debenture stock aforesaid.

12. To require the South Wales Mineral, Great Western, and Taff Vale Railway Companies to receive, book through, forward, accommodate, and deliver on and from the undertakings respectively owned and worked by them, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement as shall be settled by arbitration, or as may be defined by the Bill, and, if need be, to alter the tolls, rates and charges which the said Companies may respectively receive and take upon the said respective undertakings.

13. To authorise the charging to capital account of interest upon money called up for capital purposes, before the intended works are completed, and to provide for the payment of such interest.

14. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself, with such exceptions and modifications as may be thought expedient, the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Acts, 1845 and 1863," and it will amend and enlarge the powers and provisions of the following, among other Acts, namely, The Neath Harbour Act, 1874, 6 Will. IV, cap. 82, and any other Acts relating to the Taff Vale Railway Company; 16 and 17 Vic., cap. 197, and any other Acts relating to the South Wales Mineral Railway Company; "The Llynvi and Ogmore Railways (Amalgamation) Act, 1866," and any other Act relating to the Llynvi and Ogmore Railway Company; and the 5 and 6 Will. IV, cap. 107, and any other Act relating to the Great Western Railway Company; the Acts 1 Will. IV, cap. 133; 4 Will. IV, cap. 19; the Bute Docks Act, 1865; the Bute Docks Act, 1866, and any other Acts relating to the Bute Docks or Railways at Cardiff; the Acts 29 and 30 Vict., cap. 333; 39 and 40 Vict., cap. 212; 40 and 41 Vict., cap. 197, and any other Act relating to the Penarth, Sully and Barry or Penarth Extension Railway Companies; 20 and 21 Vict., cap. 69, and 26 and 27 Vict., cap. 75, any other Act relating to the Penarth Harbour, Dock and Railway Company.

15. Duplicate plans and sections describing the lines, situation and levels of the proposed works, and the lands, houses and other property in or through which they will be made, and plans of the other lands proposed to be acquired, 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 Glamorgan, at his office at Cardiff; 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.

16. 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.

*Smith and Lawrence, Swansea;*  
*Norton, Rose, Norton and Brewer,*  
*6, Victoria Street, Westminster* } Solicitors  
*Abbey, S.W.;* } for the  
*Dyson and Co., 24, Parliament Street, Westminster,* Parliamentary Agents.

In Parliament.—Session 1882.

Siemens Brothers and Co. Limited.

Electric Lighting.

(Power to break up Streets and other Places; to set up Posts, Wires, and Apparatus for Lighting Streets and other Public Places and Public and Private Buildings by Electricity or Galvanism; and to place Tubes, Wires, and Posts, over, in, under, or against Lands, Houses, and Buildings; Powers to Acquire Lands and to take Rates and Charges; Agreements with Public Bodies, Companies, &c., and Application of their Funds; Bye-laws and Penalties; Incorporation of New Company.)

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 conferring the powers and effecting the purposes following, or some of them (that is to say):—

1. To authorise Siemens Brothers and Co. Limited (hereinafter called "the Company") to enter upon, break up, open, and interfere with streets, roads, bridges, public places, ways, footpaths, railways, canals, towing paths, rivers, navigations, culverts, sewers, drains, and pipes for gas, water, telegraphs, and other purposes, and to set up, place, maintain, renew, and remove posts, wires, cables, pipes, tubes, and apparatus for enabling the Company to light streets, roads, bridges, public places, docks, railway stations, houses, manufactories, public and private buildings, mines, ships, seas, and rivers, or any other places or things by electricity, or by any other agency or means of a similar nature, or for enabling the Company to transmit and supply electric, magnetic, or other similar power, for use by machinery or manufactories, or for motive or heating power, or for any other purpose, public or private, to which the same is, or may become applicable.

2. To empower the Company for any of the purposes above-mentioned to place over, in, under, or against, any lands, houses, and buildings, tubes, wires, and posts for conveying electric or magnetic currents or agency of a similar kind, and to erect and use steam and other engines.

3. To authorise the Company for the purposes of the intended Act by agreement to purchase or take on lease and hold lands or easements in lands and houses; also for the purposes of the intended Act to acquire, use, sell, or let patents and licenses for patents for the producing or working of electric light, heat, or motive power, and to do all such things as may be necessary for enabling them to supply or use the same.

4. To empower the Company to demand and recover rents and charges or rates for the supply of electricity, and light, heat, or motive power by electric or other similar agency; and for the supply and use thereof, to sell, let, and deal in batteries, meters, fittings, plant, machinery, and apparatus.

5. To enable the Company on the one hand, and any corporation, local board, sanitary or road authority, turnpike or other road trustees, guardians, or vestry, and any improvement commissioners, and any of Her Majesty's Secretaries of State, and any other body or person, and any railway, dock, canal, or other company, on the other hand, to enter into and carry into effect or rescind contracts for the lighting by the Company of any streets, roads, thoroughfares, railways, bridges, places, or buildings by means of electricity or magnetism, or other similar means, and (if deemed expedient for those purposes) to authorise such corporations, boards, authorities, trustees, companies, and bodies to exercise with respect to the breaking up or interference with streets, roads, bridges, and public places, the powers by this notice proposed to be conferred on the Company, and to enable such corporations, boards, trustees, companies, and bodies to apply for the purposes above mentioned their respective borough funds, district funds, and revenues and moneys authorised to be borrowed; also to authorise such corporations, boards, trustees, companies, and bodies, or the Company, to make, vary, and rescind bye-laws and regulations with respect to the use, misuse, or waste, of electric light, heat, or motive power, and the injury of, or interference with, any such batteries, meters, fittings, plant, machinery, or apparatus as hereinbefore mentioned; and to impose and recover penalties for the breach of any such bye-laws or regulations.

6. To incorporate a new Company and to enable such new Company or other persons or person to be specified in the Bill to exercise all or any of the powers, and to carry into effect all or any of the purposes proposed to be exercised or effected by the Company, and to carry on any business now carried on by the Company; or, if deemed expedient for the purposes of the intended Act, to enable the Company to form a distinct under; taking separate from their other business, and to make such alterations in the constitution of the Company as may be necessary or desirable for that purpose.

7. To incorporate in the intended Act, with or without alteration, any of the powers and provisions of "The Gasworks Clauses Act, 1847," and "The Telegraphs Act, 1863."

8. To vary or extinguish any rights or privileges which would be inconsistent or interfere with any of the objects of the Bill, and to confer other rights and privileges.

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

Dated this 16th day of November, 1881.

*Johnsons, Upton, Budd, and Atkey, 20,*  
*Austin Friars, London, Solicitors for*  
*the Bill.*

*George Norton, 22, Great George-street,*  
*Westminster, Parliamentary Agent.*

In Parliament.—Session 1882.

Mersey Railway.

Extension of Railway in Liverpool; Deviation of Railway at Birkenhead; Revival and Extension of Compulsory Powers for Purchase of Lands, and Extension of Time for Construction of Authorised Works; Additional Lands; Alteration of Levels, &c.; Ventilating Shafts, &c.; Powers as to Underpinning, &c.; Repeal of Provisions respecting Woodside Ferry and Liverpool Central Station; Agreement with Corporations of Liverpool and Birkenhead, and Mersey Docks and Harbour Board; Traffic and other Arrangements; Amendment of Acts.)

**N**OTICE is hereby given, that the Mersey Railway Company (in this notice called "the Company") intend to apply to Parliament in the ensuing session, for an Act to enable the Company to effect the following purposes, or some of them:—

To make and maintain the Railways hereinafter mentioned, with all proper stations, approaches, works, and conveniences connected therewith respectively (that is to say):—

(1) A Railway (No. 1) to be situated in the parish and city of Liverpool, in the county of Lancaster, commencing by a junction with the Railway No. 1, authorised by "The Mersey Railway Act, 1871," at the authorised termination thereof in the centre of Church-street, opposite the centre of Church-alley, and terminating at a point in or under Waterloo-place, in line with the centre of Ranelagh-street.

(2) A Railway (No. 2) to be situated in the said parish and city of Liverpool, commencing by a junction with the intended Railway No. 1, at the termination thereof before described, and terminating at a point near to and under the end of the Cab-road in the Central station at Liverpool of the Cheshire Lines Committee, such point being distant thirteen yards or thereabouts, measured in a north-easterly direction, from the western abutment of the existing tunnel entrance at the said Central Station.

(3) A Railway (No. 3) commencing in the township of Tranmere and parish of Bebington, in the county of Chester, by a junction with the Birkenhead Joint Railway of the London and North-Western and Great Western Railway Companies, at a point over the northern abutment of the bridge carrying the said joint railway over Union-street, and terminating in the extra-parochial chapelry and township of Birkenhead, in the same county, by a junction with the Railway No. 3, authorised by "The Mersey Railway Act, 1871," at a point in or under Borough-road, distant 100 yards or thereabouts, measured in a south-westerly direction along that road from the centre of Thomas-street.

To construct the authorised Mersey Railway between the commencement of the said intended Railway No. 1 and the termination of the said intended Railway No. 3 before described, according to altered and different levels from those authorised by the said Act of 1871, which intended alterations of levels will be shown on the sections to be deposited as hereinafter mentioned, and will be made within the limits of deviation shown on the plans of the said authorised railway deposited in the month of November, 1870, with the clerks of the peace for the counties of Lancaster and Chester respectively.

The intended Act will enable the Company to exercise the following powers, viz.:—

To deviate from the lines and levels of the

intended railways and works shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be authorised by the intended Act.

To appropriate or use any street, square, road, or land traversed by the authorised and intended railways of the Company, and also to acquire compulsorily an easement only through or under the same, and through or under any building for the purposes of such authorised and intended railways, and also to cross, divert, alter, or stop up temporarily or permanently streets and other roads, railways, tramways, drains, pipes, sewers, navigations, streams, and watercourses, so far as may be necessary in constructing or maintaining the said authorised and intended railways and works.

To authorise the purchase by compulsion or agreement of lands, houses, and other property, for the purposes of the intended works; and notwithstanding the 92nd section of "The Lands Clauses Consolidation Act, 1845," to empower the Company to purchase and take by compulsion or agreement any vaults, cellars, arches, or other offices or parts attached to or belonging to any house, building, manufactory, or other premises, without being required or compelled to purchase the whole of such house, building, manufactory, or premises; and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property.

To underpin or otherwise secure any houses or buildings which may be rendered insecure or be likely to become insecure by any of the authorised or intended railways and works of the Company, and which houses and buildings the Company do not require to purchase for the purposes of their undertaking.

To enable the Company from time to time to make such openings or ventilating shafts from their railway into any public road or open space, and at such spots as shall be agreed upon between them and the local authority having control of such road, or control over or property in such open space, or in default of such agreement as shall be decided by arbitration, and to erect at the said spots and on the surface of the ground such balustrades or other works for the purposes of the said openings or shafts or connected therewith, as shall be so agreed on or prescribed, and to authorise the Company for the purposes of the said openings or shafts, to interfere with all sewers, drains, gas and water mains, and pipes, telegraph wires, and other works which may impede the construction and use of the said openings or shafts.

To enable the Company for the purposes of their undertaking to acquire compulsorily or by agreement:—

Certain lands, houses and property in the extra-parochial chapelry of Birkenhead and township of Birkenhead, in the county of Chester, viz.:—

- (1) The houses and premises in Hamilton-square, numbered respectively 1, 50, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, in that square.
- (2) Vacant land on east side of Hamilton-square, between Brandon-street and Mortimer-terrace.
- (3) Houses and premises in Hamilton-street, numbered 1, 1A (known as Miles' Livery Stables), 3, 5, 7, 7A, 9, 12, 14, 16, 18, 24, 26, 28, 29, 31, 33, 35, 37, 98, in that street.
- (4) Houses and premises in Bridge-street, numbered 32, 33, 34, in that street.
- (5) House and premises No. 1 in Mortimer-terrace.
- (6) Houses and premises numbered 43 and 45, Haymarket.

(7) Houses and premises numbered 47 and 49, Grange-lane.

(8) Stables known as Welches, in Borough-place.

Also certain lands, houses and premises in the parish and city of Liverpool, in the county of Lancaster, viz. :—

(9) Houses in James-street, numbered 2, 4, 6, 8, 10, 12, 14 (known as Dod's Hotel), 16 (Mona Hotel), 18, 20, 22, Harvey's-buildings, 24, 26, 28, 30, 32, 34, 35, Alexandra-buildings, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25.

To empower the Company to levy tolls, rates and duties for and in respect of the use of the intended railways and other works, and the conveyance of traffic thereon, and to alter existing tolls, rates and duties, and to confer, vary or extinguish exemptions from the payment of such existing and proposed tolls, rates and duties, or any of them, as may be thought expedient.

To authorise the Company to apply any capital or funds raised or authorised to be raised by them to the purposes of the intended Act, and to raise further sums for such purposes, and also for the general purposes of their undertaking, by the creation of new shares or stock, with or without preference or priority in payment of interest or dividend, and by borrowing.

The intended Act will extend the time limited by "The Mersey Railway Act, 1880," for the completion of the authorised railway of the Company, except as to so much thereof as is proposed to be abandoned as hereinafter mentioned. And it will also (except as aforesaid) revive and extend all or some of the powers for the compulsory purchase of land and other property required for the purposes of such authorised railway.

The intended Act will authorise and require the abandonment of so much of Railway No. 3, authorised by "The Mersey Railway Act, 1871," as was intended to be situated in the county of Chester, between the authorised termination thereof near Green-lane, in the parish of Bebington and township of Traumbery, and the termination of the said intended Railway No. 3 before described in Borough-road, Birkenhead, in the extra-parochial chapelry and township of Birkenhead.

The intended Act will repeal either absolutely or conditionally, Section 32 (providing as to Woodside Ferry) of "The Mersey Railway Act, 1866," and Section 5 (Railway No. 1 not to be extended to Liverpool central station, without consent of Cheshire Lines Committee), of "The Mersey Railway Act, 1871," and it will amend and enlarge the provisions of Section 24 and other sections of the said Act of 1871, with respect to interference with streets and roads in Birkenhead.

The intended Act will authorise the Company, and the Corporation of Liverpool and the Corporation of Birkenhead, and the Mersey Docks and Harbour Board, to make and carry into effect agreements with respect to the occupation, for the purposes of the Company's undertaking, of lands or property vested in or under the control and management of the said Corporations and Board, and with respect to the construction of railways, works and buildings, in or over the same, and also with respect to the construction of approaches and accesses to, and communications through, the property to be acquired by the Company, and the construction and use of streets, subways, sewers, drains, tramways, junctions and other works, and the payments to be made by either of the parties towards the construction and maintenance of any such works and conveniences.

No. 25041.

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The intended Act will enable the Company on the one hand, and the Great Western Railway Company, the London and North Western Railway Company, the Midland Railway Company, the Great Northern Railway Company, and the Manchester, Sheffield and Lincolnshire Railway Company, or any one or more of the Companies, on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management and maintenance of the railways of the Company, or any part or parts thereof, the supply of rolling and working stock and plant, and of officers and servants for the conveyance and conduct of the traffic thereon, the payments to be made, and the conditions to be performed with respect to such working, use, management and maintenance, the interchange, conveyance, accommodation and transmission of traffic to, from and over the railways of the contracting Companies, the fixing, collection, payment, division and appropriation of the tolls, charges and other revenue arising from that traffic, and the allowances, rebates or drawbacks to be paid or allowed by any of the contracting Companies to the other or others of them; and the Act will confirm any agreement already made or which previously to the passing thereof may be made touching any of the matters aforesaid.

The intended Act will vary and extinguish all existing rights and privileges which may interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," with such modifications of the provisions of those Acts as may be deemed expedient; and it will amend and enlarge some of the powers and provisions of the 5 and 6 Will. IV, cap. 107, and of the several other Acts relating to the Great Western Railway Company; 9 and 10 Vict., cap. 204, and of the several other Acts relating to the London and North Western Railway Company; 12 and 13 Vict., cap. 81, and of the several other Acts relating to the Manchester Sheffield and Lincolnshire Railway Company; 9 and 10 Vict. cap. 71, and of the several other Acts relating to the Great Northern Railway Company; 7 and 8 Vict., cap. 18, and of the several other Acts relating to the Midland Railway Company; 29 and 30 Vict., cap. 139; 31 and 32 Vict., cap. 161; 34 and 35 Vict., cap. 201; 37 and 38 Vict., cap. 180; 40 and 41 Vict., cap. 220; and 43 and 44 Vict., cap. 74, relating to the Mersey Railway Company; 28 and 29 Vict., cap. 20; and 34 and 35 Vict., cap. 184, and any other Acts relating to the borough of Liverpool; 30 and 31 Vict., cap. 92; 44 and 45 Vict., caps. 152 and 153, and any other Acts relating to the borough of Birkenhead; 20 and 21 Vict., cap. 162; 21 and 22 Vict., cap. 92; 36 and 37 Vict., cap. 143, and any other Acts relating to the Mersey Docks and Harbour Board.

Duplicate plans and sections describing the lines, situations and levels of the intended railways and works, and the intended alteration of levels of the authorised railway of the Company, and plans of the additional lands and property proposed to be acquired in connection with such authorised and intended railways, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands and property proposed to be purchased compulsorily under the powers of the intended Act; also an ordnance map with the

lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county palatine of Lancaster, at his office at Preston; and with the clerk of the peace for the city of Liverpool, at his office in Liverpool; and 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 so much of the said plans, sections, and books of reference as relates to each parish or place in or through which the intended railways and works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice 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 immediately adjoining thereto at his residence.

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

Dated this 16th day of November, 1881.

*Baxters and Co.*, 5, Victoria-street, Westminster;

*Gill and Archer*, 14, Cook-street, Liverpool, Solicitors.

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

In Parliament.—Session 1882.

Metropolitan District Railway.

(Junction with Hammersmith and City Railway at Hammersmith; Agreements with Great Western and Metropolitan Railway Companies with relation thereto; Amendment of Acts; Additional Lands at Aldgate and at Mansion House Stations; Amendment of "City Lines and Extensions Act, 1879," and "Metropolitan Railway Act, 1881," with respect to Use of "Joint Undertaking"; Power of Arbitrator; &c.; Extending Agreement of 29th June, 1871, between Metropolitan and District Companies; Payment of Interest on Capital of District Company for Joint Undertaking; Rates for Short Distances; Extending Time for Action (Junction).)

**A**PPPLICATION is intended to be made to Parliament in the next Session thereof by the Metropolitan District Railway Company (who are hereinafter referred to as "the Company") for leave to bring in a Bill for the following or some of the following among other purposes:—

1. To enable the Company to make and maintain the railway and works hereinafter described, with all needful stations, approaches, works, and conveniences connected therewith or incidental thereto; that is to say:—

Hammersmith Junction.

A Railway situate wholly in the parish of St. Peter and St. Paul, Hammersmith, in the county of Middlesex, commencing by a junction with the extension railway of the Company at the north end of the Company's station at the Broadway, Hammersmith, and terminating by a junction with the Hammersmith and City Railway on the east side thereof at about 25 chains from the commencement of the rails at the Hammersmith Station of that railway, and for the purposes of the said junction to alter the position of the rails of the said Hammersmith and City Railway between the northern end of the platform of the Hammersmith Station of that railway and the point of junction therewith before referred to. And the Bill will enable

the Metropolitan Railway Company and the Great Western Railway Company, or either of them, to agree with the Company with respect to the construction, management, and use of the said Hammersmith Junction, and the cost thereof, including the purchase of lands for the purposes of the same, and will enable the two Companies, or either of them, to apply their funds to such purposes.

2. To vest in the Company for the purposes of the Bill, the usual powers granted to Railway Companies for the construction and maintenance of railways, and especially the powers granted by the 16th Section of the Railways Clauses Consolidation Act, 1845, and to enable the Company to deviate from the lines of railway and works hereinbefore mentioned to any extent within the limits of deviation to be shown on the plans to be deposited as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections to be deposited as hereinafter mentioned to any extent which may be defined by the Bill.

3. To enable the Company to purchase and take by compulsion or agreement, lands, houses, and other property required for the purposes of the said intended railway and works, to levy tolls, rates and charges for the use of the intended railway and works, and to alter existing tolls, rates and charges, and to grant exemptions from the payment of tolls, rates and charges; to vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

4. To enable the Company to acquire, by compulsion or agreement, and to hold the lands hereinafter described, or some of them (in which term "lands" are included houses, buildings and hereditaments), that is to say:—

(a.) Certain lands near the Mansion House Station of the Company, bounded on the west by Bread Street-hill, on the north by the said station and by the street called Great St. Thomas the Apostle, on the east by Queen-street, and on the south by an imaginary line drawn from a point on the western side of Queen-street at about 50 yards south of the junction of that street with Great St. Thomas the Apostle aforesaid to a point on the east side of Bread-street-hill near the entrance to Bromley-buildings, the said lands are situate in the parishes of St. Nicholas Olave, Holy Trinity the Less, St. Michael Paternoster Royal, St. James Garlickhithe, and St. Thomas the Apostle, or some of them, in the City of London.

(b.) Certain lands near the Aldgate Station of the Metropolitan Railway Company, bounded on the west by Minories, on the north by High-street, Aldgate, on the east by an imaginary line drawn from the north-west corner of the entrance to the London and North Western Goods Depot, on the south side of High-street, Aldgate, to a point on the north side of Haydon-street, at about 35 yards from the east side of the Minories. The said lands are situate in the parishes of St. Botolph Without, Aldgate, in the City of London, and Holy Trinity, Minories, in Middlesex.

(c.) Certain lands adjoining the Whitechapel Station of the East London Railway Company, and bounded on the west by Baker's-row, on the north by White's-row, Buck's-row and Little North-street, on the east by the East London Railway, and on the south by the Whitechapel-road. The said lands

are situate in the parish of St. Mary White-chapel, in Middlesex.

5. To amend, vary or repeal certain of the provisions of "The Metropolitan and Metropolitan District Railways (City Lines and Extensions) Acts, 1879 and 1881" (hereinafter called respectively the Acts of 1879 and 1881), and especially in the following particulars:—

- (a.) To repeal Sections 23 and 24 of the Act of 1879 "as to interchange station with the South Eastern Railway Company," and (Section 24) with respect to the approaches to Cannon-street Station.
- (b.) To vary the provisions of the Act of 1879 (Sections 52 to 56) with respect to the "Joint Committee" appointed under the provisions thereof and the meetings of the said Committee and the intervention of the standing Arbitrator.
- (c.) To extend the provisions of the 90th Section of the Act of 1879, and to provide that no animals, minerals or goods shall be carried on the joint undertaking authorised by the said Act without the consent of both Companies.
- (d.) To provide that the Joint Committee; or in default of agreement by them, that the standing Arbitrator may apportion to either of the two Companies for its particular use portions of the stations on the said joint undertaking.

6. To provide that the "Heads of Agreement" made the 29th day of June, 1871, between the two Companies and confirmed by the 8th Section of "The Metropolitan Railway Act, 1872," shall at the expiration of the said agreement continue in force perpetually, or for a term to be defined in the Bill, subject nevertheless to such modifications as in default of agreement between the Companies shall be determined by arbitration.

7. To amend the 6th Section of "The Metropolitan Railway Act, 1881," by providing that the Company "may at any time give to the Metropolitan Railway Company the notice provided for in that section, and that from the time of giving such notice the portion of Railway, No. 1, described in the 5th Section of the same Act, shall be constructed by and the lands required for the purposes thereof shall be purchased by the said "Joint Committee."

8. To enable the Company out of any reserve fund, or out of any other moneys from time to time belonging to them; to pay interest or dividends, on the capital raised by them for the construction of the railways and works authorised by the said Act of 1879, until the said work shall be completed.

9. To amend the 7th Section of the Metropolitan District Railway Act, 1873, with respect to the redemption of the debenture stock therein authorised to be raised, and with respect to the application by the Company of the rents and profits received from any superfluous lands of the Company, and with respect to the application of any monies already derived or which may hereafter be derived from the sale or other disposition of the said lands, and generally to provide, with respect to the application of any funds or revenue of the Company not required for specific works.

10. To explain and amend the provisions contained in Section 1 of the public Act 21 and 22 Vic., cap. 75 (relating to cheap trains) with respect to fares for fractions of a mile under 1 mile, and to enable the Company to charge for fractions of a mile being less than half a mile for the conveyance of passengers on their railway or on railways worked by them, either jointly or separately with any other Company, or which

they may have power to use in connection with their own railway.

11. To extend the time limited by "The Metropolitan District Railway Act, 1878," and extended by the Metropolitan District Railway Act, 1880, for the compulsory purchase of lands, and also the time limited by the said Act of 1878 for the construction and completion of the junction railway with the North and South Western Junction Railway, in the parishes of Acton and of Ealing, secondly described in and authorised by the 5th Section of the said Act of 1878.

12. To enable the Company to purchase so much of any house or other building or manufactory or property as they may require for the purposes of the said Bill without being subjected to the liability imposed by the 92nd Section of "The Lands Clauses Consolidation Act, 1845."

13. 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 the exercise of the powers of the Bill, and which houses and buildings may not be required to be taken for the purposes thereof.

14. To authorise the Company to apply any moneys which they at present possess, or which they have still the power to raise, to the purposes of the Bill, and to raise additional capital for such purposes and for the general purposes of the Company, by shares or by stock, and by borrowing, and to attach to all or any of such shares or stock any guaranteed or preferential dividend, and any other rights or privileges, and to make other provisions with respect to the capital of the Company.

15. The Bill will, for the purposes aforesaid, so far as may be necessary, incorporate the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and the Railways Clauses Acts, 1845, and 1863, and will vary, amend, extend and enlarge some of the provisions of "The Metropolitan District Railways Act, 1864" (27 and 28 Vic., cap. 222), and all other Acts relating to or affecting the Metropolitan District Railway Company, and the said Acts of 1879 and 1881 (42 and 43 Vic., cap. 201, 44 and 45 Vic., cap. 55), and 5 and 6 Will. 4th, cap. 107, and any other Act or Acts relating to the Great Western Railway Company, the 16 and 17 Vic., cap. 186, and any other Act or Acts relating to the Metropolitan Railway Company, and the Act 24 and 25 Vic. cap. 164, and any other Acts relating to the Hammersmith and City Railway Company.

16. Duplicate plans and sections, describing the lines, situation and levels of the said intended railway and works, and of the lands, houses and other property in or through which they will be made, and also duplicate plans showing the lands, houses and other property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans respectively, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands and houses, and an Ordnance map showing the general course and direction of the said railway, and also a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the City of London; at the Sessions House in the Old Bailey, and 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 hereinbefore mentioned, together with a copy of this Notice will be deposited as follows, that is to say: for the parish of St. Peter and St. Paul, Hammersmith, with the Clerk of the Fulham District Board of Works, at his office at the Broadway, Hammersmith, for the parish of Holy Trinity Minorities, and the parish of St. Mary Whitechapel, with the Clerk of the Whitechapel District Board, at his office in Great Alie-street in Whitechapel, and as regards any other parish with the parish clerk thereof at his residence.

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

Dated this 18th day of November, 1881.

*Baxters and Co.*, 5 and 6, Victoria-street, S.W., Solicitors for the Bill.

Board of Trade.—Session 1882.

Kettering Gas.

Provisional Order.

(Maintenance of Existing Gas Works; Manufacture and Storage of Gas and Residual Products; Limits of Supply; Levying of Rates and Charges; Regulation of Capital; Additional Lands; Incorporation of Acts.)

NOTICE is hereby given, that the Kettering Gas Company, Limited (hereinafter called "the Company"), intend to apply to the Board of Trade in the ensuing Session of Parliament for a Provisional Order under the Gas and Water Works Facilities Act, 1870, for all or some of the following purposes (that is to say):

To authorise the Company—

To maintain and continue, and from time to time enlarge, alter and repair the gas works now occupied by the Company, with all the machinery and apparatus connected therewith, and to manufacture and store gas, and manufacture or convert the products resulting from the manufacture of gas thereat; the said works being situate on—

A piece of land, on the north side of Gas-street, in the town and parish of Kettering, in the county of Northampton, bounded on the east by an occupation road leading from and out of Gas-street to the lands belonging or reputed to belong to John Turner Stockburn, on the north by a meadow belonging to John Turner Stockburn, on the west by a stream or brook known as West Brook, and on the south partly by Gas-street aforesaid, and partly by cottages belonging to Felix Bollard and Francis Shives.

To supply gas, subject to the provisions of the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act Amendment Act, 1871, to all or any part of the parish of Kettering, in the county of Northampton, and to levy rents, rates and charges for such supply.

To exercise all such powers, rights and privileges as are necessary for and incidental to the operations of a gas company, that is to say: To open and break up the soil and pavement of the several streets, roads, highways, lanes, passages, bridges and other places within the parish aforesaid, and to remove, divert or alter, either temporarily or otherwise, any sewers, drains, pipes, or other works under the said streets and places, so far as may be necessary to enable the Company to lay down, maintain, alter, remove and repair any mains, valves, syphons, service pipes and other works for the purpose of such supply.

To define and regulate the existing capital and

to raise additional capital by the creation of new, ordinary, or preference shares, and by loan.

To purchase and hold certain other lands for the general purposes of their undertaking, exclusive of manufacturing and storing purposes.

And notice is hereby further given, that on or before the 30th day of November instant a copy of this notice, as published in the London Gazette, and a map showing the land on which the works are situate, will be lodged at the Board of Trade, Whitehall Gardens, London, and that other copies will be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office at Northampton, and in the Private Bill Office of the House of Commons.

That on or before the 23rd day of December next printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade as aforesaid, and on and after that date copies will be supplied to all persons applying for the same at the offices of Messrs. Garrard and Allen, in the town of Kettering, or of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, on payment of one shilling for each copy.

The Provisional Order, when granted by the Board of Trade, will be published in the same local newspaper as this notice, and printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office at Northampton aforesaid, and copies will be supplied to all persons applying for them at the offices and on the terms before mentioned.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their office aforesaid, on or before the 15th day of January next ensuing, and at the same time delivering a copy of such objections at the offices of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey; and in forwarding such objections to the Board of Trade, the objectors must state that a copy has been so forwarded to Messrs. Baxters and Co.

Dated this 16th day of November, 1881.

*Messrs. Garrard and Allen*, Kettering, Northampton.

*Baxters and Co.*, 5 and 6, Victoria-street, Westminster Abbey, S.W.

In Parliament.—Session 1882.

South Metropolitan Gas.

(Increase and Regulation of Borrowing Powers; Approach-road to New Works at Greenwich; Additional Works; Compulsory Purchase of Lands; Extinguishing Right of Way on the River Bank at the West Side of Greenwich Marshes; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that the South Metropolitan Gas Company intend to apply to Parliament in the ensuing session for an Act for the following, or some of the following, purposes, viz. :—

To authorise the Company

To enlarge and vary the borrowing powers of the Company as set forth in the Scheme of Amalgamation, 1880, so as to enable the Company to raise by loan an amount equal to one-third part of the capital, including premium, referred to in that scheme instead of the amount named therein, and to amend or repeal clauses 11 and 17 of the South

Metropolitan Gas Light and Coke Company's Act, 1876, with any other clauses of that Act that may be necessary for this purpose.

To construct an approach road to the lands authorised to be purchased compulsory by the South Metropolitan Gas Act, 1881, for the construction of new works at Greenwich Marshes.

The said road to commence from and out of the northern end of Waldrige-street now in the course of formation; thence to proceed in a straight line as near as may be in a northerly direction to and terminate at Blackwall-lane by a junction therewith opposite the Terry Arms Coffee-house, all in the parish of Greenwich, in the county of Kent.

To extend the powers conferred upon the Company by the South Metropolitan Gas Act, 1881, "To erect, construct, and maintain, and from time to time alter, enlarge, extend, discontinue, and renew all such works, machinery, and apparatus as are necessary for and incidental to the manufacture and storing of gas, and the manufacture, conversion, or utilization and storing of residual products and matters producible therefrom on certain lands in Greenwich Marshes," to a piece of land immediately adjoining thereto now held on lease by the Company, and formerly belonging to the Biphosphated Guano Company.

To purchase compulsorily or by agreement all or any of the lands, houses, buildings, and other property required for these purposes and delineated upon the plans hereinafter referred to, and to stop up, alter, or divert any public roads, footpaths, byeways, occupation roads, sewers, drains, water-courses, and sluices intersecting the said lands, and to vary or extinguish all rights and privileges affecting the said lands which would in any way interfere with the objects of the Bill, and to confer other rights and privileges.

To stop up so much of the public right of way or footpath along the river wall on the west side of Greenwich Marshes, as lies between the southern boundary of Messrs. Mowlem, Burt, and Freeman's stoneyard, at the western end of Paddock-street, and the landing place or draw dock to be constructed under the powers of the South Metropolitan Gas Act, 1881, and to vest the soil of the said footway in the owners of the lands adjoining thereto.

To incorporate in the said Bill the whole or part of the Companies' Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, 1845, 1860, and 1863, and to amend the South Metropolitan Company's Special Act, the 5th Vict., cap. 79, and any other Acts or schemes relating to the Company.

Notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the lands and houses intended to be taken compulsorily under the powers of the Bill, with books of reference thereto, containing the names of the owners or reputed owners, lessees, or reputed lessees, and of the occupiers of such lands and houses, and copies of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office in Maidstone, and with the Clerk to the Greenwich District Board of Works, at his office, No. 141, Greenwich-road, Greenwich.

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.

*Baxters and Co.*, 5 and 6, Victoria-street,  
Westminster Abbey, S.W

Board of Trade.—Session 1882.

Portsea Gas.

Provisional Order.

(Extension of Limits of Supply; Additional Works; Increase of Capital; Alteration of Powers relating to Borrowing, to Dividends and to Voting; Supply of Gas in Bulk or otherwise; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that The Portsea Island Gaslight Company, hereinafter called "the Company," intend to apply to the Board of Trade in the ensuing Session of Parliament for a Provisional Order under "The Gas and Waterworks Facilities Act, 1870," for all or some of the following powers, that is to say:—

To authorise the Company—

1. To extend their limits of supply into and over the parishes of Widley, Wymering, Farlington and Porchester, all in the county of Southampton.

2. To construct and maintain works for the manufacture and storing of gas on a triangular piece of land in the said parishes of Widley and Wymering, or one of them, now occupied by the Cosham Gas Works. The said piece of land being bounded on the south by the London and South Western Railway, on the east and north-east by a road leading to farm lands in the occupation of George Monk, and known as Crooked Cosham-lane, and on the west by farm lands in the occupation of Mr. Windebank, and belonging to the Trustees and Executors of the late Clement Tudway Swanston.

3. To raise additional capital by the creation of new ordinary or preference shares or stock, and by loan, subject to all such shares or stock being sold by auction or by tender, also to enlarge and vary the existing borrowing powers of the Company, so as to enable the Company to raise by loan an amount equal to one-third of the entire share capital, instead of one-fourth as now authorised.

4. To repeal or amend Section 8 of The Portsea Gas Order, 1872, relating to the dividends payable on the capital authorised by that Act, and all other provisions relating to the payment of dividends to which the Company are subject, and to regulate the future dividends on all classes of capital by the customary sliding scale.

5. To repeal or amend the provisions of the thirty-seventh section of The Portsea Island Gaslight Company's Act, 1821, so far as they relate to votes of the shareholders, with all other provisions relating to voting to which the Company are subject, and to prescribe others in lieu thereof.

6. To supply gas in bulk for re-sale and distribution to any local authority, gas company or person authorised to supply gas in any district near to or adjoining the Company's limits.

7. To incorporate in the said Order the whole or parts of the Companies Clauses Acts, 1845, 1863 and 1869, Gasworks Clauses Act, 1847, and the Gasworks Clauses Act Amendment Act, 1871.

And notice is hereby further given, that on or before the 30th day of November instant, a copy of this notice as published in the London Gazette, and a map or plan showing the lands proposed to be used for the manufacture and storing of gas, will be lodged at the Board of Trade, Whitehall Gardens, and other copies will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office in Winchester.

And on or before the 23rd day of December next, printed copies of the Draft Provisional Order will be deposited at the offices of the Board of Trade aforesaid, and on and after that date

copies will be supplied to all persons applying for the same at the offices of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, S.W.; or at the offices of the Company in Portsmouth, on payment of one shilling for each copy.

Any company, corporation or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their offices in Whitehall-gardens, on or before the 15th day of January next ensuing, and at the same time delivering a copy of such objections at the offices of Messrs. Baxters and Co. aforesaid. In forwarding such objections to the Board of Trade, the objectors or their agents must state that a copy of the same has been forwarded to Messrs. Baxters and Co. aforesaid.

When the Provisional Order has been granted by the Board of Trade, such Order will be advertised in the same local newspapers as this notice, and printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Southampton at his office in Winchester; and copies will be supplied to all persons applying for the same at the offices and on the terms before mentioned.

Dated this 18th day of November, 1881.

*Baxters and Co., 5 and 6, Victoria-street,  
Westminster Abbey, S.W.*

In Parliament.—Session 1882.

North Metropolitan Tramways.

(Holborn and Green Lanes Extension.)

(Extensions along Clerkenwell-road and Theobald's-road, and along Green-lanes to Finsbury-park; Tolls; Agreements with Vestries and District Boards; Additional Capital; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made in Parliament in the ensuing session by the North Metropolitan Tramways Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To empower the Company to make, form, lay down, and maintain, work, and use the tramways hereinafter described, with all proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):

Tramway No. 1 and Tramway No. 1A (a double line), commencing respectively at or near the west end of Theobald's-road, and passing thence in an easterly direction along Theobald's-road, and Clerkenwell-road, across Goswell-road into and terminating in Old-street by junctions with the existing tramways of the Company at or near the west end of that street.

Tramways No. 1 and No. 1A will pass from, through, or into, or be situate within the several parishes, and extra-parochial or other places following, or some of them, namely, St. George the Martyr, St. Andrew, Holborn, the Liberty of Saffron-hill, Hatton Garden, Ely-rents, and Ely-place, St. James and St. John, Clerkenwell, Charterhouse, and St. Luke, Middlesex, all in the county of Middlesex.

Tramway No. 2 and Tramway No. 2A (a double line) respectively commencing in Green-lanes by junctions with the existing tramways of the Company at or near the entrance of the Company's Highbury New Park depôt, and passing thence in a northerly direction along Green-lanes, and terminating at the junction of Green-lanes and Seven Sisters'-road.

Tramways No. 2 and 2A will pass from, through, or into, or be situate in the several

parishes and places following, or some of them, namely, St. Mary, Islington, St. Mary, Stoke Newington, and Hornsey, all in the county of Middlesex.

Tramways No. 3 and 3A (a double line), commencing respectively in Seven Sisters'-road by junctions with the existing tramways of the Company at or near the entrance to the Company's Finsbury Park depôt, and passing thence in a northerly direction along Seven Sisters'-road, and terminating at or near the junction of Seven Sisters'-road and Green-lanes.

Tramway No. 3B, a short junction curve  $1\frac{1}{2}$  chains in length, to connect Tramways 2 and 2A with Tramways 3 and 3A.

Tramways Nos. 3, 3A, 3B, will pass from, through, or into, or be situate in the several parishes or places following, or some of them, namely, St. Mary, Islington, St. Mary, Stoke Newington, and Hornsey, all in the county of Middlesex.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the street hereinafter mentioned and the nearest rail of the tramway, that is to say:

In Green-lanes on both sides thereof, between a point 1 chain north of Riversdale-road and Lordship-park, and between points respectively  $7\frac{1}{2}$  chains and  $13\frac{1}{2}$  chains north of Lordship-park, and between the Seven Sisters'-road and a point 8 chains south thereof.

Each of the said tramways will consist of a single pair of rails on the gauge of 4 feet  $8\frac{1}{2}$  inches, and it is not proposed to run over any of the said tramways carriages or trucks adapted for use upon railways.

To authorise the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnout, and other places as may be necessary or convenient for the sufficient working of their tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds, or works, or buildings of the Company.

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

To empower the Company, for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement, land and houses, or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

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

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

To empower the Company on the one hand, and the several vestries, district boards of works, and other bodies having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, on the other hand, to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To authorise the Company to increase their capital for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, and to raise further capital by new, ordinary, or preference shares, and by borrowing, and to authorise the Company to apply to the like purposes and to the general purposes of their undertaking, all or any part of the capital which they are by their existing Acts, or may be by the intended Act, authorised to raise.

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

The intended Act will incorporate the whole or some of the provisions of the Tramways Act, 1870, with such alterations or amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned, and will alter and amend, so far as may be necessary, the North Metropolitan Tramways Act (1869), the North Metropolitan Tramways Act (1870), the North Metropolitan Tramways Act (1871), the North Metropolitan Tramways Act (1873), the North Metropolitan Tramways Act (1874), the North Metropolitan Tramways (New Works) Act (1877), the North Metropolitan Tramways Act (1880), and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for Middlesex, at his office in Clerkenwell, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, extra-parochial, and other places, from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this notice as published in the London Gazette will, on or before the same day, be deposited for public inspection as follows (that is to say):—As regards the parish of St. George the Martyr, the parish of St. Andrew, Holborn, the liberty of Saffron Hill, Hatton Garden, Ely Rents, and Ely Place, with the clerk of the Board of Works for the Holborn district, at his office at the Holborn Town Hall, Gray's Inn-road; as regards the parish of St. James and St. John, Clerkenwell, with the vestry clerk of that parish, at his office, Upper Rosoman-street, Clerkenwell; as regards the parish of St. Luke, Middlesex, with the vestry clerk of that parish, at the vestry hall of that

parish, in the City-road; as regards the parish of St. Mary, Islington, with the vestry clerk of that parish at his office in Upper-street, Islington; as regards the parish of St. Mary, Stoke Newington, with the clerk of the district board of works for the district of Hackney, at his office at the town hall, Hackney; as regards the parish of Hornsey, with the parish clerk of that parish at his residence; and as regards the extra-parochial place of the Charterhouse, with the vestry clerk of the adjoining parish of St. Luke, Middlesex, at the vestry hall of that parish in the City-road.

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

Dated this 19th day of November, 1881.

Hugh C. Godfray, 60 and 62, Finsbury-pavement, E.C., Solicitor for the Bill.

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

In Parliament.—Session 1882.

High Wycombe, Beaconsfield, Uxbridge, and London Railway.

(Incorporation of Company; Construction of Railways from High Wycombe to Uxbridge and to Ealing; Arrangement with and Powers to Great Western, Metropolitan District, and Uxbridge and Rickmansworth Railway Companies; Traffic Facilities and Amendment of Acts.)

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

1. To incorporate a Company (hereinafter referred to as "the Company") and to authorise the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all proper and convenient stations, sidings, buildings, approaches, and other works and conveniences connected therewith or incidental thereto, viz.:—

(1A.) A railway (No. 1A) in the parish of Chipping Wycombe, in the county of Buckingham, commencing in an enclosure situate on the south side of and adjacent to the Great Western Railway, and numbered 334 on the 25-inch ordnance map, and terminating in a field situate on the north side of and adjacent to the public road from High Wycombe to Loudwater, which field is numbered 345 on the 25-inch ordnance map.

(1B.) A railway (No. 1B), in the parish of Chipping Wycombe, in the county of Buckingham, commencing by a junction with the Great Western Railway at a point 90 yards, or thereabouts (measured along that railway towards High Wycombe), from the distance post denoting 33½ miles from London, and terminating at the point hereinbefore described as the termination of Railway No. 1A.

(1.) A railway (No. 1), in the county of Buckingham, commencing at the point hereinbefore described as the termination of Railway No. 1A, in the parish of Chipping Wycombe, and terminating in the parish of Beaconsfield, at a point in and about 10 yards distant from the southern angle of the field numbered 236 on the 25-inch ordnance map, and situated on the eastern side of the public road leading from Windsor-street to the entrance lodge of Hallbarn House, which intended Railway No. 1 will pass from, in, through, or into the parishes and places of

Chipping Wycombe, Little Marlow, Penn, Wooburn, Beaconsfield, and Lillyfee, or some of them.

(2.) A railway (No. 2), commencing in the parish of Beaconsfield, at the point hereinbefore described as the termination of Railway No. 1, and terminating in the parish of Hillingdon, in an enclosure situate on the western side of the Uxbridge Branch of the Great Western Railway, and numbered 426 on the 25-inch ordnance map, which intended Railway No. 2 will pass from, in, through, or into the parishes and places following, or some of them, namely, Beaconsfield, Lillyfee, Farnham Royal, Hedgerley, Hedgerley Dean, Upton-cum-Chalvey, Chalfont St. Peter, and Chalfont St. Giles, Fulmer, Iver, Langley Marish, and Denham, in the county of Buckingham, and Hillingdon and Cowley, in the county of Middlesex.

(2A.) A railway (No. 2A) wholly in the parish of Denham, in the county of Buckingham, commencing by a junction with Railway No. 2 before described in the northern angle of the enclosure numbered 262 on the 25-inch ordnance map, and terminating by a junction with the authorised line of the Uxbridge and Rickmansworth Railway in the enclosure numbered 280 on the 25-inch ordnance map at the point marked 2 miles 4 furlongs on the deposited plans of such authorised line.

(2B.) A railway (No. 2B) commencing in the parish of Hillingdon at the point hereinbefore described as the termination of railway No. 2, thence passing through the parishes of Hillingdon and Cowley, in the county of Middlesex, and terminating in the said parish of Hillingdon by a junction with the Uxbridge branch of the Great Western Railway at a point distant about 660 yards measured in a southerly direction along the said branch railway from the termination thereof at Uxbridge.

(3.) A railway (No. 3) commencing in the parish of Hillingdon at a point hereinbefore described as the termination of Railway No. 2, and terminating in the parish of Ealing in the north-eastern corner of the enclosure numbered 240 on the 25-inch ordnance map, which intended Railway No. 3 will pass from, in, into, or through the parishes and places following, or some of them, namely:—Hillingdon, Cowley, Yedding, Hayes, Greenford, Northolt, Hanwell, and Ealing, all in the county of Middlesex.

(3A) A railway (No. 3A) in the parish of Ealing, in the county of Middlesex, commencing at the termination of Railway No. 3 before described, and terminating by a junction with the railway of the Metropolitan District Railway Company at the west end of the Ealing Broadway Station.

(3B) Railway (No. 3B) in the parish of Ealing, commencing at the point before described as the termination of Railway No. 3, and terminating by a junction with the Great Western Railway, at a point distant about 120 yards westward of the bridge carrying Longfield-walk over that railway.

2. To purchase and take, by compulsion and agreement, lands, houses, and other property for the purposes of the intended railways and works; to levy tolls, rates, and duties, for the use of the intended railways and works; to alter existing tolls, rates, and duties, and to grant exemption from the payment of tolls, rates and duties.

3. To cross, stop up, alter or divert, whether temporarily or permanently, roads, railways, tramways, rivers, navigations, telegraphs, foot-

paths, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the intended railways and works.

4. To deviate from the lines or situations of the works within the limits of lateral deviation, to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of the works shown on the sections hereinafter mentioned, to such extent as may be authorised by, or determined, under the powers of the Bill, and whether beyond the limits allowed by the Railway Clauses Consolidation Act, 1845, or otherwise.

5. To enable the Company, on the one hand, and the Great Western Railway Company, the Uxbridge and Rickmansworth Railway Company, the Metropolitan District Railway Company, and the Staines and West Drayton Railway Company, or any one or more of those Companies, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for, or with respect to the working, use, management, and maintenance by any or either of the contracting Companies of the intended railways and works, or any part or parts thereof, the supply of rolling and working stock and plant, and of officers and servants for the conveyance and conduct of the traffic of the said railways, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, transmission, and delivery of traffic coming from or destined for the undertakings of the contracting Companies, and the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic; the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates; and the Bill will sanction and confirm any such contract or agreement already made, or which, prior to the passing thereof, may be made with respect to all or any of the matters aforesaid.

6. To require the Great Western Railway Company, the Uxbridge and Rickmansworth Railway Company, and the Metropolitan District Railway Company respectively, to book and invoice traffic through and over their railways, or any of them, or any part thereof, to, from, and beyond the railways of the Company, or any of them, and by through rates and fares, and by through wagons, carriages, and trucks, and by other facilities to provide for the full and free interchange, passage, transmission, and accommodation of traffic, to, from, over, and beyond the railways of the Company, from, to, and over the railways, or any part of the railways of the beforementioned Companies, and to require those Companies respectively to provide at their stations and depôts accommodation for the booking and other clerks, and other officers and servants of the Company; and to authorise the Company to appoint and keep clerks, agents, and other officers and servants at all or any of such stations and depôts, and to require the division of rates and charges according to mileage or otherwise in manner to be defined or authorised by the Bill, and the settlement of rates and of disputes by arbitration in case of failure of agreement, and to make alterations and reductions in the tolls, rates, and charges authorised to be taken by the beforementioned Companies respectively; and otherwise to provide full and complete facilities for the passage and transmission, reception, and

delivery of traffic to, from, and over the railways of the Company, from, to, and over the railways, and in the stations of the beforementioned Companies respectively, on terms and under arrangements to be defined in the Bill or settled by arbitration or by the Railway Commissioners.

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

8. 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 any of the purposes thereof, the Bill will alter, amend, enlarge, or repeal the provisions, or some of the provisions of the several local and personal Acts following, or some of them (that is to say): 5 and 6 William IV., cap. 107; 24 and 25 Vict., cap. 87; 26 and 27 Vict., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company; 27 and 28 Vict., cap. 322, and all other Acts relating to or affecting the Metropolitan District Railway Company; the Staines and West Drayton Railway Act, 1873, and all other Acts relating to the Staines and West Drayton Railway Company; and the Uxbridge and Rickmansworth Railway Act, 1881.

9. And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, together with a book of reference to such plans, an ordinance 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 Buckingham, at his office, Aylesbury, and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green; 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 in or through which the intended railways and works are proposed to be made or in which any lands or houses intended to be taken are situate, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and, as to any extraparochial place, with the clerk of some parish immediately adjoining thereto, at his residence.

10. 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 9th day of November, 1881.

*Cooke and Parkinson*, 53, Chancery-lane, London, Solicitors.

*Wm. Bell*, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

Potteries, Shrewsbury and North Wales Railway Company.

(Power to run over and use Railway of London and North Western and Great Western Railway Companies between Shrewsbury and Wellington, and the Railway of the London and North Western Railway Company between Wellington and Stafford; 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 for all or some of the following purposes, that is to say—

No. 25041.

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1. To authorise the Potteries, Shrewsbury and North Wales Railway Company, hereinafter called "the Company," and any other Company or person lawfully working, using, or owning the undertaking of the Company, to run over, work and use with their engines and carriages 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 be defined by the intended Act, the following Railways or portions of Railway, that is to say:

So much of the Railway of the London and North Western Railway and Great Western Railway Companies as lies between the junction of that railway with the railway of the Company at or near Shrewsbury, and the junction with the railway of the London and North Western Railway at or near Wellington.

So much of the London and North Western Railway as lies between its junction with the aforesaid railway at or near Wellington and the Stafford Station of that Company, together with the use of all stations, watering-places, booking-offices, warehouses, sidings, works, and conveniences connected with the said railways or portions of railway so to be run over, worked and used as aforesaid.

2. To enable the Company or any Company or person lawfully working, using or owning the railway of the Company, or any part thereof, on the one hand, and the Great Northern Railway Company, the Midland Railway Company, the North Staffordshire Railway Company, and the Midland Railway Carriage and Wagon Company, or any or either of those Companies on the other hand, to enter into and carry into effect such agreements as they may think fit with respect to the maintenance, management, working and user by either of the said Companies of the railway of the Company, the conveyance of the traffic thereon, and the providing of rolling stock for the same, and the payment, fixing, division and apportionment between the Company and the said Companies, or either of them, of the costs, charges, and expenses of such maintenance and management, use and working, and of the tolls, rates and charges to be received in respect of such traffic.

3. To alter, amend, extend or enlarge, or to repeal all or any of the provisions of the Acts following, or some of them, that is to say, (local and personal Acts) 9 and 10 Vic., cap. 204, and any other Act or Acts relating to the London and North Western Railway Company; 5 and 6 Will. IV., cap. 107, and any other Act or Acts relating to the Great Western Railway Company; 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company; the Great Northern Railway Act, 1846 (9 and 10 Vic., cap. 71); and any other Act or Acts relating to the Great Northern Railway Company, 10 and 11 Vic., cap. 108, and any other Acts relating to the North Staffordshire Railway Company.

Printed copies of the intended Act for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons on or before the 21st of December next.

Dated this 10th day of November, 1881.

*S. F. and H. Noyes*, 1, The Sanctuary, Westminster, Solicitors.

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

In Parliament—Session 1882.

Clapham, Balham, and Tooting Tramways.  
(Incorporation of Company; Construction of Tramways; Gauge of Tramways; Provisions as to User, Repair, &c., of Streets; Tolls; Agreements with Local and Road Authorities; Amendment of Act.)

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

To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company") to construct and maintain the following street tramways, or some or one of them, or some part or parts thereof respectively, that is to say:—

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

Tramway (No. 1) (double line) commencing in the Balham-road, at the termination of the existing tramways opposite the Plough Inn, and passing south-west along the said road and terminating in the Balham-road, at a point 85 links north-east of the boundary in the said road dividing the parishes of Clapham and Streatham.

Tramway (No. 2) commencing in Balham-road at the termination of Tramway (No. 1) as hereinbefore described, and passing thence along the Balham-road, Balham-hill, under the railway bridge of the London Brighton and South Coast Railway Company, High-street, Tooting, and terminating in the Broadway, Lower Tooting, at a point 3.50 chains from the lamp-post in the centre of the Broadway.

Tramway (No. 2) will be a single line, except at the following places, where it will be a double line:—

In Balham-road for a length of 2 chains between points respectively opposite the gatepost at the corner of the outbuilding (or shed) in Messrs. Rand E. Smith's yard, and 2 chains to the south of that point.

In Balham-road for a length of 1½ chains between points respectively 75 links to the north and 75 links to the south of the centre of Devonshire-road, where it joins the Balham-road.

In Balham-road for a length of 1½ chains between points respectively 75 links to the north-east, and 75 links to the south-west of the centre of Balham Park-road, where it intersects the Balham-road.

In Balham-road for a length of 2 chains between points respectively opposite the north-east corner of Upper Tooting Park and Mayfield, and 2 chains to the south-west of that point.

In Balham-road for a length of 1½ chains between points respectively opposite the north-west corner of Streatham-lane, and 1½ chains to the north-east of same point.

In Balham-road for a length of 1½ chains between points respectively, 1 chain 60 links north-east from the centre of the entrance gate to Park House, and 1½ chains north-east of same point.

In Broadway for a length of 2 chains between points respectively 1½ chains from the south-east corner of the New-road and 2 chains south-east of same point.

Tramway (No. 3) commencing at the termination of Tramway (No. 2) as hereinbefore described, and passing thence along Church-street, and terminating in that street at a point 2 chains 60 links from the south-east corner of the Mitre Inn.

Tramway (No. 3) will be laid as a single line, except at the following place, where it will be a double line.

In Church-street, for a length of 2 chains, between points respectively 1 chain and 25 links north-west of the north corner of the Mitre Inn and 2 chains south-east of same point.

The tramways and works hereinbefore described will be situate in, or pass through or into the parishes, townships, or places following, or some of them, viz.:—Clapham, Tooting-Graveney, Balham, Streatham, Upper Tooting, and Lower Tooting, all in the county of Surrey.

The proposed tramways specified in the first column of the following table will be respectively so laid in the roads or streets mentioned in connection therewith respectively in the second column of the same table, that on the side or sides of the road or street in each case specified in the third column of the said table a less space than 9 feet 6 inches will, for a distance of 30 feet or upwards, intervene between the outside of the footpath on each side or sides of the respective roads and the nearest rail of the tramway between the points mentioned in each case in the fourth column of the said table.

Tramway.	Name of Road.	On which side of Road.	Points between which.
No. 2	High-street	North-west	76 links north-east from the north corner of Totterdown-road, and from that corner to the milestone opposite or near the Angel Inn.
No. 3	Church-street	South-west	From the commencement of Tramway No. 3 to the north corner of the "Rookery."

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, bridges, watercourses, sewers, drains, pavements,

thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of the proposed tramways or of the

Bill, to purchase or acquire, by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

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

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places, upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill, of any paving, metalling, or road materials, extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Company the exclusive right of using on the proposed tramways, carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

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

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

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

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

of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To enable the Company and the Metropolitan Board of Works, or any vestry, district board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, bridges, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, removing, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To vary and extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

To amend or repeal so far as may be necessary or expedient for any of the purposes of the Bill the provisions or some of the provisions of "The Tramways Act, 1870."

And notice is hereby also given, that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington-causeway, in the said county, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places from, in, through, or into which the intended street tramways and works will be made or pass, and also a copy of this notice as published in the London Gazette, will on or before the said 30th day of November be deposited for public inspection as follows:—

As relates to the parishes of Clapham, Tooting-Graveney, and Streatham, with the clerk of the Wandsworth District Board of Works, at his office, Battersea-rise, Wandsworth, and as relates to the other parishes mentioned in this notice with the parish clerk of each such parish at his residence, and in the case of each 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.

*Quick and Bidder*, 13, George-street,  
Mansion House, London, E.C., Solicitors for the Bill.

*Hanly and Fellows*, 22, Abingdon-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

Bawtry and Trent Railway and Dock.

(Incorporation of Company for the construction of Railways between Scrooby and West Stockwith, in the county of Nottingham, and connection of the same with the Main Line of the Great Northern Railway, and with the Lincoln Loop Line of the same Company; Construction of a Dock adjacent to the River Trent at West Stockwith, in the said county of Nottingham; Compulsory purchase of Land; Incorporation and Amendments of Acts, and for other purposes.)

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

To incorporate a Company (hereinafter called "the Company") and to authorise the Company to make and maintain the Railways and Dock hereinafter described or some part or parts thereof, together with all necessary stations, sidings, wharves, quays, landing places, and warehouses, with all such approaches, bridges, roads, and other works as may be necessary for and incidental thereto, all in the county of Nottingham.

1. A Railway, No. 1, commencing in the parish of Scrooby by a Junction with Railway No. 2 of the authorised Rotherham and Bawtry Railway at a point where the said Railway No. 2 is to pass under the Public Highway known as the Great North Road, about 320 yards measured along the said road in a southerly direction from the cottage known as Triangle House belonging to and in the occupation of Richard Abdy and terminating near West Stockwith, in the parish of Misterton, on the western side of the public road leading from West Stockwith to Heck Dyke in a field abutting on the said road and occupied by Thomas Johnson at a point about 73 yards west of the said public road measured from a point on the west side of that road 117 yards or thereabouts south of the Heck Dyke Pumping Station.

2. A Railway No. 2, commencing in the parish of Scrooby by a Junction with the said intended Railway No. 1 in a field abutting upon the western bank of the River Ryton, which said field is in the occupation of William Auckland, and bounded on the north by a field in the occupation of Robert Richardson, and may be distinguished by a shed or building erected thereon, and terminating in the same parish by a junction with the main line of the Great Northern Railway at a point about 160 yards, measured in a southerly direction along the said main line of railway from the Girder Bridge, which carries the said main line of the Great Northern Railway over the old turnpike road from Bawtry to Gainsborough.

3. A Railway No. 3, commencing in the parish of Walkeringham by a Junction with Railway No. 1, in a field in the occupation of Joseph Naylor, at or near the fence on the west side thereof, and about 222 yards from the south side of the wood known as the "Fox Cover," and terminating in the same parish by a junction with the loop line of the Great Northern, at about 20 yards from the south side of the Girder Bridge which carries the said loop line over Fox Cover Lane.

4. A Railway No. 4, commencing by a Junction with Railway No. 1 at the point hereinbefore described as the commencement of Railway No. 3, and terminating in the same parish by a junction with the Loop Line of the Great Northern Railway, 20 yards or thereabouts from and on the north side of the bridge which carries the public road from West Stockwith to Walkeringham over the said Loop Line of the Great Northern Railway.

A Dock, with all necessary wharves, quays, landing places, staiths, warehouses, and other works necessary for and incidental thereto, situate wholly in the township of West Stockwith, in the parish of Misterton, on land lying on the west side of the public highway leading from West Stockwith to Heck Dyke, and bounded on the east by the public highway aforesaid, on the north by the Heck Dyke Drain, on the west by an occupation road known as Ings-lane, and on the south by an imaginary line commencing at Ings-lane about 380 yards from the said Heck Dyke Drain, and thence due east in a straight line to the public highway from West Stockwith to Heck Dyke.

All which said railways, dock and other works will pass through or into or be situate in the several parishes, townships, extra-parochial and other places following, or some of them, viz., Scrooby, Scaftworth, Everton, Gringley-on-the-

Hill, Walkeringham, Misterton, and West Stockwith.

The Bill will empower the Company to scour, dredge and deepen the bed and shore of the said River Trent, at or near the entrance to the said intended Dock.

To purchase and take by compulsion or agreement for the purposes of the said intended Railways, Dock and other works or any of them the lands, houses and other property in the parishes and townships aforesaid as delineated on the plans deposited for this undertaking (hereinafter referred to), and to deviate laterally and vertically from the line and levels of the said proposed Railways and Dock within the limits shown upon the said plan.

To cross, alter, divert, or stop up, either permanently or temporarily, all such roads, highways, tramways, streets, passages, canals, rivers, brooks, streams, sewers and watercourses as may be necessary for the purpose of making and maintaining the said intended Railways, Dock and other works.

To vary and extinguish all rights and privileges connected with such lands, houses, and other property which would interfere with or prevent the execution of any of the works authorised by the Act.

To levy tolls, rates and duties upon or in respect of the use of the said intended Railways, Dock 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 purchase or hire steam vessels, towing boats, lighters, barges, and other craft to maintain and work the same in connection with the said Dock.

The said intended Act will, as far as may be necessary or expedient, repeal, alter, or amend the provisions, or some of the provisions, of the Local and Personal Acts following, (that is to say) 9 and 10 Victoria, cap. 71, and any other Acts relating to the Great Northern Railway Company.

The Bill will or may incorporate with itself, with such alterations or variations as may be necessary or expedient, all or some of the provisions of the following Acts (that is to say):—The Companies Clauses Consolidation Act, 1845, The Companies Clauses Act, 1863, The Companies Clauses Act, 1869, The Lands Clauses Consolidation Acts, 1845, 1860, and 1869, The Harbours, Docks, and Piers Clauses Act, 1847, The Railways Clauses Acts, 1845 and 1863.

And Notice is hereby further given that a Plan and Section in duplicate of the intended Railways, Dock, and Works, showing the lands which may be taken under the compulsory powers of the intended Act, a Book of Reference to such Plan, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees and Occupiers of such lands, and an Ordnance Map with the lines of Railway delineated thereon, showing the general course and direction thereof, and a copy of this Notice, as published in the Gazette, will be deposited with the Clerk of the Peace for the county of Nottingham for public inspection at his Office at Newark; and that a copy of so much of the said Plan, Section, and Book of Reference as relates to each of the parishes in or through which the said Works will be made will be deposited with the Parish Clerk of each of such parish, at his residence; and that all such deposits will be made on or before the 30th day of November instant, and printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 15th day of November, 1881.

A. Torkington, 9, New Bridge-street, London, E.C.

In Parliament.—Session 1882.

Chadderton Improvement.

(Alteration and Extension of District of Local Board of Chadderton; Alteration of Township of Tonge; Powers to Board to make Street Improvements, to supply their District with Gas, and to make Gas Works and Works for the manufacture or conversion of Residual Products, and to manufacture and store Gas and Residual Products; to manufacture and provide Stoves, Engines, Cooking, Heating, and other Machinery and Appliances; Compulsory Powers for Purchase of portion of Gas undertaking, Mains, Pipes, &c., of Corporation of Oldham in District, and provisions for Cesser and Determination of Powers of Corporation of Oldham to supply Gas in District; Agreements with Corporation of Oldham and Sanitary Authorities; Powers as to Electric and other Light, Heating, and Motive Power; Power to make Cemetery and new road thereto; Provisions requiring Incumbents to perform Burial Service, for Registration of Letters of Administration, Repair of Gravestones, &c.; Prohibition of other Places of Burial in the District; Powers as to Sewage Works, and Town Hall and Offices; Further Powers as to Streets, Buildings, Sewers, Sanitary Matters, Infectious Diseases, Hospitals, Burial of Dead, Closing of Schools, Shops, &c., and other Powers for Prevention of the Spread of Infection; Applying Contagious Diseases Animals Act, 1878, and Sale of Food and Drugs Act, 1875, to District and Board; Prevention of Sale of Impure Liquids as Beverages; Power to Prohibit Sale of Milk, &c., from Premises where Infectious Diseases exist, or Water Supply inadequate, &c.; Provisions requiring Licensing, &c., of Sellers of Milk, &c., and Prohibiting Unlicensed Persons carrying on business; Powers for prevention of Smoke; Further Powers with reference to Private Improvement Expenses; Highway and other Rates, and recovery of Rates and Private Improvement, and other Expenses; Powers for Preventing Offences, Obstructions, Nuisances, and Annoyances and other provisions for good government of district; Powers with reference to Slaughter-houses, Paving, &c., Joshua-lane, by and at expense of Owners, &c., of premises not in District; Exclusion of District from Jurisdiction of Salford Hundred Court of Record; Powers to erect Fire Stations and provide Fire Establishment and Telegraphs, &c., in connection therewith, and to exercise powers of Telegraph Act, 1863; Provisions requiring Owners, &c., to pay expenses of Fire; Powers to acquire Patent Rights; Provisions as to Notices, Bye-laws, Regulations, and Penalties; Compulsory Purchase of Lands, and Powers to Purchase part only of Buildings and Premises; Sale and Lease of Lands; Borrowing of Money; Other Powers, Amendment, or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Local Board and Urban Sanitary Authority for the District of Chadderton, in the county of Lancaster (hereinafter called the Board) for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

1. To alter and extend the boundary of the existing district of the Board (hereinafter called the existing district), and to include within the district of the Board the portion hereinafter described of the township of Tonge, in the parish of Prestwich-cum-Oldham, in the county of Lancaster (that is to say):—

All that part of the township of Tonge, in the parish of Prestwich-cum-Oldham, in the county of Lancaster, which is situate at or near Mills Hill, and adjoins the existing township of Chadderton, and lies to the eastward of the eastern side of the main line of the Lancashire and Yorkshire Railway.

And to provide that such part of the township of Tonge (hereinafter called the added part of the district) shall cease to be included within or to form part of any sanitary district other than the sanitary district of the Board, and to declare that the added part of the district shall for the purposes of poor and other rates, and for all other purposes be severed from the township of Tonge and be added to and form part of the township of Chadderton, in the said parish of Prestwich-cum-Oldham, and that all the rights, powers, privileges and authorities of the Middleton and Tonge Improvement Commissioners over or within the added part of the district shall cease and determine.

2. To sever from the existing district and township of Chadderton aforesaid the portion hereinafter described of that township (that is to say):—

All that part of the township of Chadderton, in the parish of Prestwich-cum-Oldham, in the county of Lancaster, which adjoins on the southern side of such part of the existing township of Tonge, and on the northern side of such part the township of Middleton, and lies to the northward of Tonge-lane, and is bounded on the east in part by the Lancashire and Yorkshire Railway and in other part by the Rochdale Canal.

And to provide that such part of the township of Chadderton (hereinafter called the severed part of the district) shall cease to form part of the sanitary district of the Board and of the township of Chadderton aforesaid, and shall be added to and form part of the township of Tonge aforesaid, and for purposes of poor and other rates and all other purposes shall form part of the said township of Tonge and of the district of the Middleton and Tonge Improvement Commissioners, and that all the rights, powers, privileges, and authorities of the Board over or within the severed part of the district shall cease and determine.

3. To extend and apply to and throughout the district as so altered and extended (hereinafter called the district) with such modifications or exemptions as may be prescribed by the Bill all or some of the powers, rights, privileges, authorities, and duties of the Board as a Local Board and as the Sanitary Authority and all enactments, orders, regulations, and bye-laws in force within or applicable to the existing district and to make all necessary provisions consequent on the proposed alteration and extension of the district with reference to the School Attendance Committee of the existing district and their officers and bye-laws.

4. To exempt lands, houses, and hereditaments within the added part of the district from payment of and liability to be assessed to county rates and highway and other rates and charges, and from the jurisdiction and powers of the sanitary or other authorities now having jurisdiction within the added part of the district, and to restrain the trustees of the several turnpike roads within the added part of the district from collecting any toll or laying out any money on roads within the district; to make provision for the vesting of such roads in the Board, and for the removal of toll-houses, bars, and gates, and the vesting of the present sites thereof in the Board.

5. To make provision with reference to the

vesting, transfer, or apportionment of the respective property, rights, debts, and liabilities of the Board and of the sanitary authority within whose district the added part of the district is now situate.

6. To make all other provisions and regulations necessary or expedient for effecting the proposed extension and alteration of the existing district and the purposes aforesaid or incidental thereto.

7. To authorize the Board to make and maintain the street improvements hereinafter described to be wholly situate in the township of Chadderton, in the parish of Prestwich-cum-Oldham, in the county of Lancaster (that is to say):—

(1.) A widening of the road called or known as Wash Brook on the north-westerly side thereof, commencing at or near the bridge which carries the Lancashire and Yorkshire Railway over that road, and terminating at a point measured along that road in a south-westerly direction 94 yards or thereabouts from the said railway bridge.

(2.) A widening of the road called or known as Cow Hill on the southern side thereof, commencing at or near a point 34 yards or thereabouts eastward of the southern end of Walsh-street, at or near a house in the occupation of James Wild, and terminating at a point measured along the said Cow Hill in a westerly direction 107 yards or thereabouts from the point of commencement.

(3.) A widening of the said road called or known as Cow Hill on the northern side thereof, commencing at or near the junction of Walsh-street with Cow Hill, and terminating at a point measured along the said Cow Hill in a westerly direction 64 yards or thereabouts from the point of commencement.

(4.) A widening of Walsh-street on the eastern side thereof, commencing at the junction of that street with Cow Hill, and terminating at a point measured in a northerly direction 13 yards or thereabouts from the point of commencement.

8. To authorize the Board within and throughout the whole or any part of the district to supply and sell gas for public, private, manufacturing, and all or any other purposes whatsoever.

9. To authorize the Board to purchase, by compulsion or agreement, the lands hereinafter described, or some part or parts thereof (that is to say):—

Lands in the township of Chadderton, in the parish of Prestwich-cum-Oldham, in the county of Lancaster, situate at or near Bank Mill, and belonging or reputed to belong to the trustees of the late William Smethurst and others, and in the occupation of Thomas Lees and John Boardman respectively, and containing by estimation five statute acres or thereabouts, and which lands are included within an imaginary line commencing at a point distant 22 yards or thereabouts in a westerly direction from the south-westernmost corner of the house known as Incline Cottage, and belonging or reputed to belong to the Lancashire and Yorkshire Railway Company, thence proceeding in a westerly direction along the boundary fence of the Lancashire and Yorkshire Railway for a distance of 157 yards or thereabouts, thence proceeding in a southerly direction to Bank Mill-road for a distance of 154 yards or thereabouts, thence proceeding in an easterly direction along the northern side of Bank Mill-road for a distance of 157 yards or thereabouts, thence proceeding in a northerly

direction for a distance of 154 yards or thereabouts to the said point of commencement,

and to authorize the Board on such lands, or on any part or parts thereof, to erect, make, maintain, alter, improve, enlarge, extend, and renew and discontinue gasworks, retorts, gasometers, receivers, purifiers, drains, sewers, mains, pipes, meters, machinery and other apparatus, works and conveniences, for the manufacture, conversion, utilization, storage, and supply of gas, coke, and other residual products obtained in the manufacture of gas and matters producible therefrom, and to make, store, supply and sell gas, and to manufacture, convert, store, sell, supply, and deal in coal, coke, tar, pitch, lime, ammoniacal liquor, oil, and other residual products arising or resulting from the manufacture of gas and matters producible therefrom, and also to authorize the Board to manufacture, provide, maintain, sell, supply and deal in meters, tubes, pipes, lamps, lamp-posts, burners, fittings, machinery, apparatus, and other articles and things in any way connected with the making, storage and supply of gas, and to erect, fit up, maintain, and let houses, cottages, and dwellings for the officers and servants of the Board.

10. To empower the Board to manufacture, purchase, provide, sell, let on hire, use, deal in, and fix stoves, ranges, pipes, meters, fittings, engines, machinery, apparatus and appliances for lighting for motive power, for heating, cooking, ventilating, manufacturing, agricultural, industrial, and for all or any other purpose whatsoever, and to supply or work the same by means of gas.

11. To authorize the Board to acquire, hold, and use patent rights or licenses, or authorities under letters patent for the use of any invention relative to the manufacture, conversion, utilization, or distribution of gas and residual products, and with reference to the manufacture, supply, working or use of any cooking or heating apparatus, engines, machinery, fittings, appliances, and other things relating to the objects and matters hereinbefore mentioned or referred to.

12. To authorize the Board to make, levy, and receive rates, rents and charges, differential and otherwise, for or in respect of the supply of gas and for the sale and hire of meters, fittings, engines, machinery, apparatus, appliances, and other things, to alter existing rates, rents, and charges, and to confer exemptions from the payment of rates, rents, and charges.

13. To authorize the Board and any sanitary authority, local board, or other local authority, company, body, or persons, to enter into and carry into effect contracts or agreements, for or with respect to the supply by the Board of gas and of fittings, engines, machinery, apparatus, appliances, and other things, and any matters incidental thereto.

14. To authorize and require the mayor, aldermen, and burgesses of the borough of Oldham, in the county of Lancaster (hereinafter called the Corporation), at any time after the passing of the Bill or at such time as may be prescribed by the Bill, to sell, and to authorize the Board to purchase and hold,

(1.) All or any pipes, fittings, and other apparatus for or connected with the distribution of gas belonging to the Corporation, and which shall at the time of such sale and purchase be laid or lie in the district, or any part thereof, or

(2.) That portion of the gas undertaking of the Corporation which at the time of such sale and purchase shall be contained within the district.

at such price and upon and subject to such terms and conditions as may be settled by agreement between the Corporation and the Board, or as in default of agreement shall be determined by arbitration or as may be provided by the Bill, and to make provision for the application by the Corporation of the proceeds of any such sale, and to provide that upon the completion of such purchase, or at such other time, and upon the happening of such other event as may be prescribed by the Bill, all the rights and powers of the Corporation under any Act of Parliament or otherwise to supply gas within the existing district, and the district shall absolutely cease and determine.

15. To authorize the Board and the Corporation from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to all or any of the matters aforesaid, and with respect to the supply by either to the other of gas, and all matters incidental thereto, and to sanction, confirm, and give effect to any such contract, agreement, or arrangement.

16. To empower the Board to produce and supply light, heat, and motive power by means of electric or other like agency, and for or in connection with any such purpose to use any lands belonging to or held on lease by them, and to purchase by agreement and take on lease any lands, to erect and maintain workshops, engine-houses, storehouses, or other buildings, and places for storing electricity, or other like agent for producing light, heat, or motive power; to manufacture, buy, or hire, use, supply, or let machinery, steam-engines, gas-engines, other apparatus, meters, and fittings, to buy any gas or fuel, or buy or rent any other motive power, or buy, rent, and sell, or let any materials or articles or to acquire licenses for themselves, or any persons, companies, or corporations licensed or supplied by them for the use of any patented or protected processes, inventions, machineries, methods, materials, or other things, to exercise all or any of their powers as a local board or urban sanitary authority for lighting by oil, gas, or other means, and any powers which under "The Gas Works Clauses Act, 1847, or The Gas Works Clauses Act, 1871," or any other Act, may be exercised by undertakers for the purposes of any gas undertaking, to demand, take, and recover rates, rents, or charges, and to prescribe the limits within which any such powers as aforesaid may be exercised, and to provide for the payment of any expenses incurred by the Board in connection with the exercise of such powers, and for the application of any revenue or receipts of the Board arising therefrom, and to make all other provisions necessary or incident to the exercise of any such powers.

17. To authorize the Board to purchase and take by compulsion or agreement the lands hereinafter described, or some part or parts thereof (that is to say):—

Lands in the township of Chadderton, in the parish of Prestwich-cum-Oldham, in the county of Lancaster, situate at or near Little Rye Hill, and belonging or reputed to belong to Charles James Radclyffe, and in the occupation of Paul Booth and John Leigh Becker respectively, and containing by estimation  $8\frac{1}{2}$  acres, or thereabouts, and which lands are included within an imaginary line commencing at a point distant 286 yards, or thereabouts, in a south-westerly direction from the south-easterly corner of Little Rye Hill House in Denton Lane, at the fence which divides a field belonging to and forming part of Rye Hill Farm, from a field

belonging to and forming part of Lower House Farm, thence proceeding along such fence for a distance of 182 yards, or thereabouts, thence proceeding in a north-westerly direction for a distance of 213 yards, or thereabouts, thence proceeding in a north-easterly direction for a distance of 176 yards, or thereabouts, thence proceeding in a south-easterly direction for a distance of 242 yards, or thereabouts, to the said point of commencement.

and to make and maintain thereon, or on any part thereof, a public cemetery or burial ground, and also chapels, buildings, approaches, works, and conveniences connected therewith.

18. To authorize the Board to make and maintain in connection with and as an approach to the intended Cemetery the new road hereinafter described, to be wholly situate in the said township of Chadderton and parish of Prestwich-cum-Oldham, in the county of Lancaster (that is to say):—

A road commencing by a junction with the road called or known as Denton-lane at or near and on the northern side of Little Rye Hill House, thence running in a westerly direction for a distance of 264 yards or thereabouts, and terminating at the easterly boundary of the intended Cemetery.

19. To authorize and require the several incumbents of the several parishes and ecclesiastical districts situate either wholly or partially within the district to perform the burial service over every deceased person brought for interment within the Cemetery, or any part thereof, upon such terms and conditions, and upon the payment of such fees to such incumbent as may be prescribed by the Bill.

20. To authorize the Board to demand and take such sums as they think reasonable for interments in the cemetery, and to provide for the recovery of such sums.

21. To make provision for the registration of letters of administration of the goods and chattels of persons entitled to exclusive rights of burial within the cemetery and dying intestate, and of the payments to be made for such registration.

22. To make provision for the repair or removal of any gravestone, monument, tablet, or monumental inscription in the cemetery.

23. To prohibit within the district the use of any place other than the cemetery as a place of burial.

24. To authorize the Board to purchase and take by compulsion or agreement the lands hereinafter described (that is to say):—

Lands in the township of Chadderton, in the parish of Prestwich-cum-Oldham, in the county of Lancaster, situate at Slack's Valley, on the easterly side of the Rochdale Canal, at or near Slack's Valley Chemical Works, and which lands belong or are reputed to belong to Charles James Radclyffe, and are in the occupation of John Leigh Becker, and contain, by estimation, 8 acres or thereabouts, and are included within an imaginary line commencing at a point distant 72 yards or thereabouts in a north-easterly direction from the junction of Springs Brook with Wince Brook, thence proceeding in an easterly direction 132 yards or thereabouts, thence proceeding in a southerly direction 297 yards or thereabouts, thence proceeding in a westerly direction towards the Rochdale Canal 132 yards or thereabouts, thence proceeding in a northerly direction 297 yards or thereabouts to the said point of commencement.

and to use the same or any part thereof for the

treatment of sewage and to exercise all or any of the powers conferred by the Public Health Act, 1875, and any Acts amending the same upon Sanitary Authorities with reference to receiving, storing, disinfecting, and disposing of sewage.

25. To authorize the Board to acquire patent rights and licences for dealing in and disposing of sewage and refuse, and to enter into and carry into effect agreements and arrangements with reference to such disposal or dealing.

26. To authorize the Board to purchase and take by compulsion or agreement the lands and hereditaments hereinafter described (that is to say):—

Lands, houses, and premises in the said township of Chadderton, in the parish of Prestwich-cum-Oldham, in the county of Lancaster, adjoining and lying on the western side of the existing building and offices of the Board, and between Middleton-road and the Town yard;

and thereon to maintain, extend, and enlarge the townhall and offices, and erect such other offices and conveniences as they think fit, and from time to time to repair and enlarge the same, and to authorize the Board to allow the use of the townhall and offices for such purpose and on such terms and conditions as they think fit.

27. To confer upon the Board further powers with reference to streets, buildings, sanitary matters and for the improvement and good government of the district and the prevention of obstructions, and nuisances therein, and especially with respect to the following matters and things (that is to say):—

The formation of crossings for horses or vehicles over footways.

The placing of coal-shoots, gratings, or openings in streets.

The deposit of building materials and things in streets.

The prohibiting the construction of doors or gateways opening outwards and the erection of projections in streets.

The size of dwelling-houses.

The erection and removal of wooden buildings.

The erection of buildings or commencement of building operations in unformed streets.

The prevention of lock-up shops being used for habitation.

The open spaces about buildings.

The defining of new buildings.

The position, construction, providing, cleansing, emptying, covering, improving, examination, inspection, demolition, and alteration of, and the control by the board over the workmanship, materials, foundations, elevation, height, drainage, open space, ventilation, and sanitary arrangements of, and other provisions with reference to buildings, privies, water-closets, ash-pits, middens, slopstones, sinks, sewers, cesspools, and drains.

The area of rooms;

The approval and disapproval of plans and sections, the scale to which and the material on which they shall be drawn, and the limiting the time during which and the conditions on which such approval shall operate;

The inspection and alteration of buildings;

The regulating the height of chimneys;

The construction of drains and connections with sewers;

The compulsory conversion of existing privies and ashpits into box, water, earth, ash, or other systems;

The providing of sinks and drains and the preventing of unauthorized sewers and drains;

The prevention of the burning of bricks and other offensive matters and things;

The prohibiting buildings unfit for human habitation being inhabited;

The closing of polluted wells.

28. To enable the occupier in default of the owner to execute works and to provide for the repayment to the occupier of the expense thereof.

29. To apply the provisions and enable the Board to exercise the powers of section 150 of "The Public Health Act, 1875," with or without modifications, in the case of any street, highway, road and turnpike road within the district where the exercise of such powers have become necessary by reason of the erection of buildings abutting on or near the same.

30. To make further and better provision for the prevention of infection from disease within the district and for that purpose to confer all or some of the following, among other powers upon the Board.

(a) To provide temporary shelter or house accommodation for the members of a family in which infectious disease has appeared, and also to provide temporary hospitals or wards.

b) To provide, or contract for the providing, of nurses for attendance upon diseased persons.

(c) To order public or private schools, or other places of public resort, to be temporarily closed or suspended.

(d) To order any shop, dairy, or other place for the sale or storage of provisions, clothing, or other articles, to be temporarily closed, and to prevent the entrance of the public to any such place, or the issue therefrom of food, clothing, or other articles.

(e) To declare any house, or any rooms therein, or part thereof, an infectious place.

(f) To make provisions with respect to the occupation of the inmates, the removal of bedding, clothing, or other articles, for the purpose of preventing the spread of infection; the attendance of nurses, the visit of persons at any infectious place.

31. To prohibit under penalties persons entering houses containing the dead body of a person who has died of an infectious disease.

32. To provide for the giving of notice to the Board of persons suffering from infectious or other diseases, and of certificates or declarations by medical practitioners attending any such person; and to empower the Board to remunerate any such medical practitioner for his services.

33. To empower the Board either to require any owner or occupier to cleanse and disinfect any house or part of a house, or any articles therein, or themselves to cleanse and disinfect such house, part of a house, and articles, and for that purpose to remove any such articles and to recover the expenses attending such cleansing, disinfection, and removal from the owner or occupier, or to make other provision for defraying the expenses thereof.

34. To empower the Board, if they think fit, to provide within the district suitable hospitals for the separate reception and treatment and for the isolation of persons suffering from dangerous and infectious diseases, and to require the removal forthwith of any persons suffering from any such diseases to any such hospital, or to any place of temporary accommodation to be provided by the Board in case of need; to authorize the Board, by any of their officers or any constable, to enforce such removal, and to empower any justice to make an order for the removal of any person so suffering to any such hospital or place of accommodation, and to make provision for the recovery of the expenses of such removal, and for the maintenance and treatment of the

suffering person in any such hospital or place of accommodation.

35. To prohibit, if so thought expedient, the removal of the body of any person dying from infectious disease from any hospital or place of temporary accommodation as aforesaid, except for the purpose of immediate burial, and to provide for the immediate burial of the body of any person dying from an infectious disease, and for the recovery of the expenses thereof.

36. To empower the Board from time to time to make by-laws or regulations for the following sanitary purposes, namely:—

For regulating the mode of conveyance for the purpose of interment of the body of any person who has died of an infectious disease, and for the recovery of the expenses thereof.

For causing the destruction of articles infected.

For compelling the disinfection of articles and places, and prescribing the mode of such disinfection.

For preventing the sale of infected articles.

For giving power of entry for disinfecting purposes.

For preventing the use of public conveyances by persons suffering from infectious diseases.

For preventing rubbish being thrown into ashpits or ashtubs, and for causing privies and ashpits to be locked and secured.

37. To extend and apply to the Board and to the district, all or some of the provisions of the Contagious Diseases (Animals) Act, 1878.

38. To authorise the Board to prohibit within the district the sale of milk, butter, or other dairy produce, from any farm premises or places whether within or without the district, the supply of water to which is insufficient or is contaminated or polluted, or is liable to be contaminated or polluted, or at which there shall exist any infectious disease.

39. To require every person who carries on in the district the trade of a purveyor of milk, or a dealer in milk, or who shall send milk for sale in the district, to report to the Board or to their officers the existence of any infectious disease at his house, dairy, or premises, and to provide for and require the licensing or registration of all such persons, and to prohibit any persons not so licensed or registered from carrying on any such trade.

40. To extend and apply to the Board and to the district "The Sale of Food and Drugs Act, 1875," and to provide for the payment of all expenses incurred in the execution of that Act.

41. To enable the Board to prevent the sale of impure liquids sold as beverages.

42. To confer upon the Board further powers, and to make effectual provision for the prevention of smoke, and to require all fireplaces and furnaces used after the passing of the Bill, to be so constructed or altered as to consume therein their own smoke.

43. To make further provision and to confer further powers on the Board with reference to private improvement expenses and the recovery thereof, and to authorize the Board to take payment of the same by instalments, and to provide that successive owners of lands or other property shall continue liable for the payment of the same, and that they shall be a charge on the lands, and to authorize the Board to enter into possession of the lands and to receive the rents and profits thereof and to make provision for the application of any rents and profits, and to authorize persons having limited interests in lands to charge the same for the purpose of any such expenses and to provide that any such expenses shall carry interest, and shall include all expenses

incurred by the Board for which any owner or occupier is or may be liable.

44. To extend the time for taking proceedings for the recovery of private improvement expenses.

45. To confer further powers on the Board with reference to the rating of buildings erected between the making of the last valuation list or the last rate for the relief of the poor, and the making of the next assessment leviable by the Board, and to confer further powers upon the Board with reference to the valuation and assessment of such buildings.

46. To confer further powers upon the Board for charging owners with the cost of sewers and drains, and for the making of new sewers and drains, and to empower the Board to charge a commission for any works executed by them under the 150th section of "The Public Health Act, 1875."

47. To provide that the cost of repairing highways within the district shall, notwithstanding anything to the contrary in "The Public Health Act, 1875," be defrayed by a highway rate to be levied by the Board in the manner prescribed by that Act.

48. To provide that all notices required to be given by the Board under the 150th section of "The Public Health Act, 1875," may in lieu of being given in the manner prescribed by that Act be given in the manner prescribed by the Bill.

49. To require notice to be given to the Board of any change of occupation of any building licensed for or registered or used as a slaughter-house.

50. To enable the Board to revoke the licence of any slaughter-house in case of the conviction of the occupier for selling, or exposing for sale, or for having in his possession, or on his premises, diseased or unwholesome meat, and to refuse to grant a slaughter-house licence in respect of any building belonging to, or occupied by, or intended to be occupied by, any person so convicted.

51. To provide that for the purposes of section 150 of "The Public Health Act, 1875," the premises adjoining or abutting on the street or road in the district known as Joshua-lane shall, notwithstanding that the premises on the westerly side thereof are within the district of the Middleton and Tonge Improvement Commissioners, be deemed within the district, and to authorise the Board to require the owners or occupiers of such premises to pave, flag, sewer, cleanse, and light the street as if the said street and premises were within the district.

52. To provide that the jurisdiction of the Court of Record for the Hundred of Salford in the County of Lancaster shall be excluded throughout the district in any causes whereof the County Court hath cognizance.

53. To make further provisions and to confer further powers upon the Board with reference to the prevention of offences, nuisances, and annoyances within the district, and in order thereto to make provision for the following, among other purposes:—

To prohibit the use of any profane or obscene language, or committing any nuisance upon any building.

To prevent the delivering or exhibiting of any indecent or offensive bill or notice.

To prevent the obstruction of any footway in the district.

To make provision with respect to dogs and street musicians.

To prohibit the discharge of steam into any street or road.

To prevent any person other than the Post-

master-General erecting or fixing any telegraphic, telephonic, or other apparatus in or over any street or road in the district.

54. To authorize the Board to erect and maintain fire stations and engine-houses, offices, buildings and other conveniences, and to provide fire-engines and other implements and apparatus for use in case of fire, and firemen and servants.

55. To authorize any fireman or other person appointed by the Board to break into and enter any building or lands in case of fire or supposed fire.

56. To empower the Board to require the owner of any lands or buildings where a fire shall have happened to pay the expenses incurred by the Board in relation thereto.

57. To authorize the Board to provide and maintain for their fire brigade establishments, telegraphic or telephonic communications between any parts of their district, and for such purposes to apply to the Board and to authorize them to exercise all or any of the powers of "The Telegraph Act, 1863."

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

59. To empower the Board, notwithstanding section 92 of "The Lands Clauses Consolidation Act, 1845," to purchase part only of any lands or buildings instead of purchasing, and without being liable or compellable to purchase any greater portion or the whole thereof.

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

61. To enable the Board from time to time to sell or exchange any lands for the time being belonging to them, and to lay out the same for building purposes, and to grant building or other leases thereof, in such manner and upon such terms and conditions, pecuniary or otherwise, and in the case of any such lands for such period or periods as the Board may think fit, or as may be prescribed by the Bill, to accept the surrender of any lease of any lands or buildings, and to sell and dispose of any rent reserved, or agreed to be reserved, for any such lands, and the reversion and inheritance thereof, either absolutely or subject to such conditions as they think fit, and to make provision for the application of any purchase money, or other moneys which may be received by the Board, upon or in connection with any such sale, exchange, or lease.

62. To authorize the Board to make and maintain in the parishes, townships, and places mentioned in this notice, and every or any of them in connection with the intended street improvements, gas works, new road and other works to be authorized by the Bill, all necessary and convenient approaches, roads, ways, sewers, drains, mains, pipes, works, and conveniences, and to break up, alter, divert or stop up, either temporarily or permanently, any turnpike or other roads, streets, highways, footpaths, bridges, canals, towing paths, streams, watercourses, sewers, drains, pipes, railways, and tramways, within all or any of the said parishes, townships, and places which it may be necessary or convenient to break up, alter, divert, or stop up, for the purposes of the intended works or of the Bill; and to provide for the stopping up and discontinuance and the extinguishment of all rights

of way over, and the appropriation to the purposes of the Board of all roads and footpaths situate and lying within the limits of the lands purchased or acquired by the Board under the powers of the Bill; and in connection with the intended street improvements and new road, or any or either of them, and as part of the works, and within the townships and parishes before mentioned, or any of them, to make and maintain junctions and communications with any existing streets or roads which may be altered or interfered with by, or be contiguous to, the intended street improvements and new road, or any or either of them, and to alter the line or levels of any streets, roads, or ways for the purpose of connecting the same with the intended street improvements and new road or any or either of them.

63. To empower the Board to deviate laterally from the lines of the intended works within the limits shown upon the plans hereinafter mentioned, and to deviate vertically from the levels of those works shown upon the sections hereinafter mentioned to such extent as may be authorized by the Bill.

64. To authorize the Board to charge the expenses of or occasioned by any of the proposed works, or by the exercise of any of the powers and authorities of the Bill, upon property within the district, and upon the owners, lessees and occupiers of property, to levy new rates, duties and charges, general and special, upon all land, houses and property within the district, to levy other tolls, rates, rents, charges and duties for all or any of the purposes of the Bill, to alter existing tolls, rates, rents, duties and charges, and to confer exemptions from the payment of tolls, rates, rents, duties, fees and other charges.

65. To impose punishments and penalties for the breach or non-observance of any of the provisions of the Bill, or of any bye-law, rule, or regulation made thereunder, and for the non-performance of any duty or obligation to be imposed by the Bill upon any corporation, body, or person, and for any interference with, or obstruction to, any officer or servant of the Board, or any other person duly authorized for carrying any of the provisions of the Bill, or any bye-laws, rules, or regulations into effect, and to make provision for the enforcing and recovery of any such penalties.

66. To enable the Board to apply to the purposes of the Bill any funds, moneys, rates, or rents now belonging to them, or which they are now or by the Bill may be authorized to raise, or which may come into their possession in exercise of the powers from time to time conferred upon them, and to authorize the Board to levy new rates and charges, and to raise additional funds for all or any of the purposes of the Bill, and for private street improvements, sewers, sewage and other works by borrowing on the security of the rates now authorized to be levied by and of the funds and property now vested in them, and of the rates, rents, and charges and other revenues and property to be levied, created by, or to arise under the powers of the Bill, or by mortgage, or bond, or debenture stock, or by way of annuity, or otherwise, and to make provision for the repayment of the sums borrowed under the Bill.

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

68. To confer upon the Board all powers,

rights, authorities, and privileges which are or may become necessary for carrying the powers of the Bill into execution, to vary and extinguish all rights and privileges inconsistent with or which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the Bill, and to confer other rights and privileges.

69. To incorporate with the Bill or to re-enact, with such variations, modifications, and exceptions as may be thought expedient, all or some of the provisions of, amongst other Acts, "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Gas Works Clauses Act, 1847," "The Gas Works Clauses Act, 1871," "The Cemeteries Clauses Act, 1847," "The Towns Police Clauses Act, 1847," "The Commissioners Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Public Health Act, 1875," "The Local Loans Act, 1875," and also such parts of "The Railways Clauses Consolidation Act, 1845," relating to roads and the temporary occupation of lands, and other matters, as may be deemed expedient, and to exempt the Board and their works and undertakings under the Bill from some of the provisions of the above-mentioned Acts, or some or one of them.

70. To alter, extend, amend or repeal the provisions or some of the provisions of the following Acts (that is to say):—the Acts, local and personal, 6 Geo. IV., cap. 171, 1 and 2 Vic., cap. 96, 16 Vic., cap. 42, 18 Vic., cap. 47, 33 and 34 Vic., cap. 144, 38 and 39 Vic., cap. 180, 43 and 44 Vic., cap. 147, and all or any other Acts, and any Provisional or Local Government Orders relating to the borough and the Corporation of Oldham, and the Middleton and Tonge Improvement Act, 1861, and all other Acts (if any) relating to the Middleton and Tonge Improvement Commissioners and their district, and the Heywood Improvement Act, 1867, and all other Acts (if any) relating to the mayor, aldermen, and burgesses of the borough of Heywood, "The Salford Hundred Court of Record Act, 1868," and all other Acts and Orders which may relate to or be in any way affected by any of the objects and purposes of the Bill.

And notice is hereby further given, that—

Plans and sections showing the lines, situation and levels of the works proposed to be authorized by the Bill, and plans of the lands, houses, and other property which may be taken compulsorily by or under the powers of the Bill, together with books of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference as 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, houses, or other property, intended to be taken are situate, together with a copy of this notice published as aforesaid, will be deposited for public inspection in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence, and

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 8th day of November, 1881.

*John Charles Ball,*  
16, Parliament Street,  
Westminster.

In Parliament—Session 1882.

Edinburgh Suburban and Southside Junction Railway.

(New Railways and Works; Abandonment of Part of Works authorised by Act of 1880; Compulsory Purchase of Lands, Houses, &c.; Tolls and Charges, and Alteration of Tolls and Charges; Application of Funds and Release of Portion of Deposit; Running Powers over part of St. Leonard's Branch of North British Railway; Shutting up of Part of Tipperlinn Road; Amendment or Repeal of Acts; Incorporation of Acts, and other purposes).

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

To empower the Edinburgh Suburban and Southside Junction Railway Company (hereinafter called "the Company") to make and maintain the railways hereinafter described, or one or more of them, or some part or parts thereof respectively, with all necessary and convenient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards and other works and conveniences connected therewith respectively, that is to say:—

Railway No. 1, to be wholly situate in the parish of Liberton, commencing by a junction with the Railway No. 1, authorised by "The Edinburgh Suburban and Southside Junction Railway Act, 1880," (hereinafter called "the Act of 1880"), at or near the point on that railway indicating 5 miles 1 furlong measuring along the same from the commencement thereof in the parish of St. Cuthbert's at its authorised junction with the North British Railway (Edinburgh and Glasgow Section), as shown on the plans deposited for and referred to in the Act of 1880, and in a field in the parish of Liberton, numbered 59 on said plans, belonging, or reputed to belong, to Walter James Little Gilmour, and terminating by a junction with the St. Leonard's Branch Railway of the North British Railway, at a point thereon 425 yards or thereabouts, measuring eastwards along that railway from the southeast-corner of the gatekeeper's cottage, at or near the level crossing of the road leading from Cairntows to Wester Duddingston, and by a junction with the intended Railway No. 2, hereinafter described, at or near a point 425 yards or thereabouts, measuring eastwards along the said St. Leonard's Branch Railway from the south-east corner of the gatekeeper's cottage before mentioned.

Railway No. 2, to be wholly situate in the parish of Liberton, commencing by a junction with the said St. Leonard's Branch Railway, at a point thereon 290 yards or thereabouts, measuring eastwards along that railway from the south-east corner of the gatekeeper's cottage before-mentioned, and terminating by a junction with the northmost line of rails of the said St. Leonard's Branch Railway, at a point thereon 640 yards or thereabouts, measuring eastwards along that railway from the face of the east abutment of the bridge carrying that railway over the

turnpike road leading from Niddry Mill to Portobello.

Railway No. 3, commencing in the parish of Liberton, by a junction with the said St. Leonard's Branch Railway, and with Railway No. 2, hereinbefore described, at or near a point on the said St. Leonard's Branch Railway and the said intended Railway No. 2, 370 yards or thereabouts measuring eastwards along the said St. Leonard's Branch Railway, from the face of the east abutment of the bridge carrying that railway over the said turnpike road leading from Niddry Mill to Portobello, and terminating in the said parish of Liberton by a junction with the Hawick Branch Railway, of the North British Railway at a point on that railway 30 yards or thereabouts, measuring southwards along the same from the centre of the archway or culvert carrying the same over Niddry Burn, and which Railway No. 3 will pass from, in, through, or into the parishes of Liberton and Duddingston, or one of them.

Railway No. 4, commencing in the said parish of Liberton, by a junction with the said St. Leonard's Branch Railway, and with Railway No. 2, hereinbefore described, at or near a point on the said St. Leonard's Branch Railway and the said intended Railway No. 2, 500 yards or thereabouts, measuring eastwards along the said St. Leonard's Branch Railway from the said face of the east abutment of the said bridge carrying that railway over the said turnpike road, leading from Niddry Mill to Portobello, and terminating in the parish of Inveresk, by a junction with the main line or Berwick Section of the North British Railway, at a point thereon 650 yards or thereabouts, measuring south eastwards along the same from the point of junction therewith of the Musselburgh Branch Railway of the North British Railway, and which Railway No. 4, will pass from, in, through, or into the parishes of Liberton and Inveresk, or one of them.

And which said Railway No. 2, it is proposed shall be constructed as a single line of railway, and which said Railways No. 1, No. 3, and No. 4 it is proposed shall be constructed as double lines of railway, and all which intended railways will be situate in the county of Edinburgh.

To empower the Company to cross, divert, alter and stop up, or otherwise interfere with, either temporarily or permanently, turnpike roads, statute labour roads, streets, highways, roads, railways, tramways, bridges, drains, sewers, rivers, canals, streams and watercourses, gas, water and other pipes, telegraphs and telegraphic apparatus, in the parishes and places hereinbefore mentioned, so far as may be necessary in constructing, maintaining or using the said intended railways and works, or for other the purposes of the Bill.

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

To authorise or require the Company to abandon, discontinue or relinquish the construction of the Railway No. 1, authorised by the Act of 1880, from the point of junction therewith of the intended Railway No. 1 hereinbefore described, to the termination of the said authorised Railway No. 1; and also to abandon, discontinue or relinquish Railway No. 3, authorised by the Act of 1880.

To empower the Company to enter upon, pur-

chase, take and use temporarily or permanently, by compulsion or otherwise, and to hold all such lands, houses and other property as may be necessary or convenient for the purposes of the said intended railways and works, and of the Bill; as also to acquire rights of easement or servitude and other rights on, over or under lands, houses and other property; and to vary and extinguish all rights and privileges connected with the lands, houses and property so to be taken which would interfere with or prevent the carrying into execution of any of the purposes of the Bill; and to confer, vary or extinguish other rights and privileges.

To vary or alter the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," as incorporated with the Bill; and to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory where part only is required for the purposes of the Bill; and also to vary or alter the provisions of the said Act with respect to superfluous lands; and the provisions of "The Railways Clauses Consolidation (Scotland) Act, 1845," with respect to the limits of lateral and vertical deviation and otherwise.

To apply to the railways and works proposed to be authorised by the Bill, all or some of the provisions of the Act of 1880, and to enable the Company to exercise in respect thereof the powers, or some of the powers, conferred upon them by that Act in respect of the undertaking thereby authorised.

To levy tolls, rates and charges upon or in respect of the said intended railways and works; to alter or vary the tolls, rates and charges which the Company are now authorised to take; and to confer, vary or extinguish exemptions from the payment of tolls, rates and charges; and to confer, vary or extinguish other rights and privileges.

To authorise the Company to apply any of their existing or authorised funds for all or any of the purposes of the Bill; and to provide for the release of a part of the money deposited with the Court of Exchequer in Scotland with reference to the Act of 1880.

To authorise the Company and all Companies and persons lawfully working or using the railways and works authorised by the Act of 1880, or some of them, and the intended railways and works hereinbefore described, or other the railways of the Company or any part thereof, to run over, work and use with their own or other engines and carriages, waggons and trucks, and their officers and servants, and for the purposes of traffic of every description, upon such terms and conditions, pecuniary and otherwise; and on payment of such tolls, rates and charges as may from time to time be agreed upon, or as, in default of agreement, shall be determined by the Railway Commissioners, or by arbitration, or defined by or under the Bill, the following railway or portion of railway, that is to say:—

So much of the said St. Leonard's Branch Railway of the North British Railway as lies between the point of junction therewith of the intended Railway No. 1, hereinbefore described, and the junction of that Branch Railway with the Hawick Branch of the said North British Railway, together with all stations, sidings, roads, ways, buildings, platforms, booking and other offices, warehouses, approaches, water supplies, telegraphs, points, junctions, signals, machinery, engines, engine sheds, standing-room for engines, works, and conveniences on or connected or used with the said railway.

To provide for the shutting up and discon-

tinuance as a public road or footpath of the public road or footpath commonly called Tipperlinn-road, at or near Morningside, on the south side of the city of Edinburgh, and wholly situated in the parish of St. Cuthbert's and county of Edinburgh, from a point 17 yards east of the eastern pillar of the gateway of the north entrance leading into the grounds of the Royal Edinburgh Asylum for the Insane, to a point 17 yards or thereabouts east of the northmost pillar of the gateway leading into the Edinburgh Metropolitan Cemetery, and the extinguishment of all rights of way over the same.

To alter, amend, extend and enlarge the provisions of any existing agreements between the Company and the North British Railway Company in relation to the undertaking of the Company, so far as may be necessary to carry out the purposes of the Bill, and in particular, so as to embrace the intended railways and works hereinbefore described; and to provide that such existing agreements shall extend to and include, and be applicable to the said intended railways and works, and the running powers hereinbefore mentioned, in the same way and manner as if the same had been authorised by the Act of 1880.

To authorise the Company and the North British Railway Company to enter into and carry into effect agreements in reference to any of the purposes aforesaid, and to ratify and confirm any agreements that already have or before the passing of the Bill may be entered into between them.

The Bill will vary and extinguish all existing rights and privileges inconsistent with, or which would in any way interfere with any of its objects, and will confer other rights and privileges, and will, so far as may be requisite or desirable, for any of the purposes of the Bill, amend or repeal the provisions, or some of the provisions, of the Act of 1880, 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 Lands Clauses Consolidation (Scotland) Act, 1845.

The Lands Clauses Consolidation Acts Amendment Act, 1860.

The Railways Clauses Consolidation (Scotland) Act, 1845.

The Railways Clauses Act, 1863.

The Railways Companies (Scotland) Act, 1867; and

The Regulation of Railways Act, 1868.

And it is proposed by the Bill to repeal, alter, amend or enlarge the provisions, or some of them, of all or some of the several local and personal Acts following (that is to say):—The North British, Edinburgh, Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862, and the several other Acts following relating to the North British Railway Company, and to the undertakings belonging to, amalgamated with, or held on lease by or vested in or worked or authorised to be worked by that Company (that is to say):—Acts passed in the Sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George III.; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George IV.; the 1st, 3rd, 4th, 4th and 5th, 5th and 6th, 6th and 7th, and 7th years of the reign of King William IV.; the 2nd and 3rd, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th,

the 12th and 13th, the 14th, the 14th and 15th, the 15th, the 15th and 16th, the 16th and 17th, the 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, the 34th and 35th, the 35th and 36th, the 36th and 37th, the 37th and 38th, the 38th and 39th, the 39th and 40th, the 40th and 41st, the 41st and 42nd, the 42nd and 43rd, the 43rd, the 43rd and 44th, and the 44th and 45th years of the reign of her present Majesty, and the Caledonian and North British Railway Companies' Act, 1874.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railways and works, and the lands, houses and other property in, through, over or under which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and also an Ordnance map or published map with the lines of the said railways delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the principal Sheriff-Clerk of the county of Edinburgh at his office in Edinburgh, and on or before the same date a copy of so much of the said plans, sections and book of reference as relates to each of the parishes of Liberton, Duddingston, and Inveresk, and also a copy of this notice, will be deposited for public inspection with the session clerk of each of such parishes at the usual place of abode of such session clerk.

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.

*Millar, Robson and Innes*, 8, George-street, Edinburgh, Solicitors for the Bill.

*William Robertson*, 45, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

Swansea, Oystermouth, and Mumbles Railway. (Dissolution and Incorporation of Swansea and Mumbles Railway Company, Limited; Alteration and Definition of Rights of Shareholders; Company to exercise Powers of Oystermouth Company, and use Mechanical Power; Maintenance, Improvement, and Working; Regulation of Traffic; Alteration of Tolls, &c.; Additional Capital; Purchase of Land; By-laws; Provision as to Oystermouth Shareholders; Repeal or Extinction of Obsolete and Disused Rights and Provisions; Application of General Railway Acts to Company and Undertaking; Alteration or Repeal of Running Powers; Traffic Agreements; Amendment of Acts.)

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

To dissolve and re-incorporate the Swansea and Mumbles Railway Company, Limited (hereinafter called "the Company") by the name of the Swansea, Oystermouth, and Mumbles Railway Company, or by some other name, and either according to its existing constitution, or with

such alterations therein as the Bill may provide or Parliament may sanction, and to alter, vary, and define the rights of the shareholders therein.

To enable the Company in reference to the maintenance, repair, alteration, improvement and use, working, and regulation of the Oystermouth Railway or Tramroad in the parishes of Swansea and Oystermouth, in the county of Glamorgan, and the management, regulation, conduct, and conveyance of the traffic thereon, and the receipt and recovery of tolls and charges for the use thereof; to exercise, enjoy, and enforce in and over the said railway or tramroad all the powers, rights, and authorities which the Oystermouth Railway Company (hereinafter called "the Oystermouth Company") had, or might, or could have exercised, enjoyed, and enforced in respect of the maintenance, repair, alteration, improvement, working, management, and regulation of the said railway or tramroad as authorised by the Act 44 George III, cap. 55, and in respect of the receipt and recovery of tolls and charges for the use thereof, and to subject the Company to the obligations of the Oystermouth Company in respect of such matters respectively.

To make the said railway or tramroad (as authorised by the said Act or new existing) subservient to the conveyance of passengers as well as goods, animals, and minerals thereon, and to authorise the continuance and use thereon of mechanical traction power.

To alter or repeal existing rates, tolls, fares, and charges; and to fix and prescribe new and additional rates, tolls, fares, and charges to be taken for the use of the said railway or tramroad or any part thereof, and for the conveyance of passengers, goods, animals, and minerals thereon under the altered circumstances and conditions affecting the said railway or tramroad and the traffic thereon as already sanctioned, or as may hereafter be sanctioned by Parliament, and to enable the Company to receive and recover such rates, tolls, fares, and charges.

To enable the Company to raise additional capital by ordinary or preference shares or stock and to borrow money.

To authorise the Company to purchase, or acquire by agreement, and to hold, any additional land and other property adjoining or near to the said railway or tramroad, for purposes connected therewith, and for stations and other accommodation.

To authorise the Company from time to time to make and alter bye-laws and regulations for regulating the use of the railway or tramroad, and the conduct of the traffic thereon, and of the officers and servants of the Company, and to impose restrictions and penalties.

To enable the Company to acquire and to vary or extinguish all existing rights, if any, of the shareholders in the Oystermouth Company, and to acquire all the rights, powers, and authorities of that Company, and to fulfil its obligations.

To extinguish obsolete and disused rights created or conferred by the said Act 44 George III, cap. 55, and their correlative and corresponding obligations, and to alter, amend, or repeal, wholly or in part, the said last named Act, and the provisions of all Acts of Parliament opposed to or inconsistent and conflicting with any of the purposes aforesaid.

To apply to the said railway or tramroad, and to the construction, user, and maintenance thereof, and to the Company in respect of the maintenance, user, working, and regulation of traffic thereon all or any of the following Acts of Parliament which may be applicable thereto, namely, all or some of the provisions of any of the public Acts applicable to railways; and particularly the

Railways Clauses Consolidation Act 1845, and the Railway and Canal Traffic Act, 1854.

To amend and explain, alter, or repeal Section 21 of the Swansea Harbour Act 1866, with respect to the use of a portion of the Oystermouth Railway by the Swansea Harbour Trustees, and with respect to the tolls to be paid for such user.

To amend, alter, or repeal Section 95 of the Swansea Improvements and Tramways Act 1874, with respect to the use of the said Railway or Tramway.

To provide for agreements or arrangements between the Company on the one hand and the Swansea Harbour Trustees, the Swansea Improvements and Tramways Company, and the Great Western, London and North Western, and Midland Railway Companies, with respect to the reception, accommodation, and transmission of traffic from, to, or over the undertakings of the Contracting Companies or parties, and the collection and division of the tolls, rates, and fares, and also provide for through rates and fares and other facilities.

The Bill will, so far as may be necessary for the purposes thereof, alter, amend, or repeal some of the provisions of the local and personal Acts 21 and 22 Victoria, cap. 142; 29 and 30 Victoria, cap. 258, and of any other Acts relating to the Swansea Harbour Trustees and their undertaking; 37 and 38 Victoria, cap. 138, and of any other Act relating to the Improvements and Tramways Company and their undertaking; and the said Act 44 George III, cap. 55, and any other Acts or provision relating to the Oystermouth Railway or Tramroad; and all other Acts inconsistent with the provisions of the Bill.

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

Dated this 16th day of November, 1881.

*Hughes and Sons*, 12, Chapel-street, Bedford-row, London, Solicitors.

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

In Parliament—Session 1882.

Paddington Park.

(Formation of a New Park in Paddington; Compulsory Purchase of Land; Stopping Rights of Way; Powers to Metropolitan Board of Works or a Committee or Trustees; Contribution by the Metropolitan Board and the Corporation of the City of London; Application of the City of London Grain Duty; Levying a Special Rate.)

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

To provide for the formation of a park for public use and recreation in the north-western suburbs of the Metropolis.

To authorise the purchase for that purpose, by compulsion or agreement, of certain lands forming part of the estate commonly known as the Paddington Estate, and situate in the parish of Paddington, or partly in that parish and partly in the parish of Willesden, in the county of Middlesex. The said lands lie within the area bounded on the south-east by Sutherland-gardens, on the south-west by Shirland-road, on the north-west by Kilburn Park-road, on the north by Carlton-road, and on the north-east by Portsdown-road.

To authorise the enclosure and maintenance of the said lands, or part or parts thereof, for the purposes aforesaid; to provide for laying out, planting, maintaining, controlling, regulating

and improving the park; to authorise the making of bye-laws and regulations for preserving and managing the park, and otherwise with reference thereto, and for enforcing the same by penalties.

To incorporate with the intended Act and make applicable to the intended park all or some of the provisions of the Metropolitan Board of Works Act, 1877, with respect to bye-laws, regulations, and penalties.

To authorise the stopping-up, whether temporarily or permanently, of any carriage or footway, of any street or road which may interfere with the objects aforesaid, and so far as may be deemed proper for the purposes aforesaid, to extinguish any right of way, or other right, in, over, or affecting the said lands or any part thereof.

To authorise the alteration or removal of any mains, pipes, sewers, tubes, wires, or other works or things in or upon the lands aforesaid or any part thereof.

To authorise the entry for purposes of survey and valuation upon any lands required to be taken for the purposes of the intended Act.

The Bill may seek to confer the powers aforesaid, either upon the Metropolitan Board of Works (herein called "the Board") or upon a committee of persons or trustees to be named or constituted as provided in the Bill; and may provide for the nomination, appointment, election, and retirement of such committee or trustees, and for enabling them to exercise and carry into effect the powers conferred on them by the intended Act.

To authorise and provide for the contribution of funds for the purposes of the intended Act by the Board and the Mayor and Commonalty and Citizens of the City of London (herein called "the Corporation"), and to enable the Board and the Corporation respectively to borrow money for the purposes thereof, and to enable the Corporation to make such contribution out of the City of London Grain Duty, referred to in the Metage on Grain (Port of London) Act, 1872, or money borrowed upon the security thereof, and to enlarge the amount which the Corporation may borrow upon the securities mentioned in that Act. And to empower trustees for any public or charitable purposes to contribute for the purpose of the intended Act out of any funds or property held in trust by them, if they are of opinion that the objects of their trust are likely to benefit from the formation of the said park; and to authorise any trustees of lands or houses, or persons having limited interests only in lands or houses, to contribute money towards the formation of the said park, and to charge the amount so contributed on such lands or houses.

To authorise the Ecclesiastical Commissioners for England and Wales to grant, sell, or dispose of their interest in the lands proposed to be purchased by way of gift, or for less than the marketable value of the said interest, and on any terms or conditions they think fit.

The Bill may authorise and provide for the levy of a rate not exceeding an amount to be fixed in the intended Act to be assessed upon all houses and rateable property within such parts of the parishes of Paddington; St. Marylebone, St. John's Hampstead, Chelsea, Kensington, and Willesden, in the neighbourhood of the intended park, as the Bill may define; and may authorise the borrowing of money upon the security of such rate, and the application of money so borrowed towards the costs and expenses of, and incidental to purchasing the said lands, and

establishing and forming the said park, and obtaining the powers necessary for those purposes; and may provide for the application of money raised by means of such rate, or part thereof, in or towards the expense of maintaining the said park, and may require the Board, and the Vestries of the said parishes, and the Local Board for the Willesden Urban Sanitary District, or any of those authorities, or any other authority, to levy and collect the same.

The Bill will or may incorporate, with such exceptions and modifications as may be thought desirable, "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Commissioners Clauses Act, 1847," or any part thereof, and extend and enlarge any provisions of the said Metage on Grain, (Port of London) Act, 1872, and it will vary and extinguish all rights and privileges which would in any way interfere with or be inconsistent with the exercise of the powers proposed to be conferred by the intended Act, and will confer other rights and privileges.

Duplicate plans showing the lands which may be acquired under the powers of the intended Act, with a book of reference thereto, 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 Middlesex, at his office at the Sessions House, Clerkenwell-green, and a copy of the said plans, book of reference and notice, will also be deposited on or before the same day with the vestry clerk of the parish of Paddington aforesaid, at his office at Harrow-road, W., and with the parish clerk of the parish of Willesden, at his residence.

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

Dated this 16th day of November, 1881.

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

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

In Parliament—Session 1882.

Alexandra (Newport) Dock Company.  
(New Dock in Extension southward of existing Alexandra (Newport) Dock, with entrance from River Usk, and other Works; Diversion of part of River Ebbw; Purchase of Lands, Tolls, Rates, and Duties; Sale, Lease, &c. of Land and Buildings; Application of Funds; Further Money Powers; Special Provisions as to Preferential Capital and Borrowing Powers of Company; Consolidation or Classification of Share and Loan Capital; Change of Name; Special Provisions with regard to Agreements with Lord Tredegar and Newport (Alexandra) Dock Company Limited; Powers to Limited Company; Traffic Agreements; Subscription by Pontypridd Caerphilly and Newport Railway Company; Running Powers; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Alexandra (Newport) Dock Company (hereinafter called "the Company") for leave to bring in a Bill for authorising the Company to effect the purposes or some of the purposes following (that is to say):—

To make and maintain the works hereinafter described, or some of them, or some part or parts thereof respectively, on lands situated in the

borough of Newport, and in the parishes of Saint Woollos and Bassalleg, in the county of Monmouth, viz. :—

- (1) A dock with a lock or entrance from the river Usk to be constructed or situated on lands bounded on the north by the lands and property of the Company, on the east and south by the river Usk, and on the west by a line drawn from the south-west angle of the present boundary of the lands of the Company to a point on the bank of the river Usk adjacent to the western side of the pill or inlet on the northern bank of that river known by the name of Dirty Pill.
- (2) A diversion and straightening of that portion of the river Ebbw from its embouchure into the river Usk, extending 340 yards or thereabouts in a north-easterly direction, to a point distant 460 yards or thereabouts, from the south-west angle of the boundary of the lands of the Company.
- (3) The making, providing, and maintaining in connection with the intended works, or any of them, of all necessary or convenient locks, gates, opening and other bridges, graving and other docks, founderies, workshops, engineering and other machinery and appliances for building and repairing ships, shipping places, wharves, quays, slips, jetties, landing places, stages, rails, trams, sidings, stations, platforms, ways, approaches, warehouses, sheds, buildings, cranes, hydraulic lifts, drops, gridirons, moorings, buoys, dolphins, culverts, sluices, drains, and other works and conveniences.

To deviate from the lines and levels of the intended works shown on the plans and sections hereinafter mentioned, to such an extent as may be authorised by the Bill.

To purchase and take by compulsion or otherwise lands, houses, and hereditaments, or any estate, interest, easement, or rights in, over, or affecting the same, and to vary or extinguish any rights or privileges affecting such lands, houses, or hereditaments; and also to cross, stop up, alter, or divert, temporarily or permanently, any roads, ways, footpaths, bridges, railways, tramways, aqueducts, streams, watercourses, reens, sewers, drains, culverts, and pipes, with which it may be necessary to interfere in carrying out the intended works.

To stop up and discontinue the footpath leading from Cork Wharf to the lands and property proposed to be acquired under the powers of the Bill, and also to alter or divert the roads on the north and east sides of the Company's existing dock.

It is proposed to purchase and take, under the powers of the Bill, certain land called Mendelgyff Common, in the said parish of Saint Woollos, which is reputed to be a common or commonable land, and is estimated to contain or extend to seven acres or thereabouts.

To remove all landing stages, mooring posts, buoys, or other erections and appliances, at and near the entrance to the intended dock and works, and to provide such others as the Company think fit, and to extinguish all rights of way and other rights which may interfere with or obstruct the construction, maintenance, or use of the existing or intended docks and works of the Company, or any of them.

To take and divert water from the rivers Usk and Ebbw into the proposed dock and works, or into any of the existing docks, basins, locks, and works of the Company, and to dredge, scour, and deepen the bed, shore, and soil of the said rivers at and near the proposed dock and works.

To purchase, take on lease, or hire, provide,

and maintain steam-tugs for towing ships into and out of the existing and intended docks and basin of the Company, and from and to the sea.

To repeal, alter, or vary the existing tolls, rates, rents, dues, and charges, and to enable the Company to levy new or increased tolls, rates, rents, dues, and charges on ships, goods, and traffic of every description in respect of their existing and new docks, graving docks, slips, and other works, and also to levy and receive new or increased rates and charges for the use of tug-boats, dredgers, wharves, warehouses, buildings, depôts, yards, sheds, railways, cranes, machinery, and other apparatus, appliances, and conveniences connected with the existing and intended new dock and works of the Company, and in respect of any services rendered or performed by the Company, and to confer exemptions from, and from time to time to compound for, the payment of any such tolls, rents, rates, and dues.

To empower the Company for such considerations, at such rents, and upon such terms and conditions, and for such term or period as they think proper, or as may be prescribed or provided for by the Bill, from time to time to sell or lease any lands belonging to them, and also to lease or grant the use or occupation of, or easements or rights over or affecting any warehouses, buildings, wharves, yards, cranes, machines, or other conveniences from time to time belonging to or provided by them, and to extend to any land acquired by the Company under the powers of the Bill the provisions of sections sixty-four and sixty-five of "The Alexandra (Newport) Dock Act, 1865," and section eleven of "The Alexandra (Newport) Dock Act, 1873."

To authorise the Company, for the purposes of the proposed works or of the Bill, to apply any capital and funds they have raised or are authorised to raise, and also their revenue and any reserved or accumulated profits or income, and the interest or annual proceeds thereof, and also for such purposes and the general purposes of their undertaking, to raise further moneys by the creation and issue of new shares or stock and by borrowing, and to attach to any such new shares or stock a priority of interest or dividend and other special privileges, and to pay dividends and interest on such new shares and stock during the construction of the works to be authorised by the Bill.

To authorise the Company to vary the rights, privileges, priorities, rates of interest or dividend, or terms and conditions to which the holders of any preference shares or stock in the Company are entitled or are subject; or to cancel all or any such shares or stock, and create and issue in substitution for the same other shares or stock in one or more classes, with the same or other rights, priorities, and privileges, and with the same or other rates of interest or dividend, and upon and subject to the same or other terms and conditions.

To consolidate or to re-arrange, classify, define, and regulate the capital and borrowing powers of the Company, and the rights, privileges, and priorities as between themselves of the share, stock, and debenture holders of the Company, or any classes thereof respectively, and to convert into debenture stock the existing mortgages and debentures, and also any mortgages and debentures which may be granted or issued under the powers of the Bill.

To extend the time limited for the construction and completion of such of the Company's authorised works as have not yet been completed, and to apply to the dock and works to be authorised by the Bill, and to the Company and their lessees in respect thereof, the provisions or some of the provisions of "The Alexandra (Newport) Dock

Act, 1865," and of the several other Acts relating to the Company and their undertaking, including the Acts and parts of Acts incorporated with such Acts respectively.

To empower the Company to appoint and remove harbour-masters, dock-masters, meters, weighers, and other officers and servants, and to enlarge and define the limits within which such officers and servants may exercise their powers, and to confer further and extended powers upon them respectively, and to confer upon the Company the exclusive power of loading and unloading vessels and employing persons to perform all duties and labour within the limits of the Company's property.

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

To change the name of the Company and their undertaking.

The Bill will authorise the Right Honourable Lord Tredegar, and the trustees or trustee of his settled estates, to contribute towards the cost of constructing the new dock and works, and to charge any moneys so contributed on the said estates, and to take and hold shares in the capital to be raised under the powers of the Bill, and the Bill will or may alter, vary, enlarge, or repeal all or any agreements or arrangements between his Lordship and such trustees or trustee and the Company, or the terms and conditions of any such agreements or arrangements, whether authorised or confirmed by Act of Parliament or otherwise, and authorise and provide for new agreements and arrangements under other or similar terms and conditions.

The Bill will enable the Company, and the Brecon and Merthyr Tydfil Junction Railway Company, and the Pontypridd Caerphilly and Newport Railway Company, from time to time to enter into agreements with respect to the working, use, management, and maintenance of their respective railways and works, or any part or parts thereof, the supply of rolling and working stock and plant, and of officers and servants, for the conveyance and conduct of the traffic on the railways of the contracting Companies, 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, and conveyance of traffic coming from or destined for the undertakings of the contracting Companies, and the division and appropriation of the tolls and other income 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, and authorise the Pontypridd Caerphilly and Newport Railway Company to contribute and subscribe towards the cost of constructing the intended Dock and works of the Company out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill by ordinary or preference shares, or stock, and by borrowing, and to enable that Company to hold shares in the capital of the Company, and to appoint a director or directors of the Company.

The Bill will empower the Company, and all companies and persons for the time being lawfully working or using any of the railways of the Company, to run over, work, and use with their own or other engines and carriages, waggons, and trucks, and with their clerks, officers, and servants, and for the purposes of traffic of every description, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be

settled by arbitration, or defined by the Bill, the portions of railways hereinafter mentioned, together with all stations, buildings, approaches, telegraphs, signals, platforms, water, watering places, sidings, works, and conveniences connected therewith respectively (that is to say):—

- (1) So much of the Great Western Railway as is situated between the railway of the Company and the Park Mile Railway next hereinafter mentioned;
- (2) The railway belonging to the Right Honourable Lord Tredegar, commonly called or known as the Park Mile;
- (3) That portion of the Railway of the Great Western Railway Company situated between the western end or commencement of the said Park Mile Railway, near Bassalleg, and the Brecon and Merthyr Tydfil Junction Railway.

The Bill will or may alter, amend, extend, enlarge, or repeal, the several articles, clauses, and provisions, terms, and conditions, of the agreement for a lease of the Company's undertaking to the Newport (Alexandra) Dock Company, Limited, dated seventeenth December, one thousand eight hundred and seventy-three, which is scheduled to and confirmed by the "The Alexandra (Newport) Dock Act, 1874," and also of the lease made in pursuance of such agreement, dated fifteenth December, one thousand eight hundred and seventy-nine, and will apply to and include in the provisions of the said lease so altered, amended, and enlarged, all or some of the new works to be authorised by the Bill, or the Bill will confirm the said lease, with or without modification, and provide for a new or additional lease, or leases and agreements, between the same Companies, to include and apply to all such new works, and the raising of capital for the same; and the Bill will also authorise and empower the said Limited Company to exercise all or some of the powers and authorities mentioned or referred to in this notice, comprising the power to purchase land, execute works, raise capital, and all other powers and authorities whatsoever.

The Bill will vary or extinguish all rights and privileges which would interfere with its objects, and confer other rights and privileges; and so far as may be expedient for any of the purposes thereof the Bill will amend, enlarge, or repeal some of the provisions of the Acts of Parliament following (that is to say): "Lord Tredegar's Estate Act, 1865," and Lord Tredegar's Supplemental Estate Acts, 1874 and 1878; The Alexandra (Newport) Dock Acts, 1865, 1868, 1870, 1873, 1874, and 1876; "The Newport (Monmouthshire) Improvement Act, 1876;" 22 and 23 Vic., cap. 68, and all other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company, and the Pontypridd Caerphilly and Newport Railway Acts, 1878 and 1880; and the Bill will incorporate with itself, with or without modification, 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 Act, 1863;" and "The Harbours, Docks, and Piers Clauses Act, 1847."

And notice is hereby further given, that plans and sections showing the lines, situation, and levels of the intended new dock and other works, and the lands and other property which may be taken for the purposes thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited for public inspection with the clerk

of the peace for the county of Monmouth, at his office at Usk, in that county; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the said parishes of Saint Woollos and Bassalleg, 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 Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 8th day of November, 1881.

*Markby, Stewart, and Co., 57, Coleman-street, London; Bircham and Co., 46, Parliament-street, Westminster; Henry John Davis, Newport, Solicitors.*  
*William Bell, 27, Great George-street, Westminster, Parliamentary Agent.*

In Parliament.—Session 1882.

Gravesend Railway.

(Short Extension Railways and Pier or Landing Place at Gravesend; Compulsory Purchase of Lands; Tolls and Charges; Additional Capital; Agreements with Corporation of Gravesend and Thames Conservators; Working and Traffic Agreements with London, Chatham, and Dover, and London, Tilbury, and Southend Railway Companies; Power to Transfer Undertaking to London, Chatham, and Dover Railway Company; Powers to that Company; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Gravesend Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for effecting the purposes, or some of the purposes following (that is to say):—

To authorise the Company to make and maintain the railways and jetty, pier, wharf, or landing place hereinafter described, within the parish and borough of Gravesend, in the county of Kent, with all necessary and convenient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, junctions, buildings, yards, sheds, shipping and landing places, cranes, moorings, and other works and conveniences connected therewith (that is to say):—

A railway, No. 1, commencing by a junction with the authorised railway of the Company at or near a point distant about 4 miles 4 furlongs 7 chains from the commencement of that authorised railway, in the field numbered 19 on the plans of the Gravesend Railway, deposited with the Clerk of the Peace for the county of Kent, at Maidstone, in the month of November, 1880, and terminating at a point in the bed or foreshore of the River Thames 60 yards, or thereabouts, measured in a northerly direction from the northern or river face of the wharf numbered 28 on the said deposited plans.

A pier commencing at the northern or river face of the said wharf, and terminating at the point of termination of the intended Railway No. 1, before described.

A railway, No. 2, commencing by a junction with the authorised railway of the Company, at or near the point of commencement of the intended Railway No. 1, before described, and terminating at a point on the western side of Bath-street, 20 yards, or thereabouts, measured in a southerly direction along Bath-street, from the corner of Clifton-road.

To authorise the Company to deviate from the lines and levels of the intended railways, pier, and works shown on the plans and sections herein-

after mentioned to such extent as may be provided by the Bill.

To empower the Company to cross, divert, alter, or stop up, temporarily or permanently, all such roads, highways, creeks, dykes, watercourses, sea or river walls, pipes, sewers, rivers, streams, and landing places as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase by compulsion or agreement lands and buildings, and any estate, right, or easement in or over the same for the purposes of or in connection with the works to be authorised by the Bill; to purchase and take part of any house, manufactory, warehouse, building, or other property without being subject to the provisions of the 92nd section of "The Lands Clauses Consolidation Act, 1845;" and to alter, vary, or extinguish all existing rights, powers, and privileges connected with the property so purchased or taken which would in any manner impede, interfere, or be inconsistent with the purposes of the Bill, and to confer other rights and privileges.

To enable the Company, for the purposes of the proposed works and of the Bill, and for the general purposes of their undertaking, to apply any funds which they have raised or are authorised to raise, and to raise further money by the creation and issue of new ordinary or preference shares or stock and by borrowing.

To provide and declare (if thought expedient so to do) that the provisions of "The Harbours, Docks, and Piers Clauses Act, 1847" with respect to life-boats, and with respect to keeping a tide and weather gauge, and other matters shall not apply to the Company, or to the said intended pier, jetty, wharf, or landing place.

To authorise the Company from time to time to appropriate, either permanently or temporarily, the whole or any part of the proposed jetty, pier, wharf, or landing place for the purposes of any particular class or classes of traffic, either exclusively or otherwise, or for any specific purpose, and from time to time to modify any appropriation so made.

To authorise the Company to levy tolls, rates, rents, dues and other charges upon or in respect of the said intended railways, pier, and works, and upon persons, goods, wares, merchandise, cattle, ships, vessels, boats, carts, carriages, and other vehicles using or passing over, or frequenting, or resorting to the proposed jetty, pier, wharf, or landing-place, or any part or parts thereof, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, rents, dues and charges.

To authorise the Company to make, and from time to time to alter, bye-laws, rules, and regulations for the management, use, regulation, and protection of the intended jetty, pier, wharf, or landing place, and the regulation and control of the ships and vessels, persons, animals, and vehicles frequenting or using the same, and for the landing and shipping of goods, and for the imposition of penalties and restrictions.

To authorise the Company on the one hand, and the Mayor, Aldermen, and Burgesses of the borough of Gravesend (hereinafter called "the Corporation"), and the Thames Conservators on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction and maintenance of the intended railways and pier or jetty and works, and conveniences connected therewith respectively, the acquisition and appropriation of lands, streets, foreshore, and other property,

the contribution of funds, the execution of works and any incidental matters, and to enable the said Corporation and Conservators to apply their funds and revenues to any of the purposes aforesaid.

To empower the Company on the one hand, the London, Chatham, and Dover Railway Company and the London, Tilbury, and Southend Railway Company, or either of those Companies, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of the railways, pier, and other works of the Company, and the management, regulation, interchange, collection, transmission, and delivery of traffic from, to, and over 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, and the employment of officers and servants, and the Bill will sanction or confirm and give effect to any agreements which have been or may be made touching any of the matters aforesaid.

The Bill will or may provide for the transfer to and vesting in the London, Chatham, and Dover Railway Company (hereinafter called "the Chatham Company") of the undertaking of the Company upon such terms and conditions as may be agreed upon or as may be provided for or prescribed by the Bill; for empowering the Chatham Company to substitute their own shares or stock for shares or stock of the Company; to provide for the exercise and fulfilment by the Chatham Company of all the rights, powers, privileges, and obligations of the Company, whether with reference to the acquisition of lands, the construction and maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds, or otherwise; and to provide for the conversion into shares or stock of the Chatham Company of the shares or stock in the capital of the Company, whether before or after the same shall have been paid up in full; and the Bill may provide for the eventual dissolution of the Company.

To authorise the Company and the Chatham Company to make and enter into agreements with respect to the construction, cost, maintenance, working and management of the railways and works of the Company, and the transference of such railways and works to the Chatham Company, and to empower the Chatham Company, in perpetuity or otherwise, to maintain the undertaking of the Company; to work and manage the traffic thereon; to provide the plant required for that purpose; to appoint and dismiss officers and servants in connection therewith; to fix, levy, recover, appropriate and apply the tolls, rates, and charges leviable in respect of the use of the said undertaking and the conveyance of such traffic; to confer, vary, and extinguish exemptions from the payments of such tolls, rates, and charges, and to exercise all the powers conferred on the Company in respect to these several matters.

To empower the Chatham Company to guarantee and pay interest on the share and loan capital of the Company, or on any part thereof; and to appoint directors and to vote at meetings of the Company.

To authorise the Company and the Chatham Company to make, alter, and rescind or confirm agreements for all or any of the purposes aforesaid, and to alter or vary any agreements already made between them.

The Bill will vary or extinguish all rights and privileges which would interfere with the objects and purposes thereof, and it will incorporate all or some of the provisions of "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," "The Railways Clauses Act, 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847," with such modifications or exceptions as may be deemed expedient, and it will alter, amend, extend, and enlarge or repeal some of the powers and provisions of the following local and personal Acts (that is to say):—16 & 17 Vict., cap. 132; 19 & 20 Vict., cap. 125; and 22 & 23 Vict., caps. 45 and 54; and all other Acts relating to or affecting the London, Chatham, and Dover Railway Company; 38 & 39 Vict., cap. 18; and all other Acts relating to or affecting the London, Tilbury, and Southend Railway Company; 20 & 21 Vict., cap. 147; 41 & 42 Vict., cap. 216; and any other Acts relating to or affecting the Thames Conservancy or navigation and "The Gravesend Railway Act, 1881."

And notice is hereby also given, that plans and sections, showing the situation, lines, and levels of the intended railways, pier, and works, and the lands and property which may be taken under the compulsory powers of the Bill, with a book of reference to such plans, an ordnance map with the line of 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 with the Clerk of the Peace of the county of Kent, at his office at Maidstone, and with the clerk of the parish of Gravesend, at his residence.

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

Dated this 15th day of November, 1881.

*Higginson and Vigers*, 3, Westminster-chambers, Victoria-street, Westminster, Solicitors for the Bill.

In Parliament.—Session 1882.

Welshpool and Llanfair Railway (Abandonment). (Abandonment of Undertaking; Dissolution of Company; Release and Application of Deposit; Repeal or Amendment of Act.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session for an Act to repeal or amend the Welshpool and Llanfair Railway Act, 1877, to authorise the abandonment and relinquishment of the construction of the Railway and works thereby authorised, and to dissolve the Company thereby incorporated, and provide for the winding up of their affairs, the distribution of their assets, and the release and application of the money deposited with the Chancery Division of the High Court of Justice as referred to in the said Act.

And it is proposed 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.

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 21st day of December, 1881.

Dated 14th November, 1881.

*George Devereux Harrison*, Welshpool, Solicitor for the Bill.

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

In Parliament.—Session 1882.

Norwood and Crystal Palace District Tramways.

(Incorporation of Company; Power to Construct Tramways in the Parishes of Croydon and Battersea and Hamlet of Penge, in the County of Surrey: Tolls; Power to Work Tramways by Mechanical Power; Traffic Arrangements and Working and other Agreements with the Croydon Tramways Company; Power to Croydon Tramways Company to work their Tramways by Mechanical Power; Incorporation and Amendment of Acts and other purposes.)

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

To incorporate a Company (hereinafter called "the Company") with power to make, form, lay down, maintain, and work the several Tramways and other works hereinafter described, or some of them, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith, that is to say:

Tramway No. 1, commencing by a junction with Tramway No. 1, authorised by the Croydon Street Tramways (Extensions) Order, 1880, confirmed by the Tramways Orders Confirmation (No. 1) Act, 1880, at a point in High-street, New Thornton Heath, 2·5 chains or thereabouts from the junction of that street with Whitehorse-road, thence crossing the Grange-road, passing along Whitehorse-lane and Clifton-road, and terminating in the Selhurst-road, 0·75 chain north-east of the junction of that road with Clifton-road.

The intended Tramway, No. 1, will be laid as a single line, except between the following points, where it will be laid as a double line, viz.:—

In Whitehorse-lane, between points respectively 2 chains and 5 chains from the junction of that lane with Whitehorse-road.

In Clifton-road, between points respectively 0·8 chain and 3·8 chains north-west of the junction of that road with Holmesdale-road.

Tramway No. 1a.—A single line, commencing by a junction with the said authorised Tramway No. 1, at a point in Whitehorse-road, 0·6 chain from the junction of that road with Whitehorse-lane and terminating in Whitehorse-lane by a junction with the intended Tramway No. 1, 2 chains from the point of commencement of the tramway now in description.

Tramway No. 1b.—A single line, commencing by a junction with the intended Tramway No. 1, at a point in Clifton-road, 0·75 chain from the junction of that road with Selhurst-road, and terminating at a point in the Selhurst-road, 0·75 chain south-west of the same junction.

Tramway No. 2, commencing by a junction with the existing Tramway No. 4, authorised by the Croydon Tramways Act, 1878, at a point in the Selhurst-road, opposite or near to the junction of that road with Princess-road and Dagnall-park and terminating in High-street, South Norwood, at the junction of that street with Portland-road.

The intended Tramway No. 2 will be laid as a single line, except between the following points, where it will be laid as a double line, viz.:—

In Selhurst-road between points respectively 1·5 chains and 4·5 chains north-east of the junction of that road with Upper-grove.

Between a point in the High-street, South Norwood, 0·75 chain, and a point in Selhurst-road, 0·75 chain from the junction of that street and road.

Tramway No. 3.—Commencing at the point of termination of the intended Tramway No. 2, and terminating at the junction of Weighton-road

with Croydon-road, otherwise known as Penge-road, but hereinafter referred to as Croydon-road.

The intended Tramway No. 3 will be laid as a single line, except between the following points, where it will be laid as a double line, viz.:—

In High-street, South Norwood, between points respectively 1 chain and 4 chains from the point of commencement of that Tramway.

In Croydon-road, between a point opposite Sunnybank-road and a point 2·2 chains or thereabouts south-west of the junction of Croydon-road with Harcourt-road, and between the point of termination of the intended Tramway No. 3 and 2 chains from that point.

Tramway No. 4, commencing by a junction with the intended Tramway No. 3, at the point of termination of that tramway, thence passing through Weighton-road and Seymour Villas-road, and terminating in Anerley-road 0·75 chain north-west of the junction of that road with Seymour Villas-road.

The intended Tramway No. 4 will be laid as a single line, except between the following points, where it will be laid as a double line, viz.:—

In Weighton-road, between the point of commencement of that Tramway and 2 chains from that point.

In Seymour Villas-road between points respectively 1·2 chains and 5·2 chains north of the junction of that road with Selby-road.

Tramway No. 5, commencing in Anerley-road by a junction with the intended Tramway No. 4, and terminating in Anerley-road at the junction of that road with Station-road.

The intended Tramway No. 5 will be laid as a single line, except between the following points, where it will be laid as a double line, viz.:—

In Anerley-road, between 0·2 chain from the point of commencement of that Tramway, and 3·2 chains from that point. Between points respectively 1·5 chains north-west and 1·5 chains south-east of the junction of that road with Madeline-road. Between points respectively 1·25 chains and 4·25 chains south-east of the junction of that road with Anerley-vale.

Tramway No. 6, commencing by a junction with the intended Tramway No. 2, in High-street, South Norwood, at a point, 1 chain south-west of the junction of that street with Portland-road, and terminating in South Portland-road, at the termination of that road near St. Luke's Church, Woodside.

The intended Tramway No. 6 will be laid as a single line, except between the following points, where it will be laid as a double line, viz.:—

In Portland-road between the points respectively 3 chains and 6 chains north-west of the junction of that road with Harrington-road, between 0·5 chain and 3·5 chains south-east of the junction of South Portland-road with Enmore-road, and between the point of termination of the intended Tramway No. 6, and 5 chains from that point measured along that Tramway.

Tramway No. 6a, commencing in High-street, South Norwood, at a point 1 chain north-east of the junction of that street with Portland-road, and terminating in Portland-road 1 chain from that junction.

Tramway No. 7, commencing by a junction with the intended Tramway No. 6, at its point of termination, and terminating in Lower Addiscombe-road, Croydon, by a junction with Tramway No. 2, authorised by the Croydon Street Tramways (Extensions) Order, 1880, confirmed by the Tramways Orders Confirmation (No. 1) Act, 1880, at the point of termination of that Tramway.

The intended Tramway No. 7 will be laid as a single line, except between the following points, where it will be laid as a double line, viz.:—

In Spring-lane, between the point of commencement of that Tramway and 3 chains from that point.

In Lower Addiscombe-road, between the points 1·3 chains and 5·3 chains from the junction of that road with Spring-lane, between the points respectively 0·8 chain and 4·8 chains north-east of the south-west corner of the Black Horse Inn, between the points 2·1 chains and 5·1 chains north-east of the junction of that road with Ashburton-road, and between the point of termination of the intended Tramway No. 7 and 1·5 chains from that point.

Tramway No. 8, commencing at a point in Lower Addiscombe-road, Croydon, 1·2 chains south-west from the junction of that road with Stroud Green-road, and terminating in Stroud Green-road, at a point 0·3 chain from the junction of that road with Addiscombe-road.

The intended Tramway No. 8 will be laid as a single line, except between the following points where it will be laid as a double line, viz. :—

In Stroud Green-road, between the points respectively, 2·1 chains, and 5·7 chains north-west of the junction of that road, with a road leading to Croydon Race Course, and between the point of termination of the intended Tramway No. 8 and 3 chains from that point of termination.

Tramway No. 8a, commencing in Lower Addiscombe-road, Croydon, at a point 1·2 chains north-east of the junction of that road with Stroud Green-road, and terminating in Stroud Green-road at a point 1·5 chains from the same junction.

Each of the said Tramways hereinbefore mentioned is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

The following is a description of all the points between which the proposed Tramways, or either of them, are intended to be so laid, that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the road and the nearest rail of the Tramway, namely :—

Tramway No. 1.—In Whitehorse-lane, on both sides thereof, between points respectively 2 chains and 5 chains from the junction of that lane with Whitehorse-road.

In Whitehorse-lane, on the south-east side thereof, between points respectively 5 chains and 6·5 chains from the junction of that lane with Whitehorse-road.

In Clifton-road, on both sides thereof, between points respectively 0·8 chain and 3·8 chains north-west of the junction of that road with Holmesdale-road.

In Clifton-road, on the north-east side thereof, between points respectively 3·8 chains and 4·8 chains north-west of the junction of that road with Holmesdale-road.

Tramway No. 2.—In Selhurst-road, on both sides thereof, between points respectively 0·2 chain and 1·1 chains from the commencement of that Tramway and between points respectively 1·5 chains and 4·5 chains north-east of the junction of that road with Upper-grove.

In Selhurst-road, on the north side thereof, between points respectively 0·3 chain and 1·5 chains, and on the south side thereof, between points respectively 4·5 chains and 6 chains north-east of the junction of that road with Upper-grove, and on the north side thereof between points respectively 0·75 chain and

2·25 chains from the junction of that road with High-street, South Norwood.

In High-street, South Norwood, on the south side thereof, between points respectively 0·75 chain and 2·25 chains from the junction of that street with Selhurst-road.

Tramway No. 3.—In High-street, South Norwood, on both sides thereof, between points respectively 1 chain and 4 chains from the junction of that street with Portland-road.

In High-street, South Norwood, and Croydon-road, on both sides thereof, between points respectively 5·5 chains from the junction of High-street with Portland-road and 2·3 chains south-west of the junction of Harcourt-road with Croydon-road.

In Croydon-road, on both sides thereof, between points respectively the termination of that Tramway and 2 chains measured along that Tramway.

In High-street, South Norwood, on the north-west side thereof, between points respectively 0·4 chain and 1 chain, and on the south-east side thereof, between points respectively 4 chains and 5·5 chains from the junction of that street with Portland-road.

In Croydon-road, on the south-east side thereof, between points respectively 1·3 chains and 2·3 chains south-west of the junction of that road with Harcourt-road.

Tramway No. 4.—In Weighton-road, on both sides thereof, between points respectively 0·7 chain from the commencement of that Tramway and 2 chains measured along that Tramway

In Seymour Villas-road, on both sides thereof, between points respectively 1·2 chains and 5·2 chains north of the junction of that road with Selby-road.

In Weighton-road, on the north-east side thereof, between points respectively 2 chains and 3·5 chains from the junction of that road with Croydon-road.

In Seymour Villas-road, on the south-west side thereof, between points respectively 0·4 chain and 1·2 chains, and on the south-east side thereof between points respectively 5·2 chains and 6·7 chains from the junction of that road with Selby-road.

In Seymour Villas-road, on the south-east side thereof, between points respectively 2 chains and 3·5 chains from the junction of that road with Weighton-road.

Tramway No. 5.—In Anerley-road, on both sides thereof, between 0·2 chain from the point of commencement of that Tramway and 3·2 chains from that point, between points respectively 1·5 chains south-east and 1·5 chains north-west of the junction of that road with Madeline-road, and between points respectively 1·25 chains and 4·25 chains south-east of the junction of that road with Anerley-vale.

In Anerley-road, on the north-east side thereof, between 3·2 chains from the point of commencement of that Tramway and 4·7 chains from that point, and on the south-west side thereof between points respectively 4·7 chains from the point of commencement of that Tramway, and 7·7 chains from that point.

Tramways Nos. 4 and 5.—In Anerley-road, on the south-west side thereof, between points respectively 0·2 chain and 0·6 chain from

the junction of that road with Seymour Villas-road.

**Tramway No. 6.**—In Portland-road, on both sides thereof, between points respectively 3 chains and 6 chains north-west of the junction of that road with Harrington-road, and between points respectively 3·5 chains and 5·75 chains south-east of the junction of that road with Harrington-road.

In South Portland-road, on both sides thereof, between points respectively 3·8 chains and 8 chains south of the junction of that road with Holland-road, between points respectively 0·5 chain and 3·5 chains south-east of the junction of that road with Enmore-road, between points respectively 3·8 chains north-west and 7·1 chains south-east of the junction of that road with Cobden-road, and between points respectively the point of termination of that Tramway and a point 5 chains measured along that Tramway.

In Portland-road, on the north-east side thereof, between points respectively 1·2 chains and 5·7 chains south-east of the junction of that road with High-street, South Norwood, between points respectively 2·3 chains and 3·8 chains south-east of the junction of that road with Addison-road, and on the south-west side thereof, between points respectively 1·4 chains and 1·9 chains north-west of the junction of that road with Harrington-road.

In South Portland-road, on the north-east side thereof, between points respectively 1 chain north-west and 0·5 chain south-east of the junction of that road with Enmore-road, and between points respectively 7 chains and 8·5 chains south-east of the junction of that road with Cobden-road, and on the south-west side thereof, between points respectively 3·5 chains and 5 chains south-east of the junction of that road with Enmore-road.

**Tramway No. 7.**—In Spring-lane, on both sides thereof, between points respectively 1 chain and 3 chains south of the point of commencement of that Tramway.

In Lower Addiscombe-road, on both sides thereof, between points respectively 1·3 chain and 5·3 chains south-west of the junction of that road with Spring-lane, between points respectively 0·8 chain and 6·3 chains north-east of the junction of that road with Stroud Green-road, between points respectively 2·8 chains and 5 chains north-east of the south-west corner of the Black Horse Inn in Lower Addiscombe-road, between points respectively 3·7 chains and 9 chains south-west of the south-west corner of the Black Horse Inn, in Lower Addiscombe-road, between points respectively 2·2 chains and 5·2 chains north-east of the junction of Ashburton-road with Lower Addiscombe-road, between points respectively 0·8 chain and 4·9 chains west of the junction of Havelock-road with Lower Addiscombe-road, and between the point of termination of Tramway No. 7 and 1·5 chains east of that point.

In Spring-lane, on the west side thereof, between points respectively 3 chains and 4·5 chains south of the point of the commencement of that Tramway, and on

the east side thereof, between points respectively 4·5 chains, measured from the commencement of that Tramway, and 4·6 chains north of the junction of that lane with Lower Addiscombe-road.

In Lower Addiscombe-road, on the north-west side thereof, between points respectively 5·3 chains and 6·8 chains south-west of the junction of that road with Spring-lane, between points respectively 0·75 chain north-east and 0·75 chain south-west of the south-western corner of the Black Horse Inn, in Lower Addiscombe-road, between points respectively 1 chain and 2 chains north-east of the junction of that road with Ashburton-road, and on the south-east side of the road thereof, between points respectively 1·4 chains and 10·3 chains south-west of the junction of that road with Stroud Green-road, and between points respectively 1·5 chains and 3 chains from the point of termination of that Tramway.

**Tramway No. 8.**—In Stroud Green-road, on both sides thereof, between points respectively 1·5 chains from the junction of that road with Lower Addiscombe-road and the termination of that Tramway.

The Tramways and works, hereinbefore described, will be situate in or pass through or into the parishes, townships or places following, some or one of them, viz.:—Croydon, Battersea, St. Mary Battersea and Penge, all in the county of Surrey.

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins another street, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued, would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as being opposite the centre of the street.

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

To empower the Company to acquire by compulsion or agreement, or to take on lease, lands, buildings, and hereditaments, or rights or easements therein, for the purposes of the works authorised by the Bill, and for other the purposes of the Company, and to erect on some part or parts of the said lands, offices, stables, and buildings, and other conveniences, for the purposes of the Bill, and to dispose of, by way of sale, letting, or otherwise, any lands, buildings, and hereditaments acquired or erected by them.

To authorise the temporary occupation by the Company of land and buildings for the purposes of the Bill, and to incorporate all or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands, or to make other provisions with reference thereto.

To empower the Company, by compulsion or otherwise, and either temporarily or permanently, to enter upon, break up, and use, and to alter, divert, remove, and interfere with streets, roads, highways, rivers, bridges, and other thoroughfares, ways, footpaths, watercourses, sewers, drains, pavements, water, gas, or other pipes, and electric telegraph pipes, tubes, and apparatus within all or any of the parishes, townships, and extra-parochial or other places hereinbefore mentioned, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or

reinstating the intended tramways and works, or of substituting others in their place, or for other the purposes of the Bill.

To provide for the maintenance of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to provide for and regulate the user by the Company, for the purposes of the Bill, of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, and materials.

To enable the Company, when, by reason of the execution of any work in, or the alteration of any street, road, or thoroughfare through or along which any Tramway belonging to the Company is laid, it is necessary or expedient to remove, alter, or discontinue the use of any such Tramway, or any part thereof, from time to time to make and lay down in the same, or any adjacent or convenient street, road, or thoroughfare in any of the aforesaid parishes, townships, and extra-parochial or other places, and to maintain so long as occasion may require, a temporary Tramway or Tramways, in lieu of the Tramway or part of a Tramway so required to be removed or discontinued to be used, or found expedient so to be.

To empower or require the Company to lay down, make, and maintain from time to time such junctions, curves, crossings, passing-places sidings, turnouts, and other works, in addition to those before specified, as they find necessary for the due and satisfactory working of their tramways, or for facilitating the traffic of the streets in which the same are laid, or for providing access to any warehouses, stables, or works of the Company, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, passing-places, sidings, turnouts, and other works as may be defined and prescribed in or by the Bill.

To reserve to and confer upon the Company exclusive rights to use upon the said intended tramways all or any of their carriages with flange wheels or otherwise, suitable or adapted for running upon an edged or grooved rail or rails, or upon the said tramways.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the said intended tramways by persons, companies, or corporations, other than the Company, with carriages having flanged wheels, or otherwise suitable or adapted for running upon an edged or grooved rail or rails, or upon the said tramways, and to authorise and give effect to agreements between the Company and any other persons, companies, and corporations, for the use of the tramways of the Company by such other persons, companies, and corporations, with such carriages as aforesaid, and to confer all necessary powers in that behalf, and to confirm any agreement or agreements in reference thereto.

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

breach or non-observance of any such by-laws, rules and regulations, or any of the provisions of the Bill.

To authorise the Company and all persons, corporations and companies lawfully using the intended tramways, or any of them, to work such tramways, or some of them, by means of locomotive, steam, or other engines, or other mechanical or motive power, subject to such conditions and restrictions as may be prescribed by the Bill,

To enable the Company, on the one hand, and any of the following bodies on the other hand, viz., the Metropolitan Board of Works, and any Vestry, District Board, Trustees, body corporate or persons having the direction of the repair, or having the control or management of any streets roads, or other thoroughfares in any of the aforesaid parishes, townships, and other places, to enter into agreements with reference to all or any of the purposes of the Bill, and with respect to the laying down, maintaining, renewing, repairing, working, and using of the said intended tramways and works, and the rails, plates, chairs, sleepers, pavements and works connected therewith, within their respective districts, and with reference to the acquisition-by, or transfer to any such parties, of the powers of the Bill relating to any tramway or tramways, or other works to be laid down or executed within their respective districts, or of any such tramways when laid down by the Company, and for facilitating the passage of traffic and carriages over or along the same by means of animal or mechanical power, and to confirm or give effect by the Bill to any such agreements which may have been or may be made before the passing of the Bill into an Act.

To enable the Company to levy, demand, and recover tolls, rates, and charges for the use of the intended Tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Company and any Company or person for the time being working or using the Tramways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use, with their carriages, waggons, and horses, officers and servants, for the purpose of their traffic of every description, the Tramways belonging to, or leased by the Croydon Tramways Company, and all passing places, points, sidings, junctions, machinery, works, and conveniencies of or connected with the said Tramways, or portions of Tramways respectively.

To empower the Company and the Croydon Tramways Company or other Company or Companies, person or persons, owning or leasing the Tramways last before mentioned, from time to time to enter into and carry into effect and rescind contracts, agreements and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies or persons, or either of them, of their respective Tramways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the Tramways of the contracting Companies or persons, or either of them, the supply and maintenance of stock and plant, the fixing, collection, payment, appropriation, appointment, and distribution of the tolls, rates, income, and profits arising from the respective tramways and works of the contracting Companies or persons,

or either of them, or any part thereof, and the employment of officers and servants, and to 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 authorise the Croydon Tramways Company and all persons, Corporations, and Companies lawfully using the tramways of that Company to work such tramways or some of them by means of locomotive, steam or other engines, or other mechanical power, subject to such conditions and restrictions as may be prescribed.

To confer upon the Company all such other powers, rights, and privileges as may be necessary or convenient for the purposes of their undertaking, and for carrying into effect the objects of the Bill, and to vary and extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects, and to confer, vary, or extinguish other rights and privileges.

To incorporate, if thought fit, with the Bill, with or without modification or amendment, all or some of the clauses and provisions of "The Tramways Act, 1870," "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Railways Clauses Consolidation Act, 1845."

To alter, amend, extend, and enlarge, and if need be to repeal the Croydon Tramways Act, 1878, the Croydon Street Tramways (Extension) Order, 1880, and any other Act or Order relating to the Croydon Tramways Company.

And notice is hereby further given, that on or before the 30th day of November, 1881, plans and sections of the said intended tramways and other works proposed to be authorised by the Bill, with books of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Newington-causeway, in the said county, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended works, or any part thereof, will pass or be made, with a copy of the said Gazette notice, will be deposited as follows, viz., as to the Hamlet of Penge, in the Parish of Battersea, with the Clerk of the Lewisham District Board of Works, at his office at Rushey-green, Catford, and, as to all other parishes, with the Parish Clerk of each parish, at his residence.

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

Dated this 10th day of November, 1881

*Elborough and Dean*, 51, Queen Victoria-street, London, Solicitors for the Bill.

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

In Parliament—Session 1882.

North Metropolitan Tramways.

(Uanning Town and Plaistow Extension.)

(Extension along East India Dock Road and Barking Road; Tolls; Agreements with Road Authorities; Locomotive Power; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the North Metropolitan Tramways Company (hereinafter called the Company)

for an Act for all or some of the following purposes (that is to say):

To empower the Company to make, form, lay down and maintain works, and use the several tramways hereinafter described, or some, or one, of such tramways, with all necessary and proper rails, plates, sleepers, works and conveniences connected therewith, that is to say:

Tramway No. 1, a single line commencing in East India Dock-road, by a junction with the existing tramway of the Company, at or near the end of Aberfeldy-street, and passing thence in an easterly direction along East India Dock-road and Barking-road (over the iron bridge), and terminating in Barking-road at a point about 6 chains east of Greengate-street.

Tramway No. 1A, a short junction curve 1 chain in length, to connect Tramway No. 1 with the existing tramway of the Company in Aberfeldy-street.

Tramway No. 1B, a passing place 3 chains in length, commencing and terminating by junctions with Tramway No. 1 at points respectively 1 chain and 4 chains east of Aberfeldy-street.

Tramway No. 1C, commencing in East India Dock-road by a junction with Tramway No. 1 at a point about 3 chains east of Orchard-street, and passing thence over the iron bridge and along Barking-road, and terminating in Barking-road opposite, or nearly opposite, the Bridge House Hotel.

Tramway No. 1D, a passing place 3 chains in length commencing and terminating by junctions with Tramway No. 1 at points respectively 3½ chains and ½ a chain west of Victoria Dock-road.

Tramway No. 1E, a passing place 3 chains in length commencing and terminating by junctions with Tramway No. 1 at points respectively 3 chains west and opposite the end of Rathbone-street.

Tramway No. 1F, a passing place 3 chains in length commencing and terminating by junctions with Tramway No. 1 at points opposite the end of Church-street and Hudson-road respectively.

Tramway No. 1G, a passing place 3 chains in length commencing and terminating by junctions with Tramway No. 1 at points respectively 3 chains west of and opposite to the end of Croydon-road.

Tramway 1H, a passing place 3 chains in length commencing and terminating by junctions with Tramway No. 1 at points respectively 3 chains west of and opposite to the end of Denmark-street.

Tramway No. 1I, a passing place 3 chains in length commencing and terminating by junctions with Tramway No. 1 at points respectively 3 chains and 6 chains east of Balaam-street.

Tramway No. 1K, a passing place 3 chains in length commencing and terminating by junctions with Tramway No. 1 at points respectively 1½ chains west and 1½ chains east of the Northern Outfall Sewer.

Tramway No. 1L, a passing place 3 chains in length, commencing and terminating by junctions with Tramway No. 1, at points respectively opposite to and 3 chains east of the end of Greengate-street.

The said intended tramways will pass from, through, or into or be situated in the several parishes and places following, or some of them, that is to say, Bromley, Saint Leonard, in the county of Middlesex and West Ham, in the county of Essex.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on

the side of the street hereinafter mentioned, and the nearest rail of the tramway.

In East India Dock-road on the south side thereof, for the length of Tramway No. 1B.

In East India Dock-road over the iron bridge, and in Barking-road on both sides thereof respectively, between a point 3 chains east of Orchard-street and the Bridge House Hotel.

In Barking-road on both sides thereof, between a point 3 chains west of Denmark-street and the end of Denmark-street, and between points respectively 3 chains and 6 chains east of Balaam-street and between points respectively  $2\frac{1}{2}$  chains west, and  $1\frac{1}{2}$  chains east of the Northern Outfall Sewer.

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

To authorise the Company from time to time and either temporarily or permanently to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient for the efficient working of their tramways or any of them, or for facilitating the passage of traffic along streets or for providing access to any stables or carriage sheds or works or buildings of the Company.

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

To empower the Company for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement lands and houses or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

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

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

To empower the Company on the one hand, and the several vestries, district boards of works and other bodies having respectively the control, or management of any streets, roads or bridges, on, over, or along which tramways are intended to be laid, or any of them, on the other hand, to enter into, and carry into effect, contracts or agreements with respect to the alteration of the width or levels of any such street, roads, or bridge, the laying down, maintaining, renewing, repairing, working and using of the proposed tramways, and the rails, plates, sleepers, and works

connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To authorise and empower the Company from time to time, on such terms and conditions, and subject to such restrictions, if any, as may be prescribed by the intended Act, to use upon such part of their undertaking as may be authorised or prescribed by the intended Act, such locomotive power, other than, or in addition to, animal power for the moving thereon of their carriages, as may be prescribed or authorised by the intended Act, and to hold and acquire patent and other rights, or license to use patent rights in relation to any such locomotive power as aforesaid.

To authorise the Company to increase their capital for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, and to raise further capital by new, ordinary, or preference shares and by borrowing, and to authorise the Company to apply, to the like purposes, and to the general purposes of their undertaking, all, or any part of the capital which they are by their existing Acts, or may be by the intended Act, authorised to raise.

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

The intended Act will incorporate the whole or some of the provisions of the Tramways Act, 1870, with such alterations or amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned, and will alter and amend, so far as may be necessary, The North Metropolitan Tramways Act, 1869; The North Metropolitan Tramways Act, 1870; The North Metropolitan Tramways Act, 1871; The North Metropolitan Tramways Act, 1873; The North Metropolitan Tramways Act, 1874; The North Metropolitan Tramways (New Works) Act, 1877; The North Metropolitan Tramways Act, 1880, and any other Acts relating to the Company or their undertaking.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th November instant, be deposited for public inspection with the clerk of the peace for the county of Middlesex, at his office in Clerkenwell, and with the clerk of the peace for the county of Essex, at his office at Chelmsford, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and other places from, in, through, or into which the proposed tramways will be made or pass, and also a copy of this notice will, on or before the same day, be deposited as follows, that is to say, as regards the parish of Bromley Saint Leonard, with the clerk of the District Board of Works for the district of Poplar, at his office, 117, High-street, Poplar, and as regards the parish of West Ham, with the clerk of that parish at his residence.

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

Dated this 19th day of November, 1881.

*Hugh C. Godfray*, 60 and 62, Finsbury-pavement, E.C., Solicitor for the Bill.

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

In Parliament.—Session 1882.

Kingsbridge and Salcombe Railway.

(Incorporation of Company; power to Company to construct Railway from South Brent to Kingsbridge and Salcombe; power to acquire Undertaking of Kingsbridge Railway Company, and consequent Powers to said Company; power to enter into Working and Traffic Agreements with the Great Western Railway Company; amendments of Acts, &c.)

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

To incorporate a Company (hereinafter called "the Company") and to empower the Company to make and maintain the following Railways, approach-road, and bridge, all in the county of Devon, or some part or parts thereof, with all necessary and proper stations, works, and conveniences connected therewith (that is to say):—

1. A Railway (No. 1), commencing at the Brent Station of the Great Western Railway, in the parish of South Brent, on a siding, and at the level thereof, at a point near the eastern end of the waiting-shed on the down platform, and terminating in the parish of West Alvington, in a field known as "the Archery Field," belonging to John Poole Bowring, Esquire, and now in the occupation of Mr. John Alexander Tucker, at a point 15 yards or thereabouts west of the junction of Darcy-lane with the turnpike road leading from Kingsbridge to Loddiswell, which said Railway will pass through or into the parishes of South Brent, Ugborough, North Huish, Diptford, Morley or Morleigh, Loddiswell, Woodleigh, Charleton, West Alvington, Kingsbridge, Dodbrooke, and Churchstow.

2. A Railway (No. 2), commencing by a junction with Railway No. 1 at a point at or near the termination thereof, and terminating in the parish of West Alvington in a field known as the Linhay Field, belonging to William Roope Ilbert, Esquire, and now in the occupation of Mr. John Tucker, at a point seventy yards or thereabouts west of the West Alvington turnpike gate, measured along the hedge of the turnpike road, which said Railway will pass through or into the parishes of West Alvington, Churchstow, and Kingsbridge.

3. A Railway (No. 3), commencing by a junction with Railway No. 2 at the termination thereof hereinbefore described, and terminating in the parish of Malborough, in a field known as the Point Field, on Ilbertstow Farm, in the parish of Malborough, belonging to William Roope Ilbert, Esquire, and now in the occupation of William Harvey, which said Railway will pass through or into the parishes of West Alvington, and Malborough.

4. A road, commencing at or near the termination of Railway No. 3, and terminating at the bank or edge of the creek or arm of Salcombe Harbour known as Batson Lake, at a point opposite the quay known as Island Quay, Salcombe.

5. A bridge, commencing at the termination of such road, and crossing or being carried over the said creek or arm known as Batson Lake, and terminating on the bank or edge of the said creek or arm at the said quay called Island Quay.

6. A road, commencing at the termination of the said bridge, and terminating by a junction with the street called or known as Island-street, Salcombe, at the level thereof, at a point at or near the front or eastern end of the Wesleyan Chapel.

To empower the Company to stop up, remove, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, rivers, bridges, streams, canals, and other watercourses, and waters of every description, telegraph wires or apparatus, tunnels, subways, sewers, pipes, buildings, erections, or works of every or any description within or near to any of the several parishes or places aforesaid, which it may be necessary to stop up, remove, alter, or divert for the purposes of the intended Act.

To empower the Company to purchase and take by compulsion, or by agreement, lands, houses, tenements, and hereditaments for the purposes of the said Railways and works, and of the said intended Act; and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and tenements so purchased or taken.

To empower the Company to levy tolls, rates, and charges upon or in respect of the intended Railways and works, and to confer exemptions from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company to purchase and acquire the partially executed undertaking of the Kingsbridge Railway Company, and to authorise the Company and the said Kingsbridge Railway Company to enter into contracts and agreements with reference to such purchase, and to transfer to and vest in the Company all the estate, powers, rights, and privileges of the Kingsbridge Railway Company, and to provide for the dissolution of the Kingsbridge Railway Company, and the winding up of its affairs.

To enable the Company on the one hand, and the Great Western Railway Company, on the other hand, from time to time, to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the intended Railway, or some part or parts thereof, the supply of rolling stock, plant and machinery, the appointment and removal of officers and servants, the payments to be made, and the conditions to be performed in respect of such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and apportionment of the revenue arising from such traffic or other the profits arising from the respective undertakings of the contracting Companies; the payment of any fixed or contingent rent, and the appointment of joint Committees for carrying into effect any such agreement, and to confirm and give effect to any agreement which may have been or may be made touching any of the matters aforesaid.

To alter, amend, extend, or enlarge, or to repeal all or some of the provisions of the local and personal Acts following, or some of them, that is to say: the Kingsbridge Railway Act, 1864, the Kingsbridge Railway (Deviations) Act, 1866, and any other Act relating to the Company, the Acts 5 and 6 Will. IV, cap. 107, and any other Act or Acts relating to the Great Western Railway Company.

And notice is hereby also given, that plans and sections of the proposed Railway and works, with a book of reference to such plans, and an ordnance map, with the line of the proposed Railway delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with

the clerk of the peace for the county of Devon, at his office at Exeter, in that county, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said Railways or works are intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each parish with the parish clerk thereof, at his residence; and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence; and printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 16th day of November, 1881.

*Booty and Bayliffe*, 1, Raymond-buildings,  
Gray's-inn, London, Solicitors.

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

In Parliament—Session 1882.

Channel Tunnel Railway.

(Power to make Railway and other Works and to take Lands and levy Tolls, &c.; Agreements with South Eastern and London Chatham and Dover Railway Companies; Provisions as to Channel Tunnel Company, Limited, and as to Incorporation of New Company; Provisions as to Capital and as to Report of Channel Tunnel Commissioners; Amendment of Acts and other Matters.)

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

To empower the Channel Tunnel Company, Limited, or such other Company as may be formed, incorporated, or constituted, as hereinafter provided (which Company so to be empowered is hereinafter referred to as "the Company"), to make and maintain the railway hereinafter mentioned, or some part thereof, together with all necessary or incidental stations, sidings, approaches, bridges, roads, works, and conveniences connected therewith (that is to say):—

A railway commencing on the north-east side of Biggin-street, in the parish of Saint Mary the Virgin, Dover, at a point 50 yards or thereabouts south-east of the junction of that street with Pencester-road, and terminating at low-water mark in the parish of West Cliffe, at a point 1,100 yards or thereabouts south-westward of the South Foreland Low Lighthouse.

The said intended railway will be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say): Saint Mary the Virgin and Saint James the Apostle, Dover, Dover Castle, Guston, Saint Margaret at Cliffe, and West Cliffe, all in the county of Kent.

To empower the Company to purchase and take by compulsion or agreement for the purposes of the intended railway, and to hold lands, houses, and other property, in the parishes and places aforesaid, and also to purchase and take in like manner for other purposes connected with their undertaking, and to hold certain lands and houses in the parish of Saint Margaret at Cliffe, in the county of Kent, lying at the foot and on the top of the cliff in Saint Margaret's Bay, and including the beach and foreshore

abutting on the said lands, and situate between Ness Point and Coney Burrow Point.

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 railway and works, or any of them, and to confer other rights and privileges, and to empower the Company 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 authorise the Company to cross, alter, divert, and stop up permanently as well as temporarily such turnpike or other roads, highways, railways, tramways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses as it may be necessary or convenient to cross, alter, divert, or stop up for the purpose of making and maintaining or using the said intended railway, or any of the works, approaches, stations, or conveniences connected therewith.

To empower the Company to demand and recover tolls, rates, and charges upon or in respect of the said intended railway and works, and for the conveyance of passengers, animals, and goods thereon, and also if thought fit upon or in respect of any other works of the Company, and to confer exemptions from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To enable the Company on the one hand, and the South Eastern and the London, Chatham and Dover Railway Companies, or either of them on the other hand, to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the said intended railway and works, or any part or parts thereof, or any other works of the Company 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 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 authorise the Company to raise capital as well for the general purposes of their undertaking as for the purposes of the intended Act and of the said railway and works, and to define, regulate and prescribe the capital of the Company, and to declare so much of such capital as may be authorised to be raised for or appropriated to the purposes of the said railway and works, to be the whole of the capital of the Company within the meaning of Section 16 of "The Lands Clauses Consolidation Act, 1845," or to make such other provision with reference thereto as may be thought desirable, and to empower the Company from time to time to increase their capital upon such terms and conditions, and either by preference, or guaranteed, or ordinary shares, or shares to which special rights and privileges may be assigned, or otherwise, as may be prescribed or provided for by the intended Act, and to borrow money on mortgage, and to create and issue debenture stock.

The intended Act, if it is found necessary or thought desirable, will dissolve the Company as at present constituted, and re-incorporate the shareholders into a new Company, with or without other persons and corporations, and in the event of such dissolution and re-incorporation will confer upon and make applicable to the new

Company all the powers and provisions by the intended Act proposed to be conferred upon or made applicable to the Company, and all such further and other powers and provisions as may be necessary to enable the new Company to carry out the objects and purposes of the Company, as stated in their memorandum of association, and will declare and define such objects and purposes, and will vest in the new Company all the undertaking, works, lands, buildings, property, stock, plant, powers, rights, privileges, easements, estates, and effects of or belonging to the Company, or held in trust for them.

The intended Act, if it is found necessary or thought desirable, will incorporate a new Company for the purposes of the undertaking of the said intended railway and works, with all usual powers and provisions, and will authorise and empower that new Company to co-operate with the Company in respect of the intended railway and works, and in respect of any part of the works or undertaking of the Company, and will authorise and empower that new Company to amalgamate or unite with the Company, or to absorb or be absorbed by the Company, and to make and carry into effect any arrangement whatever appearing to that new Company and the Company to be necessary or expedient respecting the raising, allocation, or application of capital, by shares or by loans, or otherwise, and respecting the construction, working, use, management, and maintenance of works and the cost thereof, and the regulation, management, and transmission of traffic, and the collection, payment, division, apportionment, appropriation, and distribution of tolls, rates, and charges arising from traffic, and respecting any other matter whatever connected with the objects of that new Company and of the Company respectively.

The intended Act will or may contain such other provisions as may be thought necessary or expedient for the purpose of giving effect to the report of the Commissioners for the Channel Tunnel and Railway appointed by the Governments of Great Britain and France, and which report was made on or about the 31st day of May, 1876, and has been presented to both Houses of Parliament.

It is proposed by the intended Act to alter, amend, extend, enlarge or to repeal, so far as may be necessary for the purposes thereof, all or some of the provisions of the Company's Memorandum and Articles of Association, and of the several local and personal Acts following, or some of them (that is to say):—"The Channel Tunnel Limited Act, 1875," and the Acts 16 and 17 Vic., cap. 132, 22 and 23 Vic., caps. 45 and 54, and 42 and 43 Vic., cap. 173, and all other Acts relating to the London, Chatham, and Dover Railway Company, and the Act 6 William IV, cap. 75, and all other Acts relating to the South Eastern Railway Company.

And notice is hereby also given, that a plan and section in duplicate of the intended railway and plans, showing the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plans, and an Ordnance map with the line of railway delineated thereon, showing its general course and direction, will be deposited with the Clerk of the Peace for the county of Kent at his office at Maidstone, 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, or in the case of the extra-parochial place of Dover Castle, with the parish clerk of the

adjoining parish of Guston, and that all such deposits will be made on or before the 30th day of November instant, and will be accompanied by a copy of this notice; and that printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons before the 21st day of December, 1881.

Dated this 19th day of November, 1881.

Cope and Co., 3, Great George-street, Westminster,  
J. B. Batten and Co., 32, Great George-st., Westminster,  
Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

Solicitors.

In Parliament—Session 1882.

West Lancashire Railway.

(Power to make a railway and promenade at Soutaport, in the parish of North Meols; Power to abolish and to make substituted rootpaths at Penwortham, all in the county of Lancaster; Compulsory purchase of lands; Amendment of 92nd section of the Lands Clauses Consolidation Act, 1845; Stopping-up and diversion of roads, &c.; Underpinning of buildings; Levying of tolls or rates; Agreements with Cheshire Lines Committee and the Southport and Cheshire Lines Extension Railway Company; Powers of subscription to promenade and works and agreements with the Corporation of Southport; Extension of time for completion of parts of authorised railways; Application of existing and raising of new capital; 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 by the West Lancashire Railway Company (hereinafter referred to as "the Company") for an Act for the following or some of the following among other purposes, that is to say:—To enable the Company to make and maintain the railway, promenade, and works hereinafter described, or some part or parts thereof respectively, in the county of Lancaster, together with all necessary and convenient or incidental works, stations, approaches, bridges, groynes, jetties, piers, buttresses, approaches, roads, communications, and other conveniences connected therewith respectively, that is to say:—

A railway wholly in the township and parish of North Meols, commencing by a junction with the West Lancashire Railway, at the point where such railway crosses the stream known as "The Pool," running from Churchtown to Crossens, and terminating at the east corner of the wall of the house numbered one, in Winter Gardens-terrace, on the north-west side of Lord-street, now in the occupation of Walter Falkner.

A promenade and drive, 50 feet in width, wholly in the said township and parish of North Meols, commencing by a junction with the new or north promenade extension at a point in Park-road 466 yards or thereabouts, measured in a north-westerly direction along the centre of Park-road, in the borough of Southport, from where that road joins Albert-road, and terminating in the centre of the bridge carrying the promenade over the lifeboat house, at the north-west end of Coronation-walk.

The above railway, promenade, and works, and the lands to be taken for the purposes thereof, will be situate in the borough, township, parish, and county aforesaid, and the foreshores respectively adjacent thereto.

To empower the Company, in the construction of the said works, to alter the lines and levels of

the promenade, pier, and tramway thereon, in the borough of Southport aforesaid, belonging or reputed to belong to the Southport Pier Company (Limited).

To enable the Company to execute the following works and to exercise the following powers in the township of Penwortham, in the parish of Penwortham, in the county of Lancaster:—

1stly. To stop up and abolish the footpath which runs from a point one hundred and fifteen yards from Cop-lane, measured in a south-westerly direction along the westerly boundary fence of the West Lancashire Railway, to a point one hundred and seventy-five yards from the southerly end of Penwortham public road bridge, over the river Ribble, measured in a south-easterly direction along the public road leading from Penwortham Bridge to Leyland.

2ndly. To stop up and abolish the footpath which runs from a junction with the before-mentioned footpath at the north-easterly corner of Penwortham House gardens or premises, occupied by Thomas Edelston, to a point one hundred and ten yards from the bridge over the West Lancashire Railway, close to Penwortham House aforesaid, measured in a north-easterly direction along the westerly fence of the West Lancashire Railway, and to construct, instead of the above-mentioned footpaths, substituted footpaths situate in the township and parish of Penwortham, viz.:—

1. A footpath commencing at the point one hundred and fifteen yards from Cop-lane aforesaid, measured in a south-westerly direction along the westerly boundary fence of the West Lancashire Railway, and terminating at a point 75 yards from the southerly end of the Penwortham public road bridge over the river Ribble, measured in a south-easterly direction along the public road leading from Penwortham Bridge to Leyland, and such diverted footpath will be constructed contiguous to the westerly fence of the West Lancashire Railway.

2. A footpath commencing at the north-east corner of Penwortham House gardens or premises, and terminating at a junction with the proposed substituted footpath No. 1, at the point where it crosses the approach to the bridge over the West Lancashire Railway at the junction of the main line to Preston and the Blackburn branch, such point being 7 yards, or thereabouts, measured along the said approach in a westerly direction from the westerly abutment of such bridge.

To enable the Company to purchase, by compulsion or otherwise, all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial, and other places, and delineated on the plans to be deposited, as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the said intended railway, promenade, and works; to alter, vary, and extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railway, promenade, and works, or the objects or purposes of the intended Act.

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

To empower the Company to cross, stop up,

and remove, alter, or divert, either temporarily or permanently, all such turnpike roads, highways, streets, and other roads, footpaths, railways, tramways, sidings, passages, and places, bridges, piers, landing-places, rivers, streams, canals, waters, water-courses, sewers, drains, pipes, buildings, telegraph wires and apparatus, and works of any description as may be necessary or convenient in executing the purposes of the intended Act, and to appropriate the sites thereof respectively to the use of the Company and the purposes of their undertaking.

To underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required for the purposes thereof.

To empower the Company to make lateral and vertical deviations from the lines and levels of the intended railway and works as shown on the plans and sections hereinafter referred to and mentioned, to such extent within the defined limits or otherwise as may be prescribed by the intended Act.

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

To empower the Company, the Cheshire Lines Committee, and the Southport and Cheshire Lines Extension Railway Company, or any or either of them respectively, to enter into and carry into effect agreements with reference to the conducting and working of the traffic on their respective railways and the railways of the Company, and for the transmission of the traffic to or from or over the several railways of the said Committee and Company, and for affording facilities for the reception and transmission of such traffic, and as to the levying, fixing, receipt, division and apportionment of tolls, rates, and charges in respect of such traffic, and to confirm or amend and give effect to any agreements or arrangements made or entered into, or which, prior to the passing of the intended Act, may be made or entered into between the Company and the Cheshire Lines Committee, or between the Southport and Cheshire Lines Extension Railway Company, or any or either of them, with reference to any of the said matters or any of the objects or purposes of the intended Act.

The intended Act will or may empower the Corporation of Southport to subscribe any sum or sums they may think fit, or as may be defined by the intended Act, towards the construction of the said promenade and the works connected therewith, and for such purpose to raise and borrow money on the security of any rates or assessments they may have power to levy and assess, and to apply any funds from time to time belonging to them or under their control, and the intended Act will authorise and sanction agreements between the said Corporation and the Company with respect to the construction of the intended railway, promenade, and works, or any part or parts thereof, and with respect to the cost or maintenance thereof, and the purchase and appropriation of land required for the purposes of either of the contracting parties, and to provide that the maintenance and management of the proposed promenade may be vested in the Corporation at such period and on such terms and conditions as may be provided for by the intended Act.

To extend the periods limited by the West Lancashire Railway Act, 1879, for the completion of the authorized Railways of the Company so

far as the same have not been already completed, and to alter, amend, and repeal that Act accordingly.

To authorize the Company for the purposes of the said Railway and works, and of the intended Act to apply any of the funds of the Company, or which they are now authorized to raise, and to raise for such purposes, and for the general purposes of their undertaking, further moneys by borrowing, and by the creation of new shares and stock, and (if the Company think fit) to attach to all, or any of such new shares or stock, a preference or priority of interest or dividend and other special privileges.

And it is proposed to incorporate in the intended Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railway Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Railway Companies Arbitration Act, 1859," and any other Acts applicable to any of the purposes before-mentioned, and to alter, amend, extend, or repeal (or, if deemed expedient, to consolidate and to re-enact with such alterations and additions as may be requisite) all, or some, of the powers and provisions of the several local and personal Acts relating to the Company (that is to say):—

"The West Lancashire Railway Act, 1871," "The West Lancashire Railway Act, 1872," "The West Lancashire Railway Act, 1873," "The West Lancashire Railway Act, 1875," "The West Lancashire Railway (Steam Vessels) Act, 1878," "The West Lancashire Railway Act, 1879," "The West Lancashire Railway Act, 1881," and any other Act or Acts relating to or affecting the Company, and to alter, amend, extend, or repeal all or some of the powers and provisions of the several Acts following:—28 and 29 Vic., cap. 327; and 29 and 30 Vic., cap. 351; and any other Acts relating to the Cheshire Lines Committee, "The Southport and Cheshire Lines Extension Railway Act, 1881;" and the Acts 9 and 10 Vic., cap. 30, "The Southport Improvement Act, 1865," "The Southport Improvement Act, 1871," and all other Acts relating to or affecting the borough of Southport.

And the intended Act will vary or extinguish all existing rights and privileges inconsistent with, or which would or might in any way impede or interfere with any of its objects, and will confer other rights and privileges.

And notice is hereby also given that, on or before the 30th day of November instant, duplicate plans and sections, showing the lines, situations, and levels of the intended railway, promenade and works to be authorized, and the lands, houses, and property in or through which they will be made, and which may be taken under the compulsory powers of the intended Act, and a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and property, together with an ordnance or published map, with the line of the proposed Railway delineated thereon, showing the general course and direction of the same; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Lancaster, at his office in Preston, in that county, and on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish, or extra-parochial place in or through which the said intended Railway, promenade and works are proposed to be made, or within which the lands;

houses, and property proposed to be taken are situate, together with a copy of this notice, published as aforesaid, will be deposited as follows (that is to say):—In the case of a parish, with the parish clerk of such parish, at his residence; and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby also given that, on or before the 21st day of December, 1881, printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1881.

Walton and Smith, Southport, Solicitors.

Lewin, Gregory, and Anderson, 23, King-street, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

Manchester and Milford Railway Company (Arrangement of affairs of Company; Special Provisions affecting Claims of Landowners, Creditors, Debenture Holders, and Preference and other Shareholders; Creation of New Debenture Stock of Different Classes in Discharge of Claims and Conversion of Preference and Ordinary Shares; Provision as to Receiver and Manager; Suspension of Legal Proceedings against Company; Sale or Lease of Undertaking, and application of Purchase Money or Rent; Confirmation of Agreement with Cambrian Railways Company with respect to Joint Line and Station at Llanidloes and Mid-Wales Company, to relieve Company of expenditure and liabilities in respect of that line and Station; Amendment of Acts).

NOTICE is hereby given, that the Manchester and Milford Railway Company (hereinafter called "the Company") intend to apply to Parliament in the next Session for leave to bring in a Bill to effect the following purposes, or some of them, viz.:—

1. To arrange and settle the affairs of the Company, to provide for the settlement of all claims by landowners, to ascertain and certify the validity and amount of the Company's debts and other liabilities on mortgages, bonds, judgments, agreements, and other securities, and the interest due thereon, and to provide for the payment or other satisfaction, or the cancellation or extinguishment thereof, and to make other provisions with reference thereto.

2. To increase, alter, re-arrange, and define the share and loan capital of the Company, and to authorise the consolidation of the principal and interest thereof into one or more classes of stock, and to alter, regulate, and define the rights, privileges, and position of the several classes of debenture and shareholders in the Company, and the reduced rates of interest and dividend to which they shall be respectively entitled.

3. To repeal and re-enact, with or without modifications, the existing powers of the Company to create and issue debenture stock, and to authorise the Company to create and issue one or more classes of new debenture stock of such amount and amounts, and bearing such interest with such priorities, and upon such terms and conditions, and for such purposes as the Bill may prescribe.

4. To make such provision as the Bill may direct, for or with respect to the continuance, discontinuance, or suspension of the proceedings in the Chancery Division of the High Court of Justice, entitled "In the matter of the Manchester and Milford Railway Company," and "In the matter of the Railway Companies Act, 1867," and of the proceedings in the action, 1875, F, 19 A,

between William Stewart Forster, plaintiff, and the Manchester and Milford Railway Company, defendants, and the powers and duties of the receiver and manager of the Railway Company appointed by the Court. To modify or suspend the application of the balance of the nett income of the Company, and to direct or authorise the future application of the said balance of income, or some part thereof, to direct how any income, moneys, and other assets of the Company in the hands of the receiver, or to which he may become entitled, shall be applied, and to determine the period when, or the circumstances under which, the order appointing the receiver and manager shall be finally discharged or superseded.

5. To make such further provision as the Bill may direct to enable (and, if need be, to require) the debenture holders in the Company to convert their debentures into new debenture stock to be created under the Bill, or to exchange the same for an equal or other amount of such new debenture stock.

6. To make such provision as the Bill may direct for or with reference to the disposal and application of the income, revenue, and assets of the Company, and, if necessary, for the same being paid into and distributed or otherwise dealt with by the Court.

7. To confer special powers upon the Court for the purpose of ascertaining the number of the creditors of the Company, and of certifying as to the validity and amount of their respective debts and claims against the Company, and to suspend, set aside, annul, and supersede any judgment, execution, or attachment obtained thereon, and to regulate the mode of procedure with reference to any of the matters aforesaid, and generally to do all such things as to the Court may seem fit as shall conduce to the settling and arranging the affairs of the Company upon a just and equitable footing.

8. To stay, either absolutely or unconditionally, or upon such terms and conditions, and for such period as the Bill or Parliament may provide, all or any actions, suits, judgments, executions, attachments, or process of any kind against the Company, or any property belonging to or held by the Company, and to make provision for the costs of any such proceedings.

9. To provide for the future regulation and management of the affairs of the Company for such fixed or other period as may be prescribed by the Bill or by Parliament, and to appoint, prescribe, and regulate the proceedings of the directors of the Company, and to provide for the reduction and subsequent increase of the number of directors from time to time.

10. To authorise the Company to create and issue new debenture stock of different classes, and of such amount or amounts upon such terms and conditions, and with or subject to such rights, privileges, restrictions, and qualifications as the Bill or Parliament may define. To authorise or require all creditors of the Company whose debts and claims against the Company shall have been admitted or ascertained and certified as directed by the Bill, to accept in respect of the amount so admitted or ascertained and certified, an equal, or some other amount, of such new capital stock, in full discharge and satisfaction of their respective debts and claims, interest and costs. To authorise or require the preference shareholders in the Company to convert their shares into new capital stock, and to exchange the same for an equal or other amount of such new capital stock. To authorise or require the ordinary shareholders in the Company to convert their shares into new capital stock and to ex-

change the same for an equal or other amount of such new capital stock.

11. To cancel and extinguish all debentures, preference shares, and ordinary shares in the Company which shall be converted and exchanged into new debenture stock or new capital stock of the Company, and to capitalise any arrears of interest due thereon.

12. To confirm, with or without modification, an Agreement between the Company and the Cambrian Railways Company respectively with reference to the joint railway and station at Llanidloes, and with reference to a sale or transfer of the Company's Llangurig Branch Railway, and, if necessary, to make other provisions with respect to the said joint railway and station and branch railway respectively, or otherwise relieve the Company from all liability, past or future, to the Cambrian Railways Company, with reference to the said joint railway and station, and, if thought expedient, to authorise the Company to abandon or otherwise dispose of the said Llangurig Branch Railway.

13. To authorize and require the Mid-Wales Railway Company to repay and to provide for the repayment by that Company to the Company of all sums already paid and expended by the Company, whether as interest, rent, expenses of maintenance, or otherwise, in respect of the joint line from Penpontbren to Llanidloes, and also in respect of the joint station at Llanidloes, in pursuance of the Llanidloes and Newtown (Mid-Wales and Manchester and Milford) Railway Act, 1862, together with interest on all sums so paid and expended.

14. To authorise and require the Mid-Wales Railway Company as between themselves and the Company to pay, free, and relieve the Company from all obligations, debts, sums of money, costs, and liabilities which may be due, owing, and subsisting at the date of the passing of the Bill by the Company to the Llanidloes and Newtown Railway Company or to the Cambrian Railways Company, or to any other company or person in respect of the aforesaid joint line and joint station respectively, and thereafter to bear, pay, and discharge all interest, rent, costs, expenses, and other liabilities payable by or chargeable against or imposed on the Company in respect of such joint line and joint station under and by virtue of the said Llanidloes and Newtown (Mid-Wales and Manchester and Milford) Railway Act, 1862, or otherwise, and to indemnify and save harmless the Company from and against all such interest, rent, costs, expenses and other liabilities.

15. To authorise and make provision for or with respect to the sale or lease of the undertaking, lands, property, rights, powers, and interests of the Company or some of them, or some part or parts thereof respectively, and (as regards any sale) either by public auction or private contract, or in such other mode as may be prescribed by the bill or by Parliament, and to enable all or any railway or other companies, bodies, or persons to purchase, acquire, and hold the same or take the same on lease, and for that purpose to apply their respective funds and revenues and to raise further monies by shares or stock, preferential or otherwise, and by borrowing, and to confer all other necessary powers upon such companies, bodies, or persons.

16. To provide for the application of the proceeds of any sale or sales, lease or leases, made under the powers of the intended Act among the debenture holders, debenture stockholders, and the shareholders of the Company, or some of them, or some class or classes thereof respectively, and if need be to provide for the appointment of an Arbitrator by the Railway Commissioners, the

Board of Trade, or some other body to be prescribed by the intended Act, and to authorise and empower such Arbitrator to prescribe, determine, define, and regulate the rights and priorities as between themselves of such debenture and debenture stockholders and shareholders and classes respectively, and the payments to be made to each or any of them.

17. To make provision for payment of the costs, charges, and expenses of or incidental to any such sale or lease, and of the applying for obtaining and passing of the proposed Act.

18. To effect or to provide for the effecting of all or any of the objects specified in this notice either by the Bill itself or by conferring and imposing additional powers and duties upon the said Chancery Division or some Judge thereof, or partly by the one mode and partly by the other.

19. To provide, if thought necessary or expedient, for the dissolution and for the winding up of the affairs of the Company.

20. The Bill will alter or extinguish any existing rights or provisions which would interfere with the objects thereof, and confer all other usual and necessary rights and privileges.

21. The Bill will rescind, modify, or rectify an agreement made between the Company and the Mid-Wales Railway Company, and the Swansea and Aberystwith Junction Railway Company, dated 28th October, 1864, so far as necessary to effectuate the above purposes, and it will also amend or repeal all or some of the powers and provisions of the following local and personal Acts, viz.: 23 and 24 Vic., cap. 175; 24 and 25 Vic., cap. 150; 28 and 29 Vic., cap. 305; 36 Vic., cap. 8; 39 Vic., cap. 9; and of all other Acts relating to the Company, "The Mid-Wales Railway Act, 1859;" "The Mid-Wales Railway (Extensions Act), 1860;" "The Mid-Wales Railway Act, 1861;" "The Mid-Wales Railway (Deviations, &c.) Act, 1862;" "The Llanidloes and Newtown (Mid-Wales and Manchester and Milford) Railway Act, 1862;" "The Mid-Wales Railway (Llangurig Branch) Act, 1863;" "The Mid-Wales Railway Act, 1864;" "The Mid-Wales Railway (Western Extension Act), 1865;" and of all other Acts relating to the Mid-Wales Railway Company; 24 and 25 Vic., cap. 181; 25 and 26 Vic., caps. 176 and 212; 26 and 27 Vic., caps. 141 and 179; 27 and 28 Vic., caps. 97, 147, 161, 262, and 263, and of all other Acts relating to the Cambrian Railways Company or their undertaking.

22. 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, 1831.

*Thomas White and Sons*, 11, Bedford-row,  
London, Solicitors.

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

In Parliament.—Session 1832.

Hounslow and Metropolitan Railway.

Twickenham Extension.

(Railways from Hounslow to Twickenham and Branches; Compulsory Purchase of Lands; Power to levy Tolls and Rates; Working Traffic and other Arrangements with the Metropolitan District and London and South Western Railway Companies; Running Powers over portion of London and South Western Railway; Additional Capital; Amendment of Acts; and other purposes.)

**N**OTICE is hereby given, that the Hounslow and Metropolitan Railway Company (hereinafter referred to as "the Company") intend to apply to Parliament, in the ensuing Session, for

leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

To authorise the Company to make and maintain the following railways, or some or one of them, or some part or parts thereof respectively, together with all proper stations, sidings, junctions, approaches, works, and conveniences connected therewith (that is to say):—

**Railway No. 1.**—Commencing in the parish of Heston by a junction with the authorised Hounslow and Metropolitan Railway, now in course of construction, at a point thereon 140 yards, or thereabouts, measured in a southerly direction along that railway from the bridge carrying that railway over the road leading from Lampton to Spring-grove, and terminating in the parish of Twickenham, on the north side of the road leading from Twickenham to Hampton, known as Heath-road, at or near a point 150 yards, or thereabouts, measured in a westerly direction along that road from the road known as Clifden-road.

**Railway No. 2,** commencing in the parish of Twickenham, at the termination of the intended Railway No. 1, and terminating in the same parish by a junction with the branch of the London and South Western Railway leading from Twickenham to Kingston at a point 110 yards, or thereabouts, measured in a northerly direction along that railway from the north end of the platform of Strawberry Hill Station of that railway.

**Railway No. 3.**—Commencing in the parish of Isleworth by a junction with Railway No. 1 at a point in the drill-yard of the buildings known as the Militia Barracks, Hounslow, 30 yards, or thereabouts, measured in a northerly direction from the southern wall of the said drill-yard, and 40 yards, or thereabouts, measured in an easterly direction from the western boundary of the said drill-yard, and terminating in that parish by a junction with the Hounslow Loop-line of the London and South Western Railway at or near a point 750 yards, or thereabouts, measured in a north-easterly direction along that railway from the passenger booking-office of the Hounslow and Whetton Station on that railway.

The above railways will be wholly in the county of Middlesex, and will pass in from, through, or into the parishes, townships, or places of Heston, Isleworth, and Twickenham, or some of them.

To authorise the Company to purchase, by compulsion or otherwise, all or any lands, houses, and property, for the purpose of the intended railways and works, in any of the before-mentioned parishes, townships, and places.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands and houses proposed to be purchased, taken, used, or interfered with for the purposes of the intended Act, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and works, or any of them respectively, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the crossing on the level, or over or under, and the deviating, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, rivers, canals, streams, railways, tramroads, bridges, and other works within the parishes, townships, and extra-parochial and other places aforesaid, or some of

them, as it may be necessary to pass across, or over or under, or to divert, alter, or stop up, or interfere with, by reason of the construction of the intended railways or works, or any of them, or otherwise, for the purposes of the intended Act, and to appropriate the sites thereof respectively to the use of the Company, and the purposes of their undertaking.

To authorise the Company to deviate from the lines of the railway and works proposed to be authorised to any extent within the limits of deviation to be shown on the deposited plans or defined in the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined in the Bill.

To empower the Company to levy tolls, rates, and duties for or in respect of the use of the proposed railways and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of existing and proposed tolls, rates, and duties as may be thought expedient.

To authorise the Company, on the one hand, and the Metropolitan District Railway Company and the London and South Western Railway Company, or either of those Companies, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by the last-named Companies, or one of them, of all or any part of the undertaking of the Company, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of the said undertaking, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, fares, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks (whether annual or in gross) to be paid, made, or allowed by either of the contracting Companies or persons to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the intended Act may be made, touching any of the matters aforesaid.

To require the Metropolitan District Railway Company and the London and South Western Railway Company to receive, book through, forward, accommodate, and deliver on and from their undertaking, and at the stations, warehouses, wharves, and booking offices thereof, all traffic of whatever description coming from or destined for the railways of the Company upon such terms and conditions as may be agreed upon, or failing agreement as shall be settled by arbitration, or as may be defined by the intended Bill, and if need be for the purposes aforesaid to alter the tolls, rates, and charges, which those Companies, or either of them, may take and receive upon their undertaking.

To authorise the Company and all Companies and persons lawfully using the railway of the Company to run over and use with their engines, carriages, wagons, and servants, and for the purposes of traffic of all kinds, and upon terms, tolls, and conditions and other regulations to be agreed upon or settled by arbitration or by the Board of Trade in case of dispute, so much of the railway

of the London and South Western Railway Company as lies between the termination of Railway No. 2 and the Combe and Malden Station on the London and South Western Railway, and over any junction if authorised and made to connect the Kingston and Malden branch line of the London and South Western Railway with the authorised Kingston and London Railway, and the booking offices, buildings, sidings, junctions, platforms, points, signals, roads, works, and conveniences connected with such railway.

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

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Acts, 1845, 1860, and 1869;" "The Railway Clauses Acts, 1845 and 1863;" and "The Regulation of Railways Act, 1868."

So far as may be necessary for the objects and purposes aforesaid, it is intended if need be to alter, extend, amend, or to repeal all or some of the powers and provisions of the following local and personal Acts, viz.:—"The Hounslow and Metropolitan Railway Act, 1830" (43 & 44 Vic., cap. 190), and any other Act or Acts relating to the Company; 27 & 28 Vic., cap. 322, and all other Acts relating to the Metropolitan District Railway Company; 4 & 5 Will. IV., cap. 83, and all other Acts relating to or affecting the London and South Western Railway Company.

And notice is also hereby given, that plans and sections of the proposed railways and works, and of the lands and houses proposed to be taken, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands and houses, together with an ordnance map, with the lines of the proposed railways delineated thereon, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, and on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways or works are intended to be made, together with a copy of this notice as published in the London Gazette will be deposited for public inspection in the case of each parish with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1881.

*Higginson and Vigers*, 3, Westminster-chambers, Victoria-street, Westminster, London;

*R. S. Taylor, Son, and Humbert*, 4, Field-court, Gray's-inn;

Solicitors for the Bill.

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

In Parliament.—Session 1882.

Hull, Barnsley, and West Riding Junction Railway and Dock Company (Huddersfield and Halifax Extensions and New Dock and Works).

(New Railways in West Riding of Yorkshire—New Road at Drax—New Dock—River Wall or Embankment, Cut or Canal, Railway, New Drain, &c., near Company's authorised Dock—Stopping up of Footpaths and Roads—Compulsory Purchase of Lands—Alteration of Mode of Crossing Roads by Railways authorised by Act of 1880—Dredging and Taking Water from River Humber and Holderness Drain—Relieving Company from Obligation to Make Part of Embankment on Eastern Boundary of Corporation Land—Special Powers to Limited Owners—Sale or Lease of Lands—Lease of Warehouses—Adding Lands Reclaimed to adjoining Parishes—Inclusion of Lands to be Acquired with borough of Kingston-upon-Hull and Consequential Provisions—Tolls, &c.—Running Powers from New Railway into Doncaster—Working and other Agreements with other Railway Companies—Abandonment of Railway No. 1b, authorised by Act of 1880—Provision as to Remuneration, &c., of Directors of Company appointed by Corporation of Hull—Powers (including Subscription, Construction, Maintenance, &c.) to Corporations of Hull, Huddersfield, and Halifax, Trinity House of Hull, and Local and Road Authorities—Further Money Powers—Payment of Interest 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:

To enable the Hull, Barnsley, and West Riding Junction Railway and Dock Company (who are in this Notice referred to as "the Company") to make and maintain the railways, public carriage road, dock, river wall or embankment, cut or canal, and other works hereinafter mentioned, or some of them, or some part or parts thereof respectively, that is to say:

A. The following railways, all in the West Riding of the County of York:

(1). A Railway, No. 1, commencing in the township of South Hiendley and parish of Felkirk, by a junction with the Railway No. 1, authorised by "The Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880" (in this Notice called "the Act of 1880"), at or near the west side of the bridge carrying Sandy Bridge-lane over the said railway as now in course of construction, and terminating in the township and parish of Huddersfield, at a point on the south-east side of Blacker-road North, at or near the junction therewith of St. John's-road.

(1a). A Railway, No. 1a, commencing in the township of Shafton and parish of Felkirk, by a junction with the Railway No. 1, authorised by the Act of 1880, at or near the point at which that railway is shown on the plans deposited for and referred to in the Act of 1880 (in this Notice referred to as "the plans of 1880") as intended to cross the line of the authorised Midland Railway, Royston, and Darfield Branch, and terminating in the township of Havercroft-with-Cold-Hiendley, in the said parish of Felkirk, by a junction with Railway No. 1, to be

authorised by the Bill, at or near the bridge carrying the Midland Railway over Lund Hill-lane.

(1b). A Railway, No. 1b, commencing in the township of Shafton and parish of Felkirk, by a junction with the said Railway No. 1, authorised by the Act of 1880, at a point 200 yards or thereabouts measuring along the line of the said railway as now in course of construction in a southerly direction from the point of commencement, as hereinbefore described, of Railway No. 1a, to be authorised by the Bill, and terminating in the township of Havercroft-with-Cold-Hiendley and parish of Felkirk by a junction with the sidings of Monckton Main Colliery at or near to the west side of Lund Hill-lane.

(1c). A Railway, No. 1c, commencing in the township of Lepton and parish of Kirkheaton, and in the township and parish of Kirkburton, or one of the said townships, by a junction with Railway No. 1, to be authorised by the Bill, at or near a point on Beldon Brook, 200 yards or thereabouts west from the bridge carrying Lepton-lane over the said brook, and terminating in the said township of Lepton by a junction with the Kirkburton Branch Railway of the London and North Western Railway Company, at or near the occupation bridge over the said branch railway at the south end of Fenay-bridge Station.

(2). A Railway No. 2, commencing in the township and parish of Huddersfield by a junction with Railway No. 1, to be authorised by the Bill at or near its point of termination as hereinbefore described, and terminating in the township and parish of Halifax at a point on the south side of George-street 15 yards or thereabouts east of the entrance door to the Union Bank in that street.

(3). A Railway No. 3, commencing in the township and parish of Huddersfield by a junction with Railway No. 1, to be authorised by the Bill, in the yard or enclosure belonging to the Folly Hall Grease Extracting Works at a point about 22 yards slightly west of north of the westernmost angle of the buildings belonging to Folly Hall Mills, and about 27 yards north-east of the north westernmost angle of Folly Hall Dye Works, and terminating in the township of Longwood, and parish of Huddersfield, by a junction with the Huddersfield and Manchester Railway of the London and North Western Railway Company at a point 75 yards or thereabouts, measuring along the said railway, in an easterly direction from the signal cabin marked Longwood No. 2, at or near the eastern end of Longwood Station.

The intended Railways Nos. 1, 1a, 1b, 1c, 2, and 3, will be made or pass from, in, through, or into the parishes, townships, and places following, or some of them, that is to say:—Felkirk, Shafton, South Hiendley, Havercroft-with-Cold-Hiendley, Havercroft, Royston (parish and township), Notton, Woolley, Chevet, Sandal-Magna, Crigglestone, West Bretton, Silkstone, Thornhill Nether-Shitlington, Midgley Shitlington, Flockton, Emley (parish and township) Kirkburton (parish and township), Highburton, Kirkheaton, Lepton, Dalton, Almondbury (parish and township), North Crossland, Lockwood, Huddersfield (parish and township), Lindley-cum-Quarmby (detached), Longwood, Marsh, Fartown, Halifax (parish and township), Fixby, Elland, Skircoat

Elland-cum-Greetland, Southowram, and Greetland.

(4.) A Railway No. 4, commencing in the township of Carlton and parish of Royston by a junction with the Railway No. 1 authorised by the Act of 1880, at a point 330 yards or thereabouts, in a north-easterly direction, measuring along the line of the said railway as now in course of construction from the point where the said railway crosses the Midland Railway, and passing through or into the township of Monk Bretton, in the said parish of Royston, and terminating in the township of Cudworth and said parish of Royston, in a field on the east side of Cudworth stationed at a point about 12 yards east of the eastern boundary fence of the Midland Railway, and about 90 yards south of the gasholder at the said Cudworth Station.

(4a.) A Railway No. 4a, commencing in the township of Cudworth, and parish of Royston by a junction with Railway No. 4 to be authorised by the Bill, at or near its point of termination, as hereinbefore described, and terminating in the township of Monk Bretton and parish of Royston by a junction with the

Midland Railway at a point 480 yards or thereabouts, measuring along the said railway in a south-easterly direction from the southern end of the up passenger platform at Cudworth Station.

(5.) A Railway No. 5, commencing in the township and parish of South Kirkby by a junction with the Railway No. 1, authorised by the Act of 1880, at a point about 154 yards measured along the course of the said railway as now in course of construction eastward from the point at which that railway crosses Hague-lane, passing through the township of North Elmsall, in the said parish of South Kirkby, and terminating in the township and parish of South Kirkby by a junction with the West Riding and Grimsby Railway of the Great Northern and Manchester, Sheffield, and Lincolnshire Railway Companies, at a point 134 yards or thereabouts measuring along the said railway in a north-westerly direction from the bridge carrying the said railway over Carr-lane.

It is intended by the Bill to take for or in connection with the proposed railway certain lands, being, or reputed to be, commons or commonable lands, of which the following are particulars:—

Works for which the lands will be taken.	Name by which the lands are known.	Where the lands are situate.	Quantity within limits of deviation.	Estimated quantity to be taken.
Railway No. 1	Stocks Moor	Township of Shitlington, in the parish of Thornhill.	15 acres	3 $\frac{3}{4}$ acres.
Railway No. 2	The lands which are waste lands adjoining roads, are not known by any particular name.	Township of Skircoat, in the parish of Halifax	1-3rd of an acre.	1-10th of an acre.

**B.—New road at Drax.**

A public carriage road, wholly in the townships of Long Drax and Drax in the parish of Drax, in the said West Riding, commencing at or near the north fence of Brigg-lane, at a point about 6 chains measured along the said lane in a westerly direction from the point at which the Railway No. 3, authorised by the Act of 1880, as now in course of construction, crosses the said lane, and terminating in an existing road immediately opposite the main southern entrance gateway to Drax Abbey. And the Bill will or may authorise the Company, when the said new public carriage road is completed, to stop up and discontinue for public traffic, and will or may vest in the Company, the site and soil of so much of the road on the plans of 1880, numbered 39, in the parish of Drax, as lies, or will lie, between the fences of the Railway No. 3 authorised by the Act of 1880.

**C.—New Dock River Wall or Embankment, Cut, or Canal, Railway, New Drain, &c.**

(a.) A Dock, with a lock or entrance from the River Humber, to be wholly situate in the township of Marfleet, in the parish of Marfleet, in the East Riding of the county of York, which dock will contain 13 acres or thereabouts, and will be in length from east

to west 850 feet or thereabouts, and in breadth, from north to south, 640 feet or thereabouts, and the centre whereof would be intersected by a straight line drawn in a direction nearly due south through the centre of the Marfleet New Inn, in the occupation of Samuel Wood, situate on the south side of the Hedon-road, and would be at the distance of about 1,700 feet measured along such line southward from the said Marfleet New Inn.

(b.) A river wall or embankment in the township of Southcoates, in the parish of Drypool, in the town and county of the town of Kingston-upon-Hull, and in the township and parish of Marfleet aforesaid, and on the bed and shore of the River Humber (with an entrance through the same into the intended new dock), commencing at or near the eastern end of the river wall or embankment of the Company authorised by the Act of 1880, and extending thence eastward for the distance of about 950 yards parallel or nearly parallel to the Humber Conservancy line.

(c.) A cut or canal, commencing in the township of Southcoates, in the parish of Drypool aforesaid, in the eastern side of the Company's Alexandra Dock, now in course of construction, at a point therein about 460 feet north from the south easternmost corner

of the said dock, as shown upon the plans of 1880, and running thence in an easterly direction 400 yards, or thereabouts, and terminating in the township and parish of Marfleet aforesaid at a point about 200 feet eastward of the eastern side of the open channel of the Holderness drain.

(d.) A railway commencing in the township of Southcoates, in the parish of Drypool aforesaid, at or near the northern end of the easternmost of the graving docks of the Company in course of construction, as the same are shown upon the plans of 1880 (the said railway being there intended to form a junction with lines to be laid on the Company's dock quays), and terminating in the township and parish of Marfleet aforesaid, at a point on the south side of the Humber Bank, nearly due south of the centre of the Marfleet New Inn aforesaid.

(e.) A new drain (for diverting the Holderness drain), commencing in the township of Southcoates, in the parish of Drypool aforesaid, by a junction with the said Holderness drain at or near the point at which the said drain passes under the Hedon-road, and terminating in the township and parish of Marfleet aforesaid, in the Marfleet drain, at a point about 470 feet, measured along the course of the last mentioned drain in a southerly direction from the point at which it passes under the Hedon-road.

(f.) And the Bill will or may empower the company to stop up and discontinue, and will or may vest in them the site, soil, and channel of so much of the Holderness drain as extends southward from the point at which the intended new drain above described will commence.

(g.) A widening and deepening in the township and parish of Marfleet aforesaid of the Marfleet drain from the junction therewith of the intended new drain above described and a point immediately to the southward of the Humber Bank, and of the outfall channel of the said drain from the Humber Bank to low water mark.

(b.) And the Bill will or may also authorise the Company to stop up a footpath now running along the Humber Bank from the point at which that bank joins the Holderness drain to a point about 70 feet eastward of the point at which the Humber Bank crosses the Marfleet drain.

To authorise and empower the Company to enter upon, take, and use compulsorily or otherwise, for the purposes of timber yards, timber ponds, and other purposes of the Company, certain lands bounded as follows :—

(a) On or towards the west by an imaginary line drawn from the southern side of the Hedon-road at a point about 350 feet west from the centre of the bridge carrying that road over the Holderness drain, and running thence in a southerly direction, parallel, or nearly parallel, to the eastern side of the Company's Alexandra Dock, as shown upon the plans of 1880, to the river wall or embankment authorised by that Act. (b) On or towards the south by the Humber Conservancy Line. (c) On or towards the east by an imaginary line drawn northward for a distance of about 1,630 feet from the said Humber Conservancy Line at a point about 1,420 feet eastward from the point of commencement, as above described, of the proposed river wall or embankment to be authorised by the Bill; and (d) on or towards the north by an

imaginary line drawn from the northern end of the lastly-described imaginary line (c) to the imaginary line above described as forming the western boundary of the said lands at a point about 300 feet south of the Hedon-road, which lands so intended to be purchased are situate in the township of Southcoates and parish of Drypool, and the township and parish of Marfleet aforesaid, and on the bed, banks, and shore of the River Humber.

To authorise and empower the Company to enter upon, take, and use, by compulsion or otherwise, certain lands lying between the Hedon-road on or towards the north, the Humber bank on or towards the south, the Holderness drain on or towards the west, the Marfleet drain on or towards the east, and which lands are situate in the township of Southcoates and parish of Drypool, and the township and parish of Marfleet aforesaid.

To authorise the Company, notwithstanding anything contained in the Act of 1880, on the plans or sections deposited for, and referred to in that Act, to carry the Railway No. 2, by that Act authorised, across and on the level of the road numbered on the said plans 5, in the parish of Womersley, and the Railway No. 3, authorised by the said Act, across and on the level of the roads numbered respectively on the said plans 47 and 72, in the parish of Snaith; 128, in the parish of Howden; and 36, 44, and 98, in the parish of Eastington.

To empower the Company to stop up and discontinue for public use, and to extinguish all public and other rights of way and other rights over or affecting any road or highway, the lands abutting on each side of which have been or may be acquired by the Company.

To confer upon the Company the following or some of the following powers, and to enable them to carry into effect the objects or some of the objects following (that is to say):

(a) To deepen, dredge, scour, cleanse, alter, and improve from time to time the bed, shores, and channel of the River Humber adjoining or near to the entrance to the proposed new dock for the purpose of forming an uninterrupted means of access to the dock, and to use and appropriate the soil and material thereof.

(b) To take and divert from time to time water from the River Humber for the purpose of supplying the proposed dock, canal, or cut and timber ponds with water, and to take water (by pumping or otherwise) from the Holderness drain for the purpose of supplying their authorised dock, and any works or property of the Company, with water.

(c) To make and maintain from time to time all necessary and convenient viaducts, rails, sidings, junctions, turntables, stations, approaches, roads, gates, warehouses, sheds, buildings, yards, quays, wharves, wharf walls, retaining walls, river walls, embankments, canals, sluices, jetties, groynes, shipping places, staiths, stairs, stages, tramways, machinery, gridirons, graving docks, dock entrances, timber ponds, cranes, drops, dolphins, moorings, buoys, beacons, and other works, buildings, and conveniences connected with the proposed railways, dock, and entrance, river wall, or embankment, new drain and other works.

To relieve the Company from the obligation to make or maintain so much of the river wall or embankment provided for by Article 9 of the agreement with the Corporation of Kingston-

upon-Hull, scheduled to and confirmed by the Act of 1880, as is therein described, as to be made "along the eastern boundary of the easternmost piece of land retained by the Corporation.

To authorise the Company to deviate laterally from the lines of the intended 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 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, footpaths, navigations, rivers, bridges, wharves, quays, landing places, subways, pneumatic tubes, streams, water-courses, 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 to purchase and take, by compulsion and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended works, and of the Bill, and notwithstanding Section 92 of "The Lands Clauses Consolidation Act, 1845," to empower the Company to purchase and take, by compulsion or agreement, any vaults, cellars, arches, or other offices or parts attached or belonging to any house, building, manufactory, or premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, manufactories, buildings, tenements, and hereditaments so purchased or taken.

To enable and authorise any tenant for life of, or other person having a limited estate or interest in any lands which would or might be benefited or improved in value by or would derive facilities or accommodation from the construction or working of the intended railways or any of them, or any part or parts thereof respectively, or any station, siding, road, approach, building, works, or conveniences connected therewith, to subscribe to and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon such lands and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railways, or any of them, or any part or parts thereof respectively, or any such station, siding, road, approach, building, works, or conveniences, either without payment or other consideration, or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been, or may be made between any such person and the Company, or any person or persons on their behalf respectively with respect to any of the matters aforesaid.

To authorise and regulate sales, conveyances, demises, and leases or other disposal of lands and hereditaments, purchased or acquired under the powers of the Bill, and to enable the Company, notwithstanding anything in "The Harbours, Docks, and Piers, Clauses Act, 1847," to demise,

or lease, or grant the use and occupation of any of their warehouses or buildings for such periods and on such terms and conditions as they think fit or the Bill may prescribe.

To declare that all or some of the lands to be purchased or taken, acquired or reclaimed by the Company under the Bill, or by reason of the works to be thereby authorised, shall be added to and deemed part of the parishes of Drypool and Marfleet aforesaid, or one of them, and to apportion the same if necessary between the said parishes and the townships thereof.

To declare that all or some of the lands to be so purchased and acquired by the Company under the Bill shall be added to and form part of the municipal borough of Kingston-upon-Hull (herein called the Borough), and with that object to provide for:

The alteration and extension of the present boundary of the borough and of the Holderness Ward of the said borough, so as to include such lands.

The vesting in the Mayor, Aldermen, and Burgesses of the borough as extended (herein called the Corporation) of the property of the present Corporation of the borough, the levying of the borough and other rates within the extended borough, and the exercise and enjoyment by the Corporation within the extended borough of all powers, rights, and privileges and jurisdictions which they now have or enjoy under any Acts or Charters, or in any capacity whatsoever.

The extension of the jurisdiction, powers, authorities, rights, privileges, and duties of the Recorder, Justices of the Peace, Clerk of the Peace, and Coroner of the existing borough to the borough as extended.

The exclusion of such lands as aforesaid from the jurisdiction of the Justices of the Peace for the East Riding of the county of York, the Clerk of the Peace, and any Coroner of such Riding.

The exemption of such lands from payment of highway, sanitary, local and other rates now leviable therein, and of burghesses therein, from all county services and duties, and the conferring on such burghesses all exemptions now enjoyed by burghesses of the existing borough.

The detaching such lands from the districts of the rural sanitary highway, and other local authorities having jurisdiction therein, and providing for the local and sanitary government and highways within the remainder of the parishes of which such lands now form part, and the alteration, rescinding, or repeal of all or any resolutions, orders, and acts in force in such parishes, the satisfaction and apportionment of debts, liabilities, and obligations of such authorities, and the apportionment of current rates.

The conferring on the Corporation all other powers which may be necessary, expedient, or involved in such extension of the borough.

To enable the Company to demand, take, and recover tolls, rates, and duties upon or in respect of the intended railways and works connected therewith, or any part or parts thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To authorise the Company to demand, take, and recover tolls, rents, rates, dues, or other payments upon or in respect of persons, goods, wares, merchandise, cattle, fish, articles, and things, ships, vessels, boats, carts, carriages, and other vehicles using or passing over or carried upon or frequent-

ing or resorting to the proposed dock, cut, or canal, and the works connected therewith respectively, or any part or parts thereof respectively, and for or in respect of the use of any timber ponds, timber yards, or other works and conveniences of the Company, and to confer exemptions from, and from time to time to compound for any such tolls, rents, rates, dues, or other payments.

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

To extend and define anew the limits within which the harbour, dock, pier, and other masters, meters, weighers, and other officers and servants of the Company may exercise the powers respectively conferred upon them.

To empower the Company, and any Company or persons for the time being working or using the railways of the Company, or any of them, or any part or parts thereof respectively, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages, and waggons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways and portions of railways and stations following, that is to say:

So much of the West Riding and Grimsby Railway as lies or will lie between the intended junction therewith of the Railway No. 5, to be authorised by the Bill, and the junction of the said West Riding and Grimsby Railway with the Great Northern Railway near Doncaster, and so much of the Great Northern Railway as lies between the said last mentioned junction and the Doncaster Station of the Great Northern Railway Company, together with that station and all other stations, and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said several portions of railways and stations.

To empower the Company on the one hand, and the Midland, the Great Northern, the Lancashire and Yorkshire, and the London and North Western Railway Companies, or any or either of those Companies on the other hand, from time to time to enter into and carry into effect, and rescind contracts, agreements, and arrangements with respect to the following matters, or any of them, that is to say:—

The point at which, the mode in which, and the terms and conditions upon which any junction or junctions of the intended railways, or any of them, with the railways or any of the railways of the aforesaid four Companies, or any of them, shall be made.

The alteration, reconstruction, working use, management, and maintenance of any of the stations, platforms, sidings, works, and conveniences of the aforesaid four Companies, or any of them.

The construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the railways, or any of the railways of the said four Companies, or any of them:

The construction, working, use, management and maintenance, by the contracting Companies, or any or either of them, of their respective railways, docks, undertakings, and works, or any part or parts thereof respectively.

The management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from, or destined for the undertaking of the contracting Companies, or any or either of them.

The supply and maintenance of engines, stock and plant.

The erection, formation, and providing by the contracting Companies, or any or either of them, of wharves, piers, landing places, stairs, tramways, sidings, accommodation works, buildings, and conveniences upon, or in connection with their respective undertakings, and the maintenance, use, and repair thereof. 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 or parts thereof, the payments, allowances, drawbacks, or rebates to be made by any 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 the Bill will or may provide for the settlement by arbitration or otherwise of any difference which may from time to time arise between the Company and the aforesaid four Companies, or any of them, or between any of the aforesaid four Companies.

To authorise the Company to abandon and relinquish the construction of the Railway No. 1b authorised by the Act of 1880.

To provide for the remuneration of the Directors from time to time appointed by the mayor, aldermen, and burgesses of the Borough of Kingston-upon-Hull (in this notice called "the Corporation"), under section 149 of the Act of 1880, and to enable any such Directors to receive remuneration for their services as Directors without being thereby disqualified from acting as members of the Corporation.

To empower the Company on the one hand, and the Corporation, the mayor, aldermen, and burgesses of the borough of Huddersfield, and the mayor, aldermen, and burgesses of the borough of Halifax (who are herein collectively and severally referred to as and included in the expression "the Corporations"), and the guild or brotherhood of the masters and pilots seamen of the Trinity House of Kingston-upon-Hull (in this notice called "the Trinity House"), and any local or other authority having the control and management of any streets or roads, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction and maintenance of the intended railways, dock, river wall, or embankments, cut or canal and works, or any of them, or any part or parts thereof respectively and the works and conveniences connected therewith; the acquisition and appropriation of lands and property, the contribution of funds, the

execution of works, and the exercise of any of the powers of the Bill by the Company or the Corporations, or by the Trinity House, or such local or other authority as aforesaid, and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and to confer upon the Corporations, the Trinity House, and every local or other authority aforesaid respectively, or any or either of them in furtherance of any such agreement, all or any of the powers of the Bill, including powers of construction and maintenance and purchase of lands, and will or may enable the Corporations, the Trinity House, or any authority as aforesaid respectively, for all or any of the purposes of the Bill, to raise further moneys by rates and on mortgage or bond or otherwise.

To enable the Company to apply their existing funds and any moneys they have power to raise to the purposes of the Bill, and for those purposes and other the general purposes of their undertaking to raise additional capital by the creation and issue of new shares or stock, and by borrowing or by any one or more of those modes, and to attach to such shares or stock any preference or priority of dividend and any other advantage which the Bill may define or Parliament prescribe, and 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.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

To repeal or amend the provisions or some of the provisions of the several local and personal Acts of Parliament following, that is to say:—The Act of 1880, and any other Act or Acts relating to the Company; 7 and 8 Vic., caps. 18 and 35, and 36 Vic., caps. 118 and 140, and any other Acts relating to the Midland Railway Company; 9 and 10 Vic., cap. 71, and any other Acts relating to the Great Northern Railway Company; 6 and 7 Will. 4, cap. 3, 10 and 11 Vic., cap. 163, and any other Acts relating to the Lancashire and Yorkshire Railway Company; 3 and 4 William 4, cap. 36, 9 and 10 Vic., cap. 204, and any other Acts relating to the London and North Western Railway Company; 25 and 26 Vic., cap. 211, and 29 Vic., cap. 162, and any other Acts relating to the West Riding and Grimsby Railway Company; "The Kingston-upon-Hull Improvement Act, 1854," and any other Acts amending the same or relating to the borough of Kingston-upon-Hull; 15 and 16 Vic., cap. 120, 31 and 32 Vic., cap. 58, 34 and 25 Vic., cap. 104, and any other Acts relating to the River Humber Conservancy; 4 Geo. 3, cap. 47, 6 Geo. 3 cap. 74, 2 William 4, cap. 50, and any other Act or Acts relating to the draining or improving the low grounds and Cars in Holderness, in the East Riding of the County of York.

And notice is hereby also given, that plans and sections, showing the lines, situations, and levels of the intended works, and the lands, houses, and other property which may be taken for the purposes thereof, with a book of reference to such plans, and a copy of this notice, as published in the "London Gazette," will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the West Riding of the County of York, at his

office at Wakefield; and with the Clerk of the Peace for the town and county of the town of Kingston-upon-Hull, at his office at Hull; and with the Clerk of the Peace for the East Riding of the County of York, at his office at Beverley; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said works are intended to be made, or will be situate, with a copy of this notice as published in the "London Gazette," will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of any such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence; and notice is hereby further given, that on or before the said 30th day of November a map in duplicate, showing as well the present boundaries of the borough as the boundaries of the lands to be added to the borough, will be deposited for public inspection with the town clerk of the borough, at his office at the Town Hall in Hull.

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

Dated this 19th day of November, 1881.

*Lowe, Moss, and Moss, Hull;*  
*Brooksbank and Galland, 14, Gray's-inn-square, London;*

Solicitors for the Bill.

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

In Parliament—Session 1882.

Ewelme Railway.

(Construction of Railway from the Watlington and Princes Risborough Railway at Pyrton to Ewelme—Powers of Construction to the Watlington and Princes Risborough Railway Company, or to a Company to be Incorporated—Special Powers to Limited Owners of Lands—Working Arrangements—Running Powers and Facilities—Powers to the Watlington and Princes Risborough Railway Company to Raise additional and separate Share and Loan Capital—Other Powers—Amendment or Repeal of Act.)

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

1. To make and maintain the railway herein-after described, or some part or parts thereof, with all proper and convenient stations, sidings, buildings, approaches, works, and conveniences connected therewith, that is to say:—A railway commencing in the parish of Pyrton, by a junction with the Watlington and Princes Risborough Railway, at or near its terminus at the south-west end of the passenger platform at Watlington Station, and terminating in the parish of Ewelme, in a portion of a field belonging to Thomas Taylor, Esquire, and in the occupation of Moses Wingfield, at a point 260 yards or thereabouts, measured in a north-easterly direction from the north-east corner of the farm house belonging to and occupied by Elizabeth Bond, and called or commonly known by the name of "Prospect Farm," and which portion of the said field lies contiguous to and is on the north-east side of Roke Way, which said intended railway will pass through or into the several parishes, townships, and extra-

parochial or other places following, or some of them, that is to say:—Pyrton, Shirburn, Watlington, Cuxham, Brightwell Baldwin, Britwell Salome, Britwell Prior, Swincombe, Ewelme, Bensington, Berrick Salome, and Newington, all in the county of Oxford.

2. To purchase and take by compulsion or otherwise, lands, houses, and property required for the purposes of the intended railway and works, and to levy tolls, rates, and duties for the use of the intended railway and works, to alter existing tolls, rates, and duties, and to grant exemption from the payment of tolls, rates, and duties.

3. To cross, stop up, alter, or divert, whether temporarily or permanently, roads, railways, tramways, rivers, navigations, streams, sewers, pipes, or other works, so far as may be necessary in constructing or maintaining the said intended railway and works.

4. To empower the Watlington and Princes Risborough Railway Company (hereinafter referred to as the Company) to make and maintain the intended railway and works, or some part or parts thereof, and to exercise all or any of the powers of the Bill, or to incorporate a Company (hereinafter referred to as the New Company) for the purpose of making and maintaining the intended railway and works, or some part or parts thereof, and to confer upon the new Company the execution and exercise of all or any of the powers of the Bill, and in the event of the exercise of the powers of the Bill being conferred upon the Company, to constitute the intended railway and works, either wholly or partially, a separate undertaking distinct from the rest of the undertaking of the Company.

5. To enable and authorise any tenant for life of, or other person having a limited estate or interest in, any lands which would or might be benefited or improved in value by or would derive facilities or accommodation from the construction or working of the intended railway, or any part or parts thereof, or any station, siding, road, approach, building, works or conveniences connected therewith, to subscribe and hold shares in the undertaking of the Company or the new Company, and to raise the moneys necessary for that purpose by mortgage of and to charge the same upon such lands and the fee simple and inheritance thereof, and to grant and convey to the Company or the new Company, any lands required for the construction of the intended railway or any part or parts thereof, or any such station, siding, road, approach, building, works, or conveniences, either without payment or other consideration, or for such consideration, pecuniary or otherwise, and upon such terms and conditions, as have been or may be agreed upon between any such person and the Company, or the new Company, and to sanction and confirm any agreements which may have been or may be made between any such person and the Company or the new Company, or any person or persons on their behalf respectively with respect to any of the matters aforesaid.

6. To enable the Company and the new 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 either of the contracting Companies of the railways and works of the other of them, 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, accommoda-

tion, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies to the other of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract or agreement already made, or which, prior to the passing of the Bill may be made with respect to all or any of such purposes.

7. To empower the new Company to run over and use with their engines and carriages, waggons and trucks, and their officers and servants for the purposes of traffic of every description, the whole or any part of the Watlington and Princes Risborough Railway, together with all sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraph signals, machinery, works, and conveniences, on or connected or used with that railway, upon such terms and conditions, pecuniary or otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company and the new Company, or as in default of agreement shall be determined by arbitration or defined by the Bill, and to require and compel the Company to afford all requisite facilities for the purpose, and to enable the new Company to levy and receive tolls, fares, rates, and charges in respect of passengers, animals, and things conveyed by them over the Watlington and Princes Risborough Railway, and to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon the said railway, and the works and conveniences connected therewith.

8. To authorise the Company for all or any of the purposes of the Bill and for the general purposes of their undertaking, or either of them, to raise further moneys by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing on mortgage, and by the creation of debenture stock, and to apply to such purposes or any of them the whole or any part of the share and loan capital which they are now authorised to raise, and to separate or provide for the separation of such further share and loan capital from any other existing or authorised share and loan capital of the Company, and to charge the same primarily or exclusively upon the intended railway, and the tolls, rates, fares, and charges received in respect thereof, and to make provision with respect to the holding of separate meetings of the shareholders in the separate capital, and to authorise the Company to divide any shares in the separate capital into classes, and into preferred and deferred shares, and to attach and affix to such shares a preference, priority or guarantee in payment of interest or dividend, either temporarily or permanently, and other special rights and privileges, and to make such other provisions with respect to all or any of the matters aforesaid, as may be incidental thereto, or as may be necessary or expedient, or as may be prescribed in and by the Bill.

9. To confer upon the Company and the new

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.

10. To alter, amend, extend, or repeal all or some of the powers and provisions of the Watlington and Princes Risborough Railway Act, 1869.

And notice is hereby further given, that plans and sections of the said intended railway and works, together with a book of reference to such plans, and an ordnance map with the line of the intended railway delineated thereon, so as to show its general course and direction, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Oxford, at his office at Oxford, 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 or extra-parochial place in or through which the said railway and works are intended to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and as to any extra-parochial place with the clerk of some parish immediately adjoining thereto at his residence.

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

Dated this eight day of November, 1881.

*William Toogood*, 16, Parliament-street, Westminster; *Augustus Jones*, Watlington, Oxon, Solicitors.

In Parliament.—Session 1882.

South London Market.

(Incorporation of Company; Construction of Market and other Buildings adjoining the New Kent-road, and near the Elephant and Castle Station of the London, Chatham, and Dover Railway, in the parish of St. Mary, Newington, in the county of Surrey; Stopping up of Streets; Compulsory Purchase of Lands and Houses; Allocation of Parish Rates; Agreements with the London, Chatham, and Dover, and Great Northern, and other Railway Companies, and Metropolitan Board of Works, and Vestry of St. Mary, Newington, and Powers to those Companies and Bodies to Contribute and Raise Moneys; other Powers; Amendment of Acts, &c.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session for leave to introduce a Bill to incorporate a Company (hereinafter referred to as "the Company") and to confer upon the Company all or some of the powers following, viz.:

To erect and maintain all suitable market houses, buildings, erections, shops, approaches, and conveniences in connection with and to establish a market for the sale of fish, meat, poultry, fruit, vegetables, and other marketable commodities upon the site or area hereinafter mentioned, or some part or parts thereof, viz. :—A piece or parcel of land lying in the parish of St. Mary, Newington, in the county of Surrey (including the land now or formerly the sites of Bedford-place, Portland-place, Arch-street, and Inman's-buildings), bounded on the north and north-east by

Rockingham-street; on the south and south-west by the New Kent-road; on the east by Meadow-row; and on the west by the London, Chatham, and Dover Railway, all in the said parish of St. Mary, Newington.

To purchase and acquire by compulsion or agreement all lands and houses included or situated within the before-mentioned boundaries, and appropriate the same and the site thereof for the purposes of the intended market and market houses, buildings, shops, approaches, and conveniences.

To make all such necessary and proper bye-laws and regulations from time to time for the government of the market as the Company may think fit.

To make junctions and communications with and to alter the lines or levels of any existing streets, roads, or ways, public or private, for the purpose of connecting the same with the approaches to the intended market, market houses, buildings, erections, and shops, or otherwise.

To stop up, alter, or divert, either temporarily or permanently, the roads, streets, courts, passages, and other places following, within the said parish of St. Mary, Newington (that is to say): Rockingham-street, Meadow-row, Arch-street, and Inman's-buildings, or some or one of them, and also to stop up and extinguish all rights over, and to appropriate and use any other streets, courts, yards, squares, passages, alleys, and places within the before-mentioned boundaries of the lands and houses to be purchased for the purposes of the intended market, market houses, buildings, and to vest the sites thereof in the Company for the purposes of the said Bill.

To cross, stop up, alter, divert, or discontinue all sewers, drains, gas and water pipes, telegraph apparatus, tramways, and other works, on, under, or over the property so to be acquired, and in, on, under, or over any street, road, court, passage, or place, so far as necessary for the purposes of the Bill, and to vary or extinguish all existing rights and privileges connected with any lands, houses, streets, and places to be purchased, acquired, or appropriated for the purposes of the said Bill, and which would in any manner impede or interfere with the purposes thereof, or any of them, and to confer other rights and privileges.

To enable the Company to sell and dispose of or to pull down all or any of the houses and buildings to be purchased or acquired by them and to rearrange and lay out the ground when so cleared, and to erect other houses and buildings on the said land, and to sell, let, or lease the same for such price or prices, and at such rents or other consideration as they think fit, either by way of absolute sale or in consideration of ground or annual rents, and either in perpetuity or for a term of years, and subject to such stipulations and conditions as they think fit as to the character and uses of the buildings to be erected.

To levy and take tolls, rents, and stallages in respect of the use of the said market, market houses, shops, buildings, and other conveniences to be erected by the Company, to demise and lease the same, and to confer exemptions from the payment of such tolls, rents, or stallages.

To raise capital by the creation and issue of shares, and by borrowing on mortgage, and also to dispose of by sale or exchange any lands which they may acquire under the provisions of the Bill in such manner and for such purposes as may be authorised by the Bill, and to raise money upon the security of the rents, rates, tolls, stallages,

and charges authorised to be levied and charged by the Company, and to apply the same to all or any of the purposes of the Bill.

To empower the guardians, vestries, district boards, or other bodies having the control of the rates within the said parish of St. Mary, Newington, to allocate to the Company for a term to be defined by the Bill, the parochial and other rates assessed or levied upon or arising out of the lands and houses to be erected by the Company, or to make such arrangements as they think fit with respect to such rates, or the assessment upon the said market and buildings of any rates, or the exemption from payment of any such rates, or the appropriation of the increased rates which will accrue to such vestries, guardians, district boards, or other bodies by reason of the erection of the said market and other buildings and improvements.

To authorise the Company, on the one hand, and the London Chatham and Dover Railway Company, and the Great Northern Railway Company, and any other Company or Companies using or running over the London Chatham and Dover Railway, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the user by the contracting parties of the intended market and the buildings, works, and conveniences connected therewith, and the subscribing and contributing funds towards the costs thereof; and to authorise those Companies to take and hold shares in the capital of the Company, and for such purposes to apply their respective funds and revenues, and to raise additional moneys by shares in their respective undertakings and by borrowing.

To authorise the Company and the Metropolitan Board of Works, and the Vestry for the Parish of St. Mary, Newington, to make contracts agreements, and arrangements with respect to all or some of the objects and purposes of the Bill, the contribution by the said Board and Vestry respectively of funds and all incidental matters, to incorporate with the Bill all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Acts, 1845, 1863, and 1869," and "The Markets and Fairs Clauses Act, 1847," and, so far as necessary, to alter and amend, or confer, exemptions from all or some of the provisions of "The Metropolis Local Management Act, 1855," and of "The Metropolitan Buildings Act, 1844," and of any Acts amending those Acts respectively.

The Bill will or may vary all rights, easements, and privileges, of whatever nature, which would interfere with the aforesaid objects and purposes, and for the purposes aforesaid it is intended if need be to alter, amend, or repeal the provisions of the following Acts or some of them, relating to or affecting the said parish of St. Mary, Newington, the Borough of Lambeth, or the Borough of Southwark: 6 Geo. III., cap. 24; 44 Geo. III., cap. 3; 52 Geo. III., cap. 14, 112, 113, and 197; 54 Geo. III., cap. 113; 3 Geo. IV., cap. 112; 7 Geo. IV., cap. 35; 7 and 8 Geo. IV., cap. 39; 10 Geo. IV., cap. 129; relating to or affecting the Borough Market, 28 Geo. II., cap. 23; 30 Geo. II., cap. 31; 4 Geo. IV., cap. 34; and 10 Geo. IV., cap. 119; relating to or affecting the Great Northern Railway Company, 9 and 10 Vic., cap. 71; relating to or affecting the London Chatham and Dover Railway Company, 16 and 17 Vic., cap. 132; the Metropolitan Market Act, 1857, and any Charter or Act relating to the City of London, so far as it may affect the objects of the Bill; and any other Acts or Act amending the provisions of the before-mentioned Acts, or any

of them, or relating to the parish of St. Mary, Newington, the Borough of Lambeth, the borough of Southwark, the Borough Market, the Great Northern Railway Company, or the London Chatham and Dover Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans of the lands, houses, and other property to be acquired for the purposes of the Bill, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of those lands, houses, and other property, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington, in the same county, and also with the Clerk of the Vestry of the said Parish of St. Mary, Newington, at his office at the Vestry Hall, in Walworth-road.

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 19th day of November, 1881.

*C. and S. Harrison and Co.*, 19, Bedford-row, W.C., Solicitors.

*J. B. Batten and Co.*, 32, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1882.

Limehouse Subway.

Extension of Time for Construction of Works; Increase of Capital; Power to divide Shares; Amendment of Act, &c.)

**A** PPLICATION is intended to be made to Parliament in the next Session by the Limehouse Subway Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following purposes (that is to say):—

1. To extend the time limited by "The Limehouse Subway Act, 1877" (hereinafter called the Act of 1877) for making the subway and works by that Act authorised.

2. To increase the capital of the Company and to authorise the Company to raise further capital by shares or stock with or without a preference or priority in the payment of dividend, and by borrowing and by the creation of debenture stock, or by any of such means, and to authorise the Company to apply their existing funds and any moneys they have power to raise to the purposes of the Bill, and to pay dividends or interest upon the original and new capital, or any part or parts thereof, during the construction of the subway and works.

3. To enable the Company to divide the shares or stock of the Company into, or to create and issue such shares or stock as preferred and deferred shares or stock, with consequential provisions.

4. To amend or repeal Sections 15 and 19 of the Act of 1877, and to make other provisions in lieu thereof.

So far as may be necessary or expedient to alter, amend, and extend some of the powers and provisions of "The Limehouse Subway Act, 1877."

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.

*R. W. Cooper*, 4, Westminster-chambers, Victoria-street, S.W., Parliamentary Agent.

In Parliament—Session 1882.

Peckham, East Dulwich, and Crystal Palace Tramways.

(Incorporation of Company; Construction of Tramways; Gauge; Provisions as to User, Repair, &c., of Streets; Tolls; Agreement with Local and Road Authorities; Amendment of Act.)

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

To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company") to construct and maintain the following street tramways, or some or one of them, or some part or parts thereof respectively (that is to say):

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued, would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as being opposite the centre of the street.

The hereinafter described tramways will be situate wholly in the parish of Camberwell, otherwise St. Giles, Camberwell, in the county of Surrey.

Tramway (No. 1), commencing in High-street, at a point about 1 chain north-east of the mile stone at the junction of High-street, Peckham, with Rye-lane, and terminating at the south side of the London Brighton and South Coast Railway Company's bridge over Rye-lane.

Tramway (No. 1) will be a single line, except at the following places, where it will be a double line, viz., High-street and Rye-lane. From the commencement of Tramway (No. 1) for a distance of 1 chain, measuring in a southerly direction.

Rye-lane.—For a distance of 1½ chains measuring along Rye-lane in a southerly direction.

From a point at the intersection of the Hanover-road with Rye-lane.

Tramway (No. 2), commencing at the termination of Tramway (No. 1), thence passing along Rye-lane and Peckham Rye, and terminating opposite the East Dulwich-road near the King's Arms public house.

Tramway (No. 2) will be a single line, except

at the following places, where it will be a double line.

Rye-lane.—For a distance of 1½ chains south of the commencement of Tramway (No. 2).

Peckham Rye.—For a distance of 1½ chains measured in a southerly direction from the termination of Rye-lane.

Peckham Rye.—For a distance of 2 chains measured in a southerly direction, commencing at 2½ chains north from the termination of Tramway (No. 2).

Tramway (No. 3), commencing at the termination of Tramway (No. 2), passing along the East Dulwich-road, Crystal Palace-road and Lordship-lane, and terminating at a point opposite the flagstaff at the Grove Tavern.

Tramway (No. 3) will be a single line, except at the following places, where it will be a double line.

East Dulwich-road for a distance of 2 chains measuring in an easterly direction from the junction of the Crystal Palace-road and East Dulwich-road.

Crystal Palace-road.—For a distance of 1½ chains in a southerly direction, commencing ¼ of a chain north of the intersection of the Upland-road with the Crystal Palace-road.

Crystal Palace-road.—For a distance of 1½ chains measuring in a southerly direction, commencing at a point 1¼ chains from the south-east corner of Sylvester-road.

Lordship-lane for a distance of 1½ chains measuring in a southerly direction, commencing at a point 1 chain from the south corner of the Plough Inn.

Lordship-lane.—For a distance of 1½ chains measuring in a southerly direction, commencing at the intersection of the Dulwich Court-road with Lordship-lane.

Lordship-lane.—For a distance of 2 chains measured in a south-easterly direction, commencing at a point 2½ chains measured in a north-westerly direction from the termination of Tramway No. 3.

The proposed tramways specified in the first column of the following table will be respectively so laid in the roads or streets mentioned in connection therewith respectively in the second column of the same table, that on the side or sides of the road or street in each case specified in the third column of the said table a less space than 9 feet 6 inches will for a distance of 30 feet or upwards intervene between the outside of the footpath on each side or sides of the respective roads and the nearest rail of the tramway between the points mentioned in each case in the fourth column of the said table:—

Tramway.	Name of Road.	On which side of Road.	Points between which.
No. 1	Rye-lane.	West side.	From the junction of Rye-lane with High-street, Peckham, to a point in Rye-lane opposite Hanover Park.
No. 2	Rye-lane.	South-west.	At a point opposite Atwell-road to a point 1 chain south of the southern gate of Coombe Lodge.
No. 3	Lordship-lane.	West.	From the footpaths on both sides of the road at or near the junction of Lordship-lane with Dulwich Court-road, and for a distance of 3 chains measuring in a north-westerly direction from that point.

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To authorise the Company to enter upon and

open the surface of, and to alter, stop up, remove, and otherwise interfere with, streets, turnpike-roads, highways, public roads, ways, footpaths, bridges, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph-pipes, tubes, wires, and

apparatus within all or any of the parishes and places mentioned in the notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of the proposed tramways or of the Bill to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands, or on any portion thereof.

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

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway, or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

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

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

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

To enable the Company, when by reason of

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

To enable the Company and the bodies or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, bridges, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

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

To amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions, or some of the provisions, of the Tramways Act, 1870.

And notice is hereby also given, that duplicate plans and sections of the proposed street tramways and works, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Newington causeway in the said county, and with the vestry clerk of the parish of Camberwell, at his office at the Vestry Hall, Peckham-road.

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.

*Quick and Bidder*, 13, George-street,  
Mansion House, London, E.C., Solicitors for the Bill.

*Hanly and Fellows*, 22, Abingdon-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

Metropolitan Markets (Fish &c.).  
(Conversion of the London Central Fruit, &c., Market into an Inland Fish Market; Tolls, &c.; Bye-laws for Fish Market and Farringdon Market; Regulations of Markets and of Approaches; Compulsory Facilities by Railway and Canal Companies; Power to Corporation to Appear before Railway Commissioners, &c.; Continuance of Farringdon Market as a Fruit, Vegetable and Flower Market; Special Borrowing Powers; Transfer of Security for Money Borrowed on London Central Fruit, &c., Market; 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 Mayor and Commonalty and Citizens of the City of London (in this notice called "the Corporation"), for leave to bring in a Bill for effecting the purposes or some of the purposes following, that is to say:—

To authorise the Corporation to convert the Fruit, Vegetable and Flower Market (in this notice referred to as "the Market"), authorised by The London Central Markets Act, 1875 (in this notice called "the Act of 1875"), into,

and to use the same and the lands appropriated thereto as and for the purposes of an Inland Fish Market, and to enable the Corporation to exercise for those purposes and other the purposes of the Bill, all or any of the powers, rights and privileges contained in the Act of 1875, and to confer upon the Corporation all such powers with relation to the erection, construction, conversion and maintenance of buildings, stalls, shops, standings, works and conveniences, and all such other powers, rights, authorities and privileges as may be necessary or convenient for the conversion and user of the Market as aforesaid, and the lands appropriated thereto, or for the maintenance and management thereof as a Fish Market.

To empower the Corporation to demand, take, levy and receive tolls, rents, stallages and other payments for and in respect of the use of the market as a fish market, and of any stalls, shops, standings and conveniences therein, and from time to time to vary and alter such tolls, rents, stallages and payments, and to confer, vary, or extinguish exemptions from the payment thereof.

To empower the Corporation from time to time to make, alter, vary and rescind bye-laws, rules and regulations for or with respect to all or any of the following matters, that is to say:—

The regulation, control and management of the Market as a Fish Market, and of all fish, articles, matters and things brought to, or sold, or being therein, and of all persons coming to or being within the same.

The licensing of all porters and other persons employed in such Market.

The fixing or varying the amount of the several tolls, rents, stallages and charges to be taken under the powers of the Bill, and the payment, collection and recovery thereof, and for preventing the evasion thereof.

For the closing from time to time of any roads crossing the Market (except for Market traffic), and otherwise for regulating the traffic of or in the Market or the approaches thereto, and for all or all such other purposes connected with the Market as may from time to time be deemed expedient or as may be prescribed by the Bill.

To enable the Corporation to impose and recover penalties for or in respect of the infringement or non-observance of any such bye-laws or of any of the provisions of the Bill.

To require and compel all Railway and Canal Companies to afford all reasonable facilities for the passage of, and book through and forward all traffic (that word having in this notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854), to or from or over the whole or any part of their railways and canals, or railways or canals belonging to them respectively, whether separately or jointly with any other Company or Companies, or under their respective management and control, to or from the Market, or the neighbourhood thereof, so as to prevent undue interruption, diversion or delay in the passage of such traffic, and to enable the Corporation to apply to and appear before the Railway Commissioners, or other the tribunal for the time being appointed to hear and determine matters of complaint arising under the Railway and Canal Traffic Act, 1854, the Regulation of Railways Act, 1868, and the Regulation of Railways Act, 1873, or of any Act amending such Acts, or any of them, on all questions affecting the carriage of fish, or of other articles, matters and things, and all traffic coming to or departing from the Market, and all other Markets of the Corporation, and to appeal from the decision of such Railway Commissioners, or other tribunal, in all respects as if the Corporation were a person complaining of any act, default or omission,

of any such Company or Companies as aforesaid, or of any violation or contravention of the provisions, or any of the provisions of the said Acts, or any of them.

To alter, amend, and if thought fit repeal, Section 24 of the Act of 1875, and to provide for the continuance (either temporarily or permanently), of the existing Farringdon Market as a Fruit, Vegetable, and Flower Market.

To extend and apply all or any of the powers and provisions of the Act of 1875 with respect to bye-laws and penalties to the said Farringdon Market, and to empower the Corporation to exercise and put in force within that Market all or any of such powers and provisions, and to empower the Corporation from time to time to make, vary and rescind bye-laws for and with respect to any matters connected with the said Farringdon Market, and to recover penalties for any infringement or non-observance thereof.

To enable the Corporation from time to time to borrow and re-borrow money for the purposes of the Market, and of the Bill on the credit of the said Market (whether as a Fish or as a Fruit, Vegetable and Flower Market), and of the tolls, rents, stallages, and other payments from time to time receivable thereat, and of the lands and property acquired or held for the purposes of the Market, and of the estates and revenues of the Corporation, and also on the credit of the tolls, rents, and stallages receivable at Farringdon Market, and to relieve (either temporarily or permanently) the stallages, rents, tolls, and other payments leviable under the Act of 1875 for or in respect of the use of the Market as a Fruit, Vegetable and Flower Market, and the receipts of the Corporation from the same, from all liability for the payment of the interest on or the principal of any moneys borrowed under the Act of 1875, and (either temporarily or permanently) to transfer such liability to the tolls, rents, stallages, and other payments which it is proposed by the Bill to empower the Corporation to charge, and to the receipts of the Corporation from the Market when used as a Fish Market, and the Bill will make all necessary provision for effecting such transfer, and otherwise in relation thereto, and will or may empower the Corporation if necessary at any time, and from time to time, to call in and pay off all or any moneys borrowed under the Act of 1875 for the purposes or any of the purposes of the Market, and to cancel any bonds securing the same.

To vary and extinguish all rights, powers, privileges and authorities which would be inconsistent with or would in any way interfere with the objects, or any of the objects, of the Bill and to confer other rights, powers, privileges and authorities.

To alter vary, amend, extend, enlarge, and, if need be, repeal the provisions, or some of the provisions, of the following Acts, that is to say—the London Central Markets Act, 1875, and any other Act or Acts relating to the Market, the Act 5 Geo. 4, cap. 151, entitled an Act for the removal of Fleet Market in the City of London, and any other Act relating to Farringdon Market; the Billingsgate Market Acts, 1846 and 1871, and any other Act or Acts relating to Billingsgate Market or any other Metropolitan Market or Markets, or to the Corporation, or which it may be necessary or expedient to alter, vary, amend, extend, enlarge or repeal.

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

Dated this 16th day of November, 1881.

T. J. Nelson, Acting Remembrancer,  
Guildhall, London, E.C.

In Parliament—Session 1882.

Isle of Wight Water.

(Incorporation of Company; Purchase by Compulsion or Agreement of Undertaking of the Isle of Wight Waterworks Company, and Dissolution and Winding-up of that Company; Confirmation of Agreements and Power to make Agreements; Construction of Works; Compulsory Purchase of Lands; Impounding of Waters; Supply of Water for domestic and other purposes within the Limits of Supply of the Isle of Wight Waterworks Company; Provisions as to Supply of Water in Bulk; Levying of Rates and Charges; Agreements with the Corporation of Ryde and Local Boards, for the Districts of Shanklin and St. Helens, and with the Rural Sanitary Authority for the Isle of Wight; Powers to that Corporation and to those Local Boards, and the Sanitary Authority respectively; Incorporation of parts of Railways Clauses Consolidation Act, 1845; Transfer of Powers of Isle of Wight Waterworks Act, 1861; Amendment or Repeal of Acts, and other purposes.)

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

To incorporate a Company (hereinafter called "the Company") for the purpose of acquiring, and to authorise the Company to purchase and acquire by agreement, or if need be by compulsion, the undertaking of the Isle of Wight Waterworks Company, and the lands, waterworks, reservoirs, engines, machinery, plant, rights of water, and other property and easements of, or belonging to, or enjoyed by the said Isle of Wight Waterworks Company, and to authorise, and if need be, to require the said Isle of Wight Waterworks Company to sell and convey their undertaking to the Company.

To authorise the Company and the Isle of Wight Waterworks Company to enter into and carry into effect agreements with respect to any of the matters aforesaid, and to confirm any agreements entered into with respect thereto, prior to the passing of the Bill.

To authorise the Company to supply water for domestic and other purposes within the limits of supply of the Isle of Wight Waterworks Company.

To transfer to and to vest in the Company all the powers, rights, and privileges, and to subject the Company to all the provisions, stipulations, restrictions, and conditions of the Isle of Wight Waterworks Act, 1861, except so far as the same may be varied or amended by the Bill.

To provide for the dissolution and winding-up of the Isle of Wight Waterworks Company, and to enact all necessary and proper incidental provisions in connection with such dissolution and winding-up.

To confer upon the Company power to make and maintain the following works with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, outfalls, valves, wells, pumps, drains, filters, and other conveniences and appliances connected therewith respectively, that is to say:—

Work No. 1.

A collecting reservoir to be constructed on land wholly in the parish of Whitwell, upon and around the site of an existing small building now in ruin, in or near the centre of a pasture field

numbered 467 on the tithe map of the parish of Whitwell.

Work No. 2.

A pumping station or building, with all necessary wells, tanks, sluices, pipes, engines, and boilers, to be constructed wholly in the said parish of Whitwell, in the said field numbered 467 on the tithe map of the said parish of Whitwell, which pumping station and works will be situate at a point distant 28 yards, or thereabouts, measured in a straight line in a northerly direction from the said existing small building, now in ruin.

Work No. 3.

A conduit, aqueduct, or lines of pipes commencing in the parish of Whitwell, in the field numbered 467 on the tithe map of that parish at the said pumping station (Work No. 2) as before described, and terminating in the parish of Godshill, in a field numbered 1 on the tithe map of that parish, at a point distant 18 yards or thereabouts measured in a straight line in a south-westerly direction from the point in that field at which a public footpath called St. Rhadegund's path is intersected by a post and rail fence running north-east and south-west, such fence being the first fence north-westward from the cliff.

Work No. 4.

A covered service reservoir to be constructed wholly in the said parish of Godshill, in the said field numbered 1 on the tithe map of that parish, having an area of 1 acre or thereabouts, the centre of which reservoir will be distant 30 yards or thereabouts measured in a straight line in a south-westerly direction from the said point in that field at which the said St. Rhadegund's path is intersected by a post and rail fence.

Work No. 5.

A tank or reservoir to be constructed wholly in the said parish of Whitwell, in or near the centre of a field No. 496 on the tithe map of that parish on the course of stream flowing north and south through the said field, at a point on the said stream distant 258 yards or thereabouts, measured in a straight line in a north-westerly direction from a ruined mill building on the bank of the sea shore, to the south-west of the grounds of "Old Park" Mansion.

Work No. 6.

A conduit, aqueduct, or lines of pipes commencing at the collecting reservoir (Work No. 5) as before described, and terminating in the said parish of Whitwell, in a field numbered 486 on the tithe map of that parish, at a point in that field where an underground stream or water-course flows into the field across an occupation road from the grounds of "Old Park" Mansion.

Work No. 7.

A covered tank or small reservoir in the said parish of Whitwell, in the said field numbered 486 on the tithe map of that parish, to be constructed on the said last-mentioned stream, at a point on such stream distant 20 yards or thereabouts, measured in a straight line in a south-easterly direction from the small door or postern gate on the south-western extremity of the said grounds of "Old Park" Mansion.

Work No. 8.

A conduit, aqueduct, or lines of pipes wholly in the said parish of Whitwell, commencing in or at the point of construction (hereinbefore described) of the said covered tank or small reservoir (Work No. 7) on the said last-mentioned stream, and terminating in or at the said collecting reservoir (Work No. 1) hereinbefore described.

## Work No. 9.

A collecting tank wholly in the parish of St. Lawrence, to be constructed in a field and copse, numbered 14 on the tithe map of that parish, at a point distant 74 yards or thereabouts measured in a straight line in a westerly direction from St. Lawrence's Well, in the grounds of St. Lawrence Cottage.

## Work No. 10.

A conduit, aqueduct, or lines of pipes commencing in the said parish of St. Lawrence, in the said field numbered 14 on the tithe map of that parish, at the said collecting tank (Work No. 9) hereinbefore described, and terminating in the parish of Whitwell, in a field numbered 467 on the tithe map of that parish, at the collecting reservoir (Work No. 1) hereinbefore described.

## Work No. 11.

A conduit, aqueduct, or lines of pipes commencing in the parish of Godshill in a certain field numbered 1 on the tithe map of that parish at the termination of the conduit, aqueduct, or lines of pipes (Work No. 3) before described, and terminating in the parish of Newchurch in a field numbered 1092 on the tithe map of that parish, at a point distant 74 yards or thereabouts, measured in a straight line in a north-easterly direction from a cottage in the occupation of Isaac Arnold, such cottage being situate in a field numbered 1098 on the tithe map of the last-mentioned parish.

## Work No. 12.

A covered service reservoir wholly in the parish of Newchurch, and in the said field numbered 1092 on the tithe map of that parish, to be constructed at the termination before described of the conduit, aqueduct, or lines of pipes (Work No. 11), and to have an area of 1 acre or thereabouts.

## Work No. 13.

A conduit, aqueduct, or lines of pipes commencing in the parish of Newchurch, and in the said field numbered 1092 on the tithe map of that parish at covered service reservoir (Work No. 12) hereinbefore described, and terminating in the parish of Brading in or near the centre of the public highway called Broad-lane, otherwise Broadway, in the town of Sandown, at a point in such public highway opposite or nearly opposite the main entrance gates to Christ Church, Sandown.

## Work No. 14.

A conduit, aqueduct, or lines of pipes, commencing in the parish and town of Shanklin, in or near the centre of the public highway called High-street, Shanklin, at a point in that public highway opposite, or nearly opposite, the entrance gate of "The Crab Inn," and terminating in the parish of Brading, in the village of Lake, at or near the junction of the public road from Shanklin to Lake with the public road from Newport to Lake, and about midway between the Lake toll-bar and the Stag Inn.

## Work No. 15.

A conduit, aqueduct, or lines of pipes wholly in the parish of Newchurch, in the village of Wroxall, in the high road in the said village where the culvert or bridge crosses the stream flowing through Wroxall, at a point distant about 10 yards eastwards of the post-office in Wroxall, and terminating at the point of junction of the public road leading northwards from Wroxall to Lake with the public road leading from Godshill to Sandown.

The said reservoirs, tanks, pumping stations, conduits, aqueducts, pipes, and other works, will

pass from, in, through, or into the parishes, townships, townlands, and extra-parochial or other places following, that is to say: Whitwell, St. Lawrence, Godshill, Newchurch, Brading, Sandown, Shanklin, Lake, Gatten, Sandford, and Wroxall, all in the Isle of Wight, in the county of Southampton.

To enable the Company to divert into the said intended reservoirs, tanks, conduits, and aqueducts, and to collect and impound, take, use, and appropriate for the purposes of their undertaking, all such streams, springs, and waters as can be intercepted by the proposed works or any of them, or as may be found in or under any of the lands to be acquired under the powers of the Bill.

To lay down and maintain conduits, aqueducts, pipes, and other works in, under, over, across, and along, and to cross, break up, open, alter, divert, or stop up, temporarily or permanently, public and private roads, highways, footpaths, streets, quays, pavements, squares, alleys, bridges, public places, canals, towing paths, railways, tramways, sewers, drains, and watercourses in the aforesaid parishes.

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 of those works shown on the sections hereinafter mentioned.

The Bill will or may also authorise the Company to effect the following objects, viz. :—

To purchase and acquire by compulsion or agreement, and hold lands, houses, waters, and other hereditaments and property, and also to take grants of or acquire easements over lands, houses, springs, streams, waters, and other hereditaments for the purposes of their undertaking.

To supply water for domestic, public, trading, and other purposes; to alter or vary, if need be, the water rates and other charges now leviable by the Isle of Wight Waterworks Company, and to demand, collect, and recover new and other rates, rents, and charges for such supply, to confer, vary, or extinguish exemptions from the payment thereof; to vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

To enable the Company to make regulations for the prevention of waste by the users and consumers of water supplied by them, and to make, erect, and provide cisterns, pipes, valves, and other conveniences, and to do all such acts and things as may be necessary in relation thereto, and to provide penalties for the breach of such regulations.

To enable the Company to enter into contracts and agreements with the Corporation of Ryde, the Local Boards for the districts of Shanklin and St. Helens, and the Rural Sanitary Authority for the Isle of Wight, and with any sanitary or local authorities, corporations, bodies, or persons, for the supply of water in bulk or otherwise.

To alter, amend, extend, enlarge, or to repeal so far as may be necessary for the purposes of the Bill, all or some of the provisions of the Local and Personal Acts of Parliament following, or one of them (that is to say):—24 and 25 Vic., cap. 55, relating to or affecting the Isle of Wight Waterworks Company, and all other Acts relating to or affecting that Company, and all other Acts relating to or affected by the objects of the Bill.

To repeal, extinguish, vary, or modify all existing powers, rights, privileges, and exemptions which would or could in any manner impede

or interfere with the carrying into effect of any of the objects and purposes of the Bill, or the execution of any of the powers thereof, and to confer, vary, or extinguish other powers, rights, privileges, and exemptions.

The Bill will for the purposes thereof incorporate all or some of the provisions of The Waterworks Clauses Acts, 1847 and 1863, The Lands Clauses Consolidation Acts, 1845, 1860, and 1869, The Companies Clauses Acts, 1845, 1863, and 1869, and such parts of The Railways Clauses Consolidation Act, 1845, as relate to roads, the temporary occupation of lands, and such other matters as may be deemed expedient.

On or before the 30th day of November, 1881, duplicate plans and sections, showing the lines, situation, and levels of the intended works, and the lands and property which may be taken for the purposes thereof, and 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 Southampton, at his office in Winchester, and with the Clerk of the Peace for the Isle of Wight, at his office at Newport, in the Isle of Wight, and on or before the same day a copy of the said plans, sections, and book of reference, or so much thereof as relates to each parish in or through which the intended works will be made, together with a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish at his residence, and as regards any extra-parochial place, if any, with the parish 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, 1881.

Dated this 15th day of November, 1881.

*J. W. Fardell*, Ryde, Solicitor for the Bill.

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

In Parliament.—Session 1882.

North British and Mercantile Insurance Company.

(Increase and Re-arrangement of Capital and Shares; Increase of number of Directors, and fixing their Qualification and Remuneration; Power to General Court to appoint Committee and Registrar; Scale of Voting; To vary Provisions for Holding General Meetings of Shareholders; Facilities for Registration of Shares in Edinburgh and London; Altering, Amending, and Enlarging Powers of Investment, and conferring further Powers; Signature of Documents; Amendment of Articles of Co-partnership, Charter, and Acts, &c.; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next Session thereof, by the North British and Mercantile Insurance Company (hereinafter called "the Corporation") for leave to bring in a Bill to effect all or some of the following among other objects (that is to say):—

1. To make such alterations in the constitution of the Corporation and its management and capital as the Bill will define.

2. To enable the Corporation to increase the capital stock of the Corporation; to divide, or enable the Corporation to divide, its capital stock and shares into shares of a smaller denomination than they now bear, and to allocate and apportion the amount now paid up on each share between the divided shares or otherwise; as the Corporation may determine or as the Bill may define;

to provide for the allotment and issue of new shares in such manner, upon such terms and conditions, and with such rights and privileges as the Corporation may resolve or as the Bill may define, and to make such other provisions with reference thereto as may be necessary, and as the Bill may define; and to restrict and define the number of shares which may be held by the General Court for behoof of the Corporation.

3. To vary and increase the number of Directors; to fix their qualification and to provide for their remuneration; to alter and amend the existing provisions as to the election and going out of office of Directors, and their powers and duties.

4. To make new provisions with reference to the constitution of the General Court of Directors and the meetings of that Court; to alter and define the present constitution thereof, and to alter and define the constitution, proceedings, functions, and status of the Edinburgh and London Boards of Directors; to provide for the appointment by the General Court of a General Court Committee and make provisions with reference to the constitution, meetings, and functions of that Committee, and its place of meeting.

5. To make new provisions as to the appointment, status, and powers of the Chairman of the General Court, and to provide for his remuneration; to provide for the appointment by the General Court of an officer of the Corporation resident in Edinburgh, to be called the "Registrar," and to fix and define the functions, duties, and remuneration of such Registrar.

6. To make further provision with reference to the rights of Shareholders of the Corporation to vote at General Meetings; to regulate the scale and mode of voting thereat; and with reference to the votes of shareholders by proxy; and to provide that all shares and interests of the shareholders of and in the Corporation shall be personal estate, and transmissible as such.

7. To make further provisions for varying the date of holding the Annual General Meetings of Shareholders.

8. To make regulations facilitating the registration of Transfers of Shares by keeping duplicate books in Edinburgh and London or otherwise as the General Court may consider convenient to the Shareholders of the Corporation, and to amend the Acts of Parliament relating to the Corporation so far as may be necessary as regards the provisions they contain in reference to the registration of Shares.

9. To repeal the 25th article of the Contract of Co-partnership dated 2nd November, 1809, and subsequent dates; Section 28 of "The North British Insurance Company's Act, 1860;" and Section 7 of "The North British and Mercantile Insurance Company's Act, 1870;" and to alter, extend, and define the powers of the Corporation, and of the Edinburgh and London Boards, in respect of the laying out and investing the capital, funds, property, and assets of the Corporation; to enable the Edinburgh and the London Boards respectively, either in the name of the Corporation or of trustees to be named by either Board on behalf of the Corporation, or the Corporation, in addition to the powers they now possess, to lay out and invest or lend the capital, funds, property, and assets of the Corporation in such manner as the Bill may define or Parliament may sanction, and to make new provisions with reference to such investment.

10. To make further provisions with reference to the execution by the Corporation of all deeds and other documents, and for the service of notices on shareholders.

11. To enable the Corporation to acquire, for

business offices or premises, any lands in India, the colonies, or any foreign country, and to sell, lease, exchange, or otherwise dispose of the same from time to time as they may see fit.

12. To repeal Sections 6, 10, and 16 to 21 inclusive, and Section 24 of "The North British Insurance Company's Act, 1860;" Sections 5 to 20 inclusive, and Sections 26, 29, 34, and 36 of "The North British and Mercantile Insurance Company's Act, 1862;" and Sections 10 to 14 inclusive, and Section 17, of "The North British and Mercantile Insurance Company's Act, 1870;" and otherwise to alter, extend, and amend, or wholly or in part to repeal, or to consolidate and re-enact, with such alterations and additional powers as may be expedient, all or some of the powers and provisions of the recited Acts, and also, if necessary, to amend and extend, or to rescind, the powers and provisions in the said Contract of Co-partnery, the Charter of Incorporation of the Company granted by His Majesty King George the Fourth, bearing date the 6th day of February, 1824, and the supplementary Contract of Co-partnery or Deed of Accession and Agreement, bearing date the 4th day of May, 1824, and subsequent dates, all recited or referred to in the said Acts, and to make new provisions in lieu of or in addition to the powers and provisions conferred by and contained in the said Contracts of Co-partnery, Charter of Incorporation, and the said Acts respectively, and to alter, amend, and enlarge the existing bye-laws and rules and regulations of the Corporation.

13. To vary or extinguish all such existing rights and privileges of the Corporation, and the co-partners or shareholders, directors, and officers thereof, as may interfere or be inconsistent with the attainment of the objects of the Bill, and to confer other powers, rights, and privileges in lieu thereof; to make such provisions for regulating and extending the business and capital of the Corporation, and to confer upon the Corporation further powers, rights, and privileges in and for the carrying on, management, and regulation of their business.

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

Dated this 22nd day of November, 1881.

*Bircham and Co.*, 46, Parliament-street, S.W., and 26, Austin-friars, E.C., Solicitors.

*Mackenzie, Innes, and Logan*, 23, Queen-street, Edinburgh, Writers to the Signet.

*Connell, Hope, and Spens*, 3, Princes-street, Westminster, Parliamentary Agents.

In Parliament—Session 1882.

Waterford, Dungarvan, and Lismore Railway. (Extension of Time for Purchase of Lands and Completion of Works Limited by the Company's Act, 1878; Legalisation of Level Crossing; Confirmation of Agreement with Great Western Railway Company; Working and other Agreements with Fermoy and Lismore Railway Company; Incorporation and Repeal, &c., of Acts, and other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session thereof by the Waterford, Dungarvan, and Lismore Railway Company (hereinafter called "the Company") for an Act (hereinafter called the "intended Act") to give effect to the following, or some of the following, among other purposes (that is to say);—

To extend the respective periods limited by "The Waterford, Dungarvan, and Lismore Railway Extension Act, 1878" (hereinafter called

"the Act of 1878") for the compulsory purchase of lands and houses, and for the construction and completion of the railway and works authorised by that Act.

To authorise, sanction, and legalise the crossing on the level by the Company's railway, authorised by the Waterford, Dungarvan, and Lismore Railway Act, 1872 (hereinafter called "the Act of 1872"), of the public road numbered 4, in the townland of Boherawillin, in the parish of Modelligo, in the county of Waterford, on the plans and book of reference deposited with respect to that Act with the Clerk of the Peace for the county of Waterford in November, 1871.

To confirm and give due effect to a certain agreement made and entered into between the Great Western Railway Company and the Company, and bearing date the 21st day of July, 1874, subject to such alterations as Parliament may think fit to make therein.

To enable the Company on the one hand, and the Fermoy and Lismore Railway Company on the other hand, from time to time to enter into, and carry into effect and to rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways, stations, and works, or any part or parts thereof respectively; the supply and maintenance of engines, working and rolling stock, plant, and machinery; the appointment, employment, payment, and removal of officers and servants, the payments to be made and the conditions to be performed with respect to such working, use, management, construction and maintenance; the management, regulation, interchange, accommodation, collection, transmission and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and for and with respect to the fixing, collection, and payment of the tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic; and the division, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the undertakings, railway, and works of the contracting Companies, or any or either of them, or any part thereof, the payment of any fixed or contingent rent, and the appointment of joint committees for carrying into effect any such contract, agreement, or arrangement, and to confirm and give effect to any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To confer upon the Company all such powers, rights, authorities, and privileges which are, or may become, necessary for carrying the powers of the intended Act into execution, and to vary or extinguish all rights and privileges inconsistent with or which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the intended Act, and to confer other rights and privileges.

To confirm and give effect to any contract, arrangement, or agreement now entered into, or hereafter during the progress of the intended Act, to be entered into with reference to all or any of the matters aforesaid, or to any of the objects of the intended Act, or incidental or necessary thereto.

The intended Act may or will incorporate with itself all or some of the provisions of the Acts following, or some of them, that is to say:—

"The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;"

and "The Companies Clauses Act, 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Act (Ireland), 1851;" "The Railways Act (Ireland), 1860;" "The Railways Act (Ireland), 1864;" "The Railways Act (Ireland) 1869;" "The Railways Traverse Act;" "The Railways Clauses Act, 1863;" and "The Railway Companies Arbitration Act, 1859;" and any other Acts applicable to any of the purposes before mentioned.

And the intended Act will alter, amend, vary, enlarge or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—5 and 6 William IV, cap. 107, and any other Act or Acts relating to the Great Western Railway Company, the Fermoy and Lismore Railway Act, 1869, and any other Act or Acts relating to the Fermoy and Lismore Railway Company; the 35 and 36 Vict., cap. 106; 36 and 37 Vict., cap. 132; and any other Act or Acts relating to the Waterford, Dun-garvan, and Lismore Railway Company.

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

Dated this 1st day of November, 1881.

*Edmond Power*, Clonmel, Solicitor.

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

In Parliament.—Session 1882.

Thames Deep Water Dock Railway.

(Construction of Railway between the Dock and Great Eastern North Woolwich Branch Railway—Working and other Arrangements with Great Eastern Railway Company—Running Powers and Facilities over the Great Eastern Railways—Compulsory Purchase of Lands—Tolls, Rates, and Duties—Amendment of Acts and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the purposes following (that is to say):—To authorise the Thames Deep Water Dock Company (hereinafter called "the Company") to make and maintain the railway hereinafter described, with all convenient stations, sidings, approaches, and other works connected therewith (that is to say):—

A railway commencing in the parish of West Ham, in the county of Essex, by a junction with the North Woolwich branch of the Great Eastern Railway, at a point thereon 100 yards or thereabouts west of the No. 3 toll-bar of the North Woolwich Land Company at the south end of Regent's-lane and the east end of Lilliput-road, and terminating in the parish of Dagenham, in the said county, in Dagenham marshes, 30 feet or thereabouts south of the southern fence of the London, Tilbury, and Southend Railway, opposite a point 16 chains or thereabouts thereon east of the mile-post thereon indicating 10 miles from London (Fenchurch-street Station).

The intended railway will be made from, through, or into the parishes of West Ham, East Ham, Barking, and Dagenham, in the county of Essex, or some of them.

To authorise the Company to deviate laterally from the lines of the intended works, to be shown on the plans hereinafter mentioned, and also to

deviate vertically from the levels shown on the sections hereinafter mentioned.

To empower the Company to purchase and take by compulsion or agreement, lands, houses, tenements, and hereditaments for the purposes of the Bill.

To authorise the Company to alter, divert, cross, stop up, or interfere with, whether temporarily or permanently, all such turnpike and other roads, highways, streets, rivers, bridges, aqueducts, canals, pipes, sewers, streams, electric telegraph posts and wires, railways, and tramways, within the aforesaid parishes and places, or any of them, as may be necessary or convenient for the purposes of the intended railway.

To empower the Company to levy tolls, rates, and duties, upon or in respect of the intended railway, and upon or in respect of the railways, stations, and works of the Railway Company hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, and to confer exemptions from such tolls, rates, and duties respectively.

To authorise the Company and any Company or persons for the time being working or using the intended railway, or any part thereof, either by agreement or otherwise, to run over and use with their engines, carriages, and wagons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of all kinds and upon payment of such tolls and rates as may be agreed upon or as may be settled by arbitration or prescribed by the Bill, such parts of the railways and portions of railways following (that is to say):—

So much of the North Woolwich Branch Railway of the Great Eastern Railway as lies between the commencement of the intended railway and the main line to Colchester of the Great Eastern Railway, and so much of that main line or its branches as lies between the North Woolwich Branch Railway and the Liverpool-street Station on the main line, and such other portions of the Great Eastern Railways as lie between the commencement of the intended railway and the Liverpool-street Station.

Together with all or any stations on or connected with the railways or portions of railways to be run over, and all or any roads, platforms, points, signals, water, water engines, engine sheds, standing-room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways or portions of railways and stations, and to require and compel the Great Eastern Railway Company to afford all requisite facilities for those purposes.

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 and carry into effect and rescind agreements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their respective railways, bridges, piers, and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, accommodation, and delivery of traffic upon or coming from or destined for the respective undertakings of the contracting Companies, or either of them, the supply and maintenance of engines, stock, and plant, the rebates, drawbacks, or allowances to be made by either of the contracting Companies to the other of them, the fixing, collection, payment, appropriation, apportionment, and distribution of

the tolls, rates, charges, income, and profits arising from the respective undertakings of the contracting Companies, or either of them, or any part thereof, the employment of officers and servants, and the appointment of joint committees for, or connected with, any of the purposes aforesaid, and to sanction and confirm any agreements made, or to be made, touching any of the matters aforesaid.

To authorise the making of and to confirm all or any contracts, agreements, and arrangements made or to be made prior to the passing of the Bill with reference to all or any of the objects of the Bill.

To change the name of the Company, if deemed expedient, to that of "The Thames Deep Water Dock and Railway Company," or to such other name as may be prescribed by the Bill.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges, and to enable the Company to apply to the purposes of the Bill part of their authorised capital.

To alter, amend, and repeal, so far as may be necessary, the Thames Deep Water Dock Act, 1881, and the Great Eastern Railway Act, 1862, and all other Acts affecting the Great Eastern Railway Company or any portions of its railways hereinbefore referred to.

And notice is hereby further given, that maps, plans, and sections of the intended railway, showing the line and levels thereof, and of the lands to be taken for the purposes of the Bill, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office, in Chelmsford, in that county, and on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended railway is proposed to be made, or any lands proposed to be taken are situate, and also a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the clerk of each such parish at his place of abode.

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

Dated this 18th day of November, 1881.

*Tahourdins and Hargreaves*, 1, Victoria-street, S.W.

In Parliament—Session 1882.

Windsor and Metropolitan Railway.

(Incorporation of Company; Construction of Railways between Windsor and the Hounslow and Metropolitan Railway at Hounslow; Working and Traffic Agreements; Powers to Metropolitan District and Hounslow and Metropolitan Railway Companies; Amendment of Acts.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company (in this notice referred to as "the Company") and to authorise the Company to make and maintain the railways hereinafter described with all proper stations approaches junctions, sidings works and conveniences connected therewith (that is to say):

1. A railway No. 1 commencing in the parish of Heston in the County of Middlesex by a junction with the authorised line of the Hounslow and Metropolitan Railway Com-

pany at a point distant 2 furlongs 6 chains or thereabouts from the commencement of that authorised line as marked and measured on the plans thereof deposited with the Clerk of the Peace for the County of Middlesex in the month of November 1879 and terminating in the parish of Langley Marish in the County of Buckingham at a point on the eastern side of the road leading from Colnebrook to Slough known as the Bath road distant 150 yards or thereabouts measured in a south-easterly direction along the said road from the junction therewith of the road or lane leading to Sutton which intended railway and works connected therewith will pass from in through or into or be situated within the parishes townships and places following or some of them viz. Heston Cranford Harlington East Bedford and Harmondsworth in the County of Middlesex and Iver. Langley Marish and Horton in the County of Buckingham.

2. A railway No. 2 commencing by a junction with the intended Railway No. 1 at the termination thereof before described and terminating in the Parish of Clewer in the County of Berks at a point distant 55 yards or thereabouts westward of a point on the western side of Thames Street Windsor situated about 50 yards measured in a south westerly direction along the said street from the junction therewith of Bier lane which intended railway No. 2 and works connected therewith will pass from in through or into or be situated within the parishes townships and places of Langley Marish Horton Stoke Pogis Datchet Upton-cum-Chalvey and Eton in the County of Buckingham and Clewer and New Windsor in the County of Berks.

The Bill will also authorise the Company to exercise the following powers viz.:

To deviate from the lines and levels of the intended railways and works as shown on the plans and sections hereinafter mentioned to such an extent as may be provided for by the Bill.

To cross, divert alter or stop up temporarily or permanently turnpike and other roads, streets, highways, footpaths pipes sewer's drains canals towing-paths rivers streams watercourses bridges railways and tramways within the parishes and places aforesaid or any of them so far as may be necessary in constructing or maintaining the intended railways and works.

To purchase and take by compulsion lands houses and hereditaments and any estate rights or easements in or over the same for the purposes of the intended railways and works, and to vary or extinguish all rights and privileges in any manner connected with the lands houses and hereditaments so purchased or taken. The estimated quantity of land which may be taken from the reputed commons or commonable lands called North Field in the parish of Eton is  $12\frac{1}{2}$  acres from Eton Great Common in the parish of Eton, 4 acres from South Field in the parish of Eton, 11 acres and from the Brocas in the same parish  $\frac{1}{2}$  an acre.

To levy tolls rates and charges upon or in respect of the intended railways and works and the conveyance of traffic thereon, to alter any existing tolls rates and charges and to confer exemptions from the payment of tolls rates and charges.

To empower the Company on the one hand and the Hounslow and Metropolitan Railway Company and the Metropolitan District Railway Company or either of them, on the other hand,

to enter into and carry into effect contracts and agreements for or with reference to the working use management and maintenance of the intended railways and works or any part thereof 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 interchange, accommodation, conveyance, and transmission of traffic to from and over the railways 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.

The Bill will or may authorise the Metropolitan District Railway Company and the Hounslow and Metropolitan Railway Company or either of those Companies to execute and maintain the proposed railways and works as part of their own undertaking and to exercise the aforesaid powers proposed to be granted to the Company either independently and instead of the Company or jointly with the Company in such proportions and upon such conditions and with such restrictions as the Bill shall define or may be agreed upon between the said Companies and to maintain use and work the hereinbefore described railways if and when made by the Company and to subscribe or contribute funds towards the construction and maintenance of the said intended railways and works or some part or parts thereof and to guarantee such interest dividends and annual and other payments in respect of the moneys expended in the construction thereof as may be agreed upon between the said Companies and to take and hold shares in the capital of the Company and to apply to the purposes aforesaid or any of them any capital or funds now or hereafter belonging to the Metropolitan District Railway Company or the Hounslow and Metropolitan Railway Company or under the control of their respective directors and (if they should think fit) to raise additional capital by the creation of new shares with or without preference or priority in the payment of dividends and by mortgage or by any of those means and if the Bill shall so prescribe to add the additional capital to the undertaking of the Company.

The Bill will vary or extinguish all such rights and privileges as may interfere with its objects or with any such contracts or agreements as aforesaid and confer other rights and privileges and it 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. cap. 322; 28 and 29 Vic. cap. 151; 29 and 30 Vic. cap. 178 and all other Acts relating to or affecting the Metropolitan District Railway Company and the Hounslow and Metropolitan Railway Act 1880 and all other Acts relating to or affecting the Hounslow and Metropolitan Railway Company.

And notice is hereby given that plans and sections describing the line situation and levels of the intended railways and works and the lands and other property which may be taken under the powers of the Bill together with a book of reference to such plans an Ordnance map with the line of railway delineated thereon and a copy of this notice as published in the London Gazette will on or before the 30th day of the present month of November 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 Berks at his office at Abingdon and with the Clerk of the Peace for the County of Bucks at his office at Aylesbury 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 place in or through which the intended railways will be made or pass 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 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.

*Higginson and Vigers*, 3, Westminster Chambers, Victoria street, Westminster, Solicitors.

*William Bell*, 27, Great George Street, Westminster, Parliamentary Agent.

In Parliament—Session 1882.

Alnwick Corporation.

(Power to the Corporation of Alnwick to acquire compulsorily or by agreement certain Lands part of the Forest of Aydon, otherwise Haydon or Alnwick Moor; Provisions for the Management thereof by the Council; Powers to the Trustees to convey such Lands to the Corporation; Provisions for vesting such Lands in the Corporation, and for vesting Schools in the Corporation and for the government thereof; For fixing the number, mode of election, and qualification of the Council, and Rules and Regulations as to voting; Appointment of Officers and Servants; Election of Chamberlains; Audit of Accounts and Penalties for Offences; Incorporation and Amendment of Acts, and Alteration of Charters; Provisional Order and Inclosure Award; Costs of the Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Chamberlains, Common Council, and Freemen of the borough of Alnwick, 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 enable the Corporation to acquire by compulsory or agreement certain lands (hereinafter called the said lands), situate in the township and manor of Alnwick, in the parish of Alnwick, in the county of Northumberland, allotted and awarded by Mr. Thomas Bell by his Award, authorised under the provisions of the Inclosure Acts, and dated the 27th day of February, 1854, to Trustees in such Award mentioned (hereinafter called the Trustees), acting on behalf of the Freemen and Freemen's Widows of the borough of Alnwick, which lands are or were common lands, and are numbered 6 on the map annexed to the said Award, and contain by estimation 2,362 acres, 3 roods, and 28 perches, exclusive of

the public carriage roads passing through the same, and the piece of land known as the recreation ground situate in the said township and parish, and containing eight acres or thereabouts, and numbered 3 on the said map, and allotted by the said Award to the said Trustees, and to enable the Trustees for the time being to convey such lands and recreation ground to the Corporation.

To vest the said lands and all rights and privileges connected therewith in the Corporation, and to enable the Corporation, or the Council of the said borough (hereinafter called the Council), to control, manage and exercise all necessary powers over the said lands, either absolutely or subject to such limitations and restrictions as may be provided for by the Bill.

To alter, vary or annul so much and such parts of the said Inclosure Award, dated the 27th day of February, 1854 (hereinafter called the Award), as are inconsistent with the objects of the Bill.

To enable the Corporation to acquire by agreement the school-houses and premises situate in the said parish of Alnwick, and known as the Corporation Schools, and to vest such houses and premises in the Corporation, and to confer upon the Council all necessary powers with regard to the government of the schools, the admission and education of children, the selection of masters and teachers and their remuneration, and the general control and management of the schools.

To make rules and provide for the nomination and election of the Council and to fix their number and qualification and to define the mode of election, and to fix the qualification of the Electors and of the Freemen and Widows of Freemen and to make bye-laws, rules and regulations for the conduct of the proceedings of the Corporation and Council, the appointment of officers and servants, the rendering and auditing of accounts and to enforce compliance with such bye-laws, rules and regulations by the infliction of penalties for default.

To enable the Corporation to agree with the Lord or Lady of the Manor of Alnwick, and with the Trustees, and with the said Freemen or Widows of Freemen, and all other persons interested in the said lands for all or any of the above purposes.

To provide for the management of the said lands by the Council and to agree with any person or persons on the terms or conditions (as to quantity, rent, cultivation, forfeiture, or otherwise) on which the said lands shall be let, and to enable the Council to recover such rent, and from time to time to make and enforce bye-laws and regulations for all or any of such purposes.

To authorise the Corporation, for the purposes of the Bill, to purchase and take by compulsion or agreement and to take on lease grants of easements in, over and under the said lands, and to confer upon any person or persons easements over the said lands.

To make provision for the payment of the costs, charges, and expenses of and incident to the application for and the obtaining and passing of the proposed Bill into an Act out of any monies in the hands of the Corporation or under their control, or to be raised or derived under the said Bill.

To confirm or enlarge, vary or in part repeal, so far as may be necessary for the above purposes, the Award dated the 27th day of February, 1854, the Provisional Order of the Inclosure Commissioners in respect of the inclosure of the said Forest of Aydon, otherwise Haydon or Moor of Alnwick, or some part thereof, dated the 18th

day of January, 1850, and any Act or Acts of Parliament confirming such Award or Provisional Order, and any charter, articles of agreement or other instruments relating to the Corporation, or to the said lands or any other rights or interests therein.

To incorporate with the Act all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860 and 1869.

To confer upon the Corporation and Council, or either of them, all such powers, rights, authorities and privileges, as are or may become necessary for carrying the powers of the Act into execution; to vary and extinguish all rights and privileges inconsistent with or which would in any manner impede or interfere with the carrying into complete and full effect the objects and purposes of the Bill, and to confer other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November instant, plans of the lands and houses which may be taken for the purposes of the Bill, together with a book of reference to the plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Northumberland, at his office at the Moot Hall, Newcastle-upon-Tyne, in the said county; and that on or before the same day a copy of the said plans, book of reference and Gazette notice, will be deposited at the office of the Secretary of State for the Home Department, and for the purpose of public inspection, with the parish clerk of the parish of Alnwick at his residence.

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

Dated this 8th day of November, 1881.

*Wm. T. Hindmarsh, Alnwick;*  
*E. Flux and Leadbitter, 144,*  
*Leadenhall-street, London,*  
*E.C.;*

*John Jordan, 3, Westminster Chambers,*  
*Victoria-street, London, S.W.,*  
*Parliamentary Agent.*

In Parliament.—Session 1882.

Coombe, Sutton, and Croydon Railway.  
(Incorporation of Company—Construction of Railways from the authorised Kingston and London Railway to the Croydon, Oxted, and East Grinstead Railways—Working and other arrangements with and between, and powers of subscription, guarantee, raising, and application of Funds, and other powers to Metropolitan District, London and South Western, London, Brighton, and South Coast, South Eastern, Kingston and London, and Oxted and Groombridge Railway Companies—Running Powers and facilities over Railways of Kingston and London, and Metropolitan District Railway Companies—Other powers—Amendment or repeal of Acts.)

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

1. To incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all proper and necessary stations, sidings, junctions, approaches, communications, works, and conveniences connected therewith or incidental thereto respectively, that is to say:

Railway No. 1.—A railway commencing in the parish of Kingston-upon-Thames by a junction with the authorised Kingston and London Railway, in a field numbered 486 on the published ordnance map (on the scale of  $\frac{1}{25000}$ ) of that parish, at or near a point 310 yards or thereabouts, measured in a south-westerly direction from the bridge called or known as Coombe Bridge, which bridge carries the road known as Coombe-road, and numbered 435 in the said parish on the said map over Beverley Brook, and terminating in the parish of Sutton, on or near the west side of the High-street, or the main road which is a continuation thereof, in the direction of the Green, at or near a point 60 yards or thereabouts measured in a southerly direction from the south end of the Green, which is numbered 174 on the published ordnance map (on the scale of  $\frac{1}{25000}$ ) of the said parish of Sutton.

Railway No. 2.—A railway commencing in the parish of Merton by a junction with the Epsom and Leatherhead Branch of the London and South Western Railway, at or near a point on the said branch 400 yards or thereabouts measured in a southerly direction from the mile-post on the said branch indicating 9 miles from London, and terminating in the same parish by a junction with Railway No. 1, at or near the southern corner of the field numbered 249 on the published ordnance map (on the scale of  $\frac{1}{25000}$ ) of the same parish, and near the house known as Ivy House.

Railway No. 3.—A railway commencing by a junction with Railway No. 1 at the termination thereof above described, and terminating in the parish of Croydon, in a field numbered 1,719 on the published ordnance map (on the scale of  $\frac{1}{25000}$ ) of that parish, at or near a point 150 yards measured in a westerly direction from the Brighton-road, and 400 yards measured in a north-easterly direction from the house known as Haling Grove.

Railway No. 4.—A railway commencing by a junction with Railway No. 3 at the termination thereof above described, and terminating in the parish of Sanderstead by a junction with the authorised Croyden, Oxford, and East Grinstead Railway of the London, Brighton, and South Coast Railway Company and the South Eastern Railway Company, at or near a point on that portion of the unfinished works of the last-mentioned authorised railway which lies between the fields numbered 4 and 5 in the said parish of Sanderstead on the published ordnance map (on the scale of  $\frac{1}{25000}$ ) of that parish, which point of termination is 420 yards or thereabouts due east of the Red Deer public-house on the Brighton-road.

Which said intended railways and works will be made, or pass from, through, or into the several parishes, extra-parochial and other places following, or some of them, that is to say:

Kingston-upon-Thames, Wimbledon, Merton, Morden, Lower Morden, Malden, Cheam, Sutton, Mitcham, Carshalton, Carshalton Fields, Beddington, Wallington, Wallington Fields, Croydon, Sanderstead, and Coulsdon, all in the county of Surrey.

2. To authorise the Company to stop up, divert, or discontinue as public highways, and to extinguish all rights of way over, and to appropriate to the purposes of the Company and their undertaking, and to vest in the Company the site and soil of the following roads (that is to say):

The road known as Brunswick-road, in the parish of Sutton.

The road known as Lower-road, in the same parish;

And also to cross, stop up, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, highways, footpaths, or places, railways, tramways, rivers, bridges, wharves, quays, landing places, sewers, culverts, drains, pipes, telegraphs, or other works and conveniences within or adjoining the aforesaid parishes or places, or any of them, and to appropriate and use the same and the soil and surface thereof for the purposes of the intended works.

3. To authorise the Company to deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such an extent as may be authorised by or determined under the powers of the Bill, whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

4. To authorise the Company to purchase, by compulsion or agreement, lands, houses, easements, rights, and other property for the purposes of the intended railways and works, and to purchase, by compulsion or agreement, so much and such part or parts of any house, building, manufactory, or premises as they may require for the purposes of the Bill, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, notwithstanding the 92nd section of "The Lands Clauses Consolidation Act, 1845."

5. To authorise the Company to levy tolls, rates, and duties for the use of the intended railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

6. To authorise the Company on the one hand, and the Metropolitan District Railway Company, the London and South Western Railway Company, the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the Kingston and London Railway Company, and the Oxted and Groombridge Railway Company, or any one or more of those Companies, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies, of their respective railways and works, or any or either of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of such railways and works, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, regulation, collection, conveyance, and delivery of the traffic upon or coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, collecting, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to

the purposes aforesaid, or any of them, and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made.

7. To authorise the before-mentioned Companies, or any one or more of them, to subscribe and contribute funds towards the making and maintaining of the intended railways and works, or any or either of them, or any part or parts thereof respectively, and to take and hold shares, stock, debentures, debenture stock or other securities of the Company, and to guarantee to or for the Company interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of such purposes, and other the purposes of the Bill, to apply their respective funds, and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee in payment of interest or dividend, or other special privileges, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the intended railways and works, or any or either of them, or any part or parts thereof, and the tolls, rates, and duties, received upon or in respect thereof, and to authorise the before-mentioned Companies, or any one or more of them, to appoint directors of the Company.

8. To empower the Company, and all companies and persons lawfully using the railways of the Company, or any of them, or any part thereof, to run over and use with their engines and carriages, officers and servants, and for the purposes of their traffic of every description, upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon, or in default of agreement as may be settled by arbitration or defined by the Bill, the portions of railways respectively hereinafter mentioned, together with the stations, platforms, sidings, roads, watering places, water supply, booking and other offices, warehouses, landing places, signals, points, buildings, machinery, works and conveniences on or connected therewith respectively (that is to say):—

- (1) The authorised Kingston and London Railway, from the junction therewith of the intended Railway No. 1 to the junction of the Kingston and London Railway at the termination thereof at Fulham with the Metropolitan District Railway.
- (2) The Metropolitan District Railway, from the junction therewith of the said authorised Kingston and London Railway at Fulham to the Kensington High-street and South Kensington Stations respectively of the said Metropolitan District Railway, including those stations.

And to require and compel the Kingston and London Railway Company, the Metropolitan District Railway Company, and the London and South Western Railway Company, or other the Company or Companies owning or working the said portions of railways respectively so run over and used, to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons as aforesaid to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned portions of railways respectively, or any part or parts thereof, under the powers of the Bill, and, if need be, to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon or in respect of the said

portions of railways respectively so run over and used, and the works and conveniences connected therewith.

9. To authorise agreements between the Company and the other Companies named in this notice, or any of them, with respect to or in connection with the objects and purposes of the Bill, and to confirm and give effect to any such agreements which may have been or may be made prior to the passing of the Bill.

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

11. To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the powers and provisions of the Acts of Parliament following, or some of them (that is to say):—Local and personal Acts 27 and 28 Vic., cap. 322, and all other Acts relating to or affecting the Metropolitan District Railway Company, 4 and 5 Will. IV, cap. 88, 18 and 19 Vic., cap. 188, and all other Acts relating to or affecting the London and South Western Railway Company; 9 and 10 Vic., cap. 283, 41 and 42 Vic., cap. 72, and all other Acts relating to or affecting the London, Brighton, and South Coast Railway Company; 6 Will. IV, cap. 75; 26 and 27 Vic., cap. 115, and all other Acts relating to or affecting the South Eastern Railway Company; "The Kingston and London Railway Act, 1881," "The Oxted and Groombridge Railway Act, 1881," and all other Acts (if any) which may relate to or be affected by the objects of the Bill.

12. The Bill will vary or extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from the payment of rates, tolls, and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

And notice is hereby further given, that duplicate plans and sections, describing the situation, lines, and levels of the intended railways and works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, an ordnance map with the lines of the intended railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, 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 in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice as published in the London Gazette will be deposited in the case of each such parish with the parish clerk thereof at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this fourteenth day of November, 1881.

*Cope and Co.*, 3, Great George-street,  
Westminster, Solicitors.

*John Charles Ball*, 16, Parliament-street,  
Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

Ipswich Tramways (Extensions).

(Construction of additional Tramways; Abandonment of Tramways; Compulsory Purchase of Lands and Buildings; Widening of Streets; Power to use Mechanical Power on Tramways; Extension of Time for Completion of Tramways; Tolls, Rates, and Duties; Capital Powers; Amendment of Acts and Orders; and other purposes.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Ipswich Tramways Company (hereinafter called the Company) for a Bill (hereinafter called the Bill) for all or some of the following purposes (that is to say):—

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

Tramway No. 1, commencing on Cornhill by a junction with Tramway No. 2, authorised by the Ipswich Tramways Order, 1879 (hereinafter referred to as the Order of 1879), at a point opposite the centre of King Street, 50 feet, or thereabouts, from the north-east angle of the Town Hall, passing along Cornhill and Tavern-street, and terminating in that street at its east end.

Tramway No. 1 will be a double line, except for a distance of one and a half chains, or thereabouts, from its commencement, where it will be a single line.

Tramway No. 2, commencing by a junction with the northward line of Tramway No. 1, at its termination, and passing into and along Carr-street, and terminating at Major's-corner, St. Helen's-street, by a junction with Tramway No. 1, authorised by the Order of 1879, opposite Upper Orwell-street.

Tramway No. 2 will throughout be either a single line or a double line, or as a single line with three rails, as may be defined by the Bill.

Tramway No. 3 (single line), commencing in Old Foundry-road by a junction with Tramway No. 6, authorised by the Ipswich Tramways (Extensions) Order, 1880 (hereinafter referred to as the Order of 1880), at a point 20 feet, or thereabouts, southward of the centre of Great Colman-street, and passing thence into and along Great Colman-street, and Northgate-street, and terminating by a junction with the southward line of Tramway No. 1 at its termination.

Tramway No. 4 (single line), being a junction line 1 chain 60 links, or thereabouts, in length, situate wholly on Cornhill, and commencing by a junction with Tramway No. 3, authorised by the Ipswich Tramways Act, 1881 (hereinafter referred to as the Act of 1881), 25 feet or thereabouts west of a point opposite the centre of Tower-passage, and terminating by a junction with Tramway No. 1, 80 feet, or thereabouts, east of the same point.

The above-described tramways will pass from, through or into, or be situate in, the several parishes and places following (that is to say):

St. Matthew, St. Mary Tower, St. Lawrence, and St. Margaret, all in the borough of Ipswich, in the county of Suffolk.

At the following places it is proposed to lay the Tramways so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the foot-path on the side of the streets hereinafter mentioned, and the nearest rail of the Tramway (that is to say):—

Tramway No. 1.—In Tavern-street, on both sides.

Tramway No. 2.—In Carr-street, on both sides.

Tramway No. 3.—In Great Colman-street, on the north side. In Northgate-street, on the east side.

Each tramway is intended to be constructed on a gauge of 3 feet 6 inches, and the cars or carriages to be used upon such tramways will extend beyond the outer edge of the wheels of such cars or carriages to any extent not exceeding 16 inches on each side thereof. It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

To authorise, or to authorise and require, the Company from time to time, and either temporarily or permanently to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient to the efficient working of the tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage-sheds, or works or buildings of the Company.

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

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

To reserve to the Company the exclusive right of using on the proposed tramways carriages adapted or suitable for running thereon.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or Corporations other than the Company with carriages having flange wheels or otherwise, suitable or adapted to run on the tramways; and to authorise and give effect to agreements between the Company and any other person or Corporation for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To authorise and empower the Company from time to time, on such terms and conditions and subject to such restrictions (if any) as may be prescribed by the Bill, to use upon all or any of their authorised or proposed tramways such loco-

motive power, other than or in addition to animal power, for the moving thereon of their carriages as may be prescribed or authorised by the Bill, and to hold and acquire patent and other rights, or licences to use such rights, in relation to any such locomotive power as aforesaid.

To enable the Company to levy tolls, rates, and charges for the use of the authorised and of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to confer exemptions from the payment of tolls, rates, or charges, and to alter existing tolls, rates, or charges, and any exemptions therefrom.

To authorise the abandonment of so much of Tramway No. 6, authorised by the Order of 1880:—(1) As extends from the west end of Crown-street to a point in Old Foundry-road, 20 feet southward of Great Colman-street. (2) As extends from the last mentioned point to Major's-corner, St. Helen's-street, opposite Upper Orwell-street, and so much of Tramway No. 1, authorised by the Act of 1881, as extends from its junction with Tramway No. 3, authorised by that Act to its junction with the Tramway No. 6, authorised by the Order of 1880, at the west end of Crown-street, and to provide for the release, repayment, or re-transfer out of the High Court of Justice (Chancery Division) of all money or stock deposited or transferred in respect of the applications to the Board of Trade for the Order of 1880 and the Act of 1881, and now remaining in the name or custody of Her Majesty's Paymaster General as security for the completion of the tramways authorised by the said Order and the said Act, together with all interest or dividends which may have become due thereon.

To extend the time granted by the Orders of 1879 and 1880, for the construction of all, or some of the tramways authorised by those Orders respectively, not already constructed.

To authorise the Company to widen Carr-street, in the said parish of St. Margaret's, on the south side, for a distance of 30 yards east and 14 yards west of a point opposite the centre of Little Colman-street. Also to widen Great Colman-street, on the south side, for a distance not exceeding 8 yards from the corner of Northgate-street; and also to widen Northgate-street, on the east side, for a distance not exceeding 6 yards from the corner of Great Colman-street.

To empower the Company to acquire by compulsion, or agreement, and to hold or to take easements over lands and buildings for the purposes of their authorised and proposed tramways and works, or erect buildings, offices, or other conveniences thereon.

To authorise the purchase and acquisition by the Company of so much of any property as may be required for the purposes, or in exercise of the powers of the Bill, free from liability, imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To enable the Company and the Mayor, Aldermen, and Burgesses of the Borough of Ipswich (hereinafter called the Corporation) or any body corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the authorised or proposed tramways, and the rails, plates, sleepers, and works connected therewith; and with respect to the widening and improvement of any roads or streets upon or along which the tramways or any part thereof are, or are intended to be, laid or constructed, and for facilitating the passage of car-

riages and traffic over and along the same or any part thereof.

To authorise the Corporation to subscribe moneys towards the widening or improvement of streets.

To authorise the Felixstowe Railway and Dock Company to subscribe for and hold shares in the Ipswich Tramways Company.

To authorise the Company, if need be, to alter the present powers of the Company for raising capital, and to provide for payment of interest thereon during construction of works.

To vary or extinguish all rights and privileges inconsistent with, or which would or might, in any way interfere with any of the objects of the Bill, and to confer other rights and privileges.

To incorporate in the Bill, and to confer upon the Company, all or some of the powers and provisions of the Companies' Clauses Consolidation Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and the Bill will alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes thereof, the provisions, or some of the provisions of the Tramways Act, 1870.

To extend and apply to the tramways and works to be authorised by the Bill the powers and provisions, or some of them, of the several Orders and Acts relating to the Company, with or without modification, and as far as may be necessary for the purposes of the Bill, to amend, alter, extend, enlarge, or repeal the provisions or some of the provisions of the Order of 1879 confirmed by the Tramways Orders Confirmation Act, 1879, the Order of 1880 confirmed by the Tramways Orders Confirmation (No. 1) Act, 1880, and the Ipswich Tramways Act, 1881.

On or before the 30th day of November, 1881, duplicate plans and sections of the tramways and works proposed to be authorised by the Bill, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Suffolk, at his office at Ipswich, in that county, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said tramways and works, or any part thereof, are or is intended to be made, or will be situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in case of each such parish, with the parish clerk thereof at his residence, and in the case of an extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1881.

*Tahourdins and Hargreaves*, 1, Victoria-Westminster.

In Parliament.—Session 1882.

Bridgewater Railway.

(Incorporation of Company; Construction of Railway from the Somerset and Dorset Railway at Edington to Bridgewater; Working and other Arrangements with the London and South Western and Midland Railway Companies; Powers to run into Edington-road Station; Special Powers to Limited Owners of Land; Powers to the Corporation of Bridgewater to subscribe and to apply and raise moneys and to appoint Directors; other Powers; Amendment or Repeal of Acts.)

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

ensuing session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To incorporate a Company (hereinafter called the Company) and to authorise the Company to make and maintain the railway hereinafter described, or some part thereof, with all proper and convenient stations, sidings, junctions, buildings, approaches, and other works and conveniences connected therewith or incidental thereto, viz. :—

A railway to commence in the parish of Edington, in the county of Somerset, by a junction with the main line of the Somerset and Dorset Railway at or near the westerly end of the passenger platform at the Edington-road station on that railway, and to terminate in the parish of Bridgewater, in the said county, in a field in the occupation of William Brice, Alfred Garret Barham, and Edward Kenrick Lloyd, or one of them, which field is situate at or near the junctions of the main road from Bridgewater to Bristol, and the main road from Bridgewater to Glastonbury and Wells with the street or road called or known as Monmouth-street, and is bounded on the east by the said main road from Bridgewater to Bristol, on the west by an occupation road leading from Church-street into the said main road from Bridgewater to Bristol, on the north by a field in the occupation of William Shattock, and a house and garden in the occupation of Charles Longly, and on the south by land belonging to the Great Western Railway Company, which said intended railway will be made or pass from, in, through, or into the parishes or extra-parochial or other places following, or some of them (that is to say):—Edington, Catcott, Moorlinch, Shapwick, Meare, Chilton super-Polden, Cossington, Woolavington, Bradney, Stawell, Bawdripp, Puriton, Chedzoy, Chilton Trinity, Wembdon, and Bridgewater, all in the county of Somerset.

2. To authorise the Company to purchase and take by compulsion and agreement, lands, houses, and property required for the purposes of the intended railway and works, and to levy tolls, rates, and duties for the use of the intended railway and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

3. To authorise the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, railways, tramways, rivers, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the intended railway and works.

4. To authorise the Company to deviate from the lines or situations of the railway within the limits of lateral deviation shown on the plans, and to deviate vertically from the levels of the railway shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill, and whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

5. To enable and authorise any tenant for life of, or other person having a limited estate or interest in, any lands which would or might be benefited or improved in value by, or would derive facilities or accommodation from, the construction or working of the intended railway, or any part or parts thereof, or any station, siding, road, approach, buildings, works, or conveniences connected therewith, to subscribe and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon, such lands

and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railway, or any part or parts thereof, or any such station, siding, road, approach, building, works, or conveniences, either without payment or other consideration, or for such consideration, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been or may be made between any such person and the Company, or any person or persons on their behalf respectively with respect to any of the matters aforesaid.

6. To enable the Company on the one hand, and the London and South Western Railway Company and the Midland Railway Company, or either of those Companies, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the working, use, management, construction, and maintenance, by any or either of the contracting Companies, of the intended railway and works, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said railway and works, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them; for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract or agreement already made, or which, prior to the passing of the Bill, may be made.

7. To empower the Company and all other Companies and persons lawfully using the intended railway, or any part thereof, to run into and use with their engines and carriages, wagons and trucks, and their officers and servants, and for the purposes of traffic of every description, the station at Edington-road, on the Somerset and Dorset Railway, together with all lines of rails, sidings, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, points, machinery, works, and conveniences connected or used with such station, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company, the Somerset and Dorset Railway Company, the London and South Western Railway Company, and the Midland Railway Company, or any or either of them, or as in default of agreement shall be determined by the Board of Trade, or by arbitration, or defined by the Bill; and to require and compel those Companies to afford all requisite facilities for the purpose.

8. To authorise the mayor, aldermen, and burgesses of the borough of Bridgewater to subscribe and contribute funds towards the making and maintaining of the intended railway and works, or any part or parts thereof, and to take

and hold shares, stock, debentures, debenture stock, or other securities of the Company, and for all or any of such purposes to apply their funds, rates, and revenues, and to raise further moneys by borrowing, and to authorise the said mayor, aldermen, and burgesses to appoint directors of the Company.

9. To confer upon the Company all rights, powers, privileges, and authorities which are or may become necessary for carrying the objects and purposes of the Bill into complete and full effect, 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.

10. To alter, amend, extend, enlarge; or to repeal, so far as necessary for the purposes of the Bill, the provisions, or some of the provisions, of the several local and personal Acts following, or some of them, that is to say: 25 and 26 Vic., cap. 225, and the several other Acts relating to or affecting the Somerset and Dorset Railway Company; 4 and 5 Will. IV., cap. 88; 18 and 19 Vic., cap. 188; 39 and 40 Vic., cap. 115; and the several other Acts relating to or affecting the London and South Western Railway Company; 7 and 8 Vic., cap. 18; 39 and 40 Vic., cap. 115; and the several other Acts relating to or affecting the Midland Railway Company; 8 and 9 Vic., cap. 89, and the several other Acts relating to the Corporation of Bridgewater; and all other Acts relating to or affected by the objects of the Bill, or any of them.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railway and works, together with a book of reference to such plans, an ordnance map with the line of the intended railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Somerset, at his office at Wells, and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference respectively, as relates to each parish or extra-parochial place in or through which the intended railway and works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and as to any extra-parochial place with the clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1881.

Board of Trade.—Session 1882.

Southwold Railway Company.

(Increase of Capital.)

NOTICE is hereby given, that pursuant to the provisions of "The Railway Companies' Powers Act, 1864," as amended by "The Railways (Powers and Construction) Act, 1864, Amendment Act, 1870," the Southwold Railway Company (hereinafter called "the Company") intend applying to the Board of Trade for a Certificate under that Act, authorising the Company to raise further additional capital by shares or stock, and by borrowing, with power to issue such new shares or stock with a preference or priority of dividend, and upon such terms and

conditions as may be prescribed in the Certificate, and by the said Certificate it is intended to incorporate "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869," and also to amend and enlarge, if necessary, the powers and provisions of the Act of Parliament relating to the Company.

The Certificate will also vary and extinguish all existing rights and privileges which would interfere with the raising of such additional capital, and will confer other rights and privileges.

And notice is hereby also given, that copies of the Draft Certificate, as proposed by the Company, will be supplied at the price of sixpence for each copy to all persons applying at the office of Messrs. Langdale and Eaton Turner, 30, Bedford-row, W.C., Solicitors to the said Company.

And all persons desirous of making to the Board of Trade any representation, or of bringing before them any objection respecting the application for such Certificate, may do so by letter addressed to the Secretary of the Board of Trade, Whitehall, London, on or before the 1st January, 1882.

And notice is hereby further given, that after the Board of Trade have settled the said Draft Certificate, copies thereof can be obtained at the before-mentioned office, at a charge of sixpence for each copy, or of such other sum as the Board of Trade may direct.

Dated this 14th day of November, 1881:

*Langdale and Eaton Turner, Solicitors.*

In Parliament.—Session 1882.

Wharves and Warehouses Steam Power and

Hydraulic Pressure Company.

(Additional Capital; Change of Name; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Wharves and Warehouses Steam Power and Hydraulic Pressure Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To increase the capital of the Company and to empower the Company to raise further money for the general purposes of their undertaking, by the creation and issue of ordinary and preferential shares or stock and debenture stock, and by borrowing, or by all or any of those means.

To change the name of the Company.

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

To alter, vary, repeal, extend, or enlarge all or some of the provisions of the Wharves and Warehouses Steam Power and Hydraulic Pressure Company's Act, 1871, or of the Acts or parts of Acts incorporated therewith, or of any other Act relating to the Company.

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

Dated this 17th day of November, 1881.

*Beale, Marigold, Beale, and Groves, 28,  
Great George-street, Westminster;  
Ashurst, Morris, Crisp, and Co., 6, Old  
Jewry, London;*

Solicitors to the Bill.

In Parliament—Session 1882.

Regent's Canal, City and Docks Railway.  
(Incorporation of Company; Purchase of Undertaking of The Regent's Canal Company; Dissolution of Canal Company and Incidental Provisions; New Railways from The Great Western and Hammersmith and City Railways at Paddington to the Royal Albert Dock of the London and St. Katharine Docks Company, near the Northern Pier Head of the River Entrance to that Dock, with a Pier there into the River Thames, together with Junctions with the Midland and Great Northern Railways, and with the Railways or Sidings of the London and St. Katharine Docks Company; Alterations of the Regent's Canal and Bridges thereover, and Narrowing of a Portion of the Grand Junction Canal at its junction with the Regent's Canal; Street Widening; Stopping up of Streets and New Streets; Powers as to Construction of Junction Lines by other Railway Companies, and the London and St. Katharine Docks Company and other Special Provisions as to Junctions; Compulsory Purchase of Lands, &c.; Special Provisions as to Lands and Houses affected, and as to Sites for Artisans' Dwellings; Tolls; Separate Undertakings; Agreements with and Alteration of Tolls of other Companies; Contributions by the Great Western, Midland and Great Northern Railway Companies and the London and St. Katharine Docks Company; Agreements with and Contributions by, and other Provisions Affecting the Metropolitan Board of Works, the Corporation of the City of London and the Commissioners of Sewers for the City of London and District Boards, Vestries and Local Authorities; Payments of Dividend out of the Capital or other Funds of the Company; Amendment of Acts.)

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

1. To incorporate a Company (hereinafter called "the Company") for the purposes of the intended Bill.
2. To enable the Company to purchase, and the Company of Proprietors of the Regent's Canal (in this notice called "the Canal Company") to sell the undertaking, canals, docks, basins, cuts, lay-byes, reservoirs, roads, towing paths, bridges, locks, feeders, tunnels, culverts and other works, or any part or parts thereof respectively, and all or any lands, houses, buildings, wharves, warehouses, property, agreements, benefits of agreements, rights, powers, privileges and authorities now belonging to or vested in or enjoyed by the Canal Company, or of which they have the use or occupation, upon such terms and conditions as may have been or may be agreed upon between the Company or any person or persons on their behalf, or on behalf of the Promoters of the Bill and the Canal Company, or as may be prescribed or defined by or under the Bill, and to enable the Company to exercise and carry into effect all or any of the powers or provisions of any Act or Acts of Parliament relating to or affecting the Canal Company.
3. To make provision, if thought expedient, for the dissolution of the Canal Company and the winding-up of their affairs, and the collection, recovery, distribution and application of all money in their hands (including any unclaimed dividends or interest) or due or to become due to them, and the taking over, discharge and satisfaction of their existing and future debts and liabilities

4. To provide for and regulate the making of compensation to officers and servants of the Canal Company, and to enable the Company to establish superannuation funds, and to apply their corporate funds and revenues for that purpose.

5. To enable the holders of shares and stock in the capital of the Canal Company (including any corporations, bodies or persons not sui juris) to accept, and, if thought expedient, and in such events and under and subject to such conditions, restrictions and regulations as may be prescribed by the Bill, to require the appropriation and delivery to them of shares or stock in the capital or any of the capitals of the Company in substitution for their shares or stock in the capital of the Canal Company.

6. To sanction, confirm and give effect to any agreement or agreements made, or to be made, with reference to any of the matters above mentioned.

7. To enable the Company to make and maintain the railways, canal works, street widening, and new streets, and other works hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, trams, sidings, junctions, turn-tables, tunnels, covered ways, stations, embankments, fences, towing paths, toll houses, piers, arches, locks, flood gates, weirs, overflow sluices, dams, channels, reservoirs, basins, aqueducts, levels, tanks, staunches, conduits, culverts, sewers, drains, pipes, feeders, cuts, lay-byes, wharves, warehouses, stages, cranes, hydraulic lifts, weighing machines, quays, shipping places, slips, jetties, landing places, pumps, engines, engine-houses and other machinery, approaches, roads, buildings, yards and all other works and conveniences, that is to say:—

#### I. Railways.

- (1.) A Railway (No. 1), commencing in the parish of St. Mary Paddington, in the county of Middlesex, at or near the south-eastern angle of Westbourne-terrace-road at its junction with Blomfield-crescent and terminating in the parish of St. Pancras, in the county of Middlesex, at or near the northern boundary fence of the Gardens of the Zoological Society of London in the Albert-road, Regent's Park, at a point 124 yards, or thereabouts, measured in a westerly direction from the south-west angle of St. Mark's Churchyard, which intended Railway No. 1 will be made or pass from, in, through, or into the parishes, townships and places following, or some of them, that is to say: St. Mary Paddington, St. Marylebone and St. Pancras, all in the county of Middlesex.
- (1A.) A Railway (No. 1A), wholly in the parish of St. Mary Paddington aforesaid, commencing by a junction with the goods lines of the Great Western Railway at a point 97 yards, or thereabouts, measured in an easterly direction along the course of those lines from the eastern side of the footbridge over the Great Western Railway known as Westbourne Park Passage Bridge, and terminating by a junction with the intended Railway No. 1 at its point of commencement as above described.
- (1B.) A Railway (No. 1B) wholly in the parish of St. Mary Paddington aforesaid, commencing by a junction with the Hammersmith and City Railway at the eastern side of the footbridge above mentioned, known as Westbourne Park Passage Bridge, and terminating by a junction with the intended Railway No. 1A at a point on the south side of Harrow-

road at or near the north-eastern corner of Ranelagh Bridge.

- (2.) A Railway (No. 2) commencing in the parish of St. Pancras, in the county of Middlesex, by a junction with the intended Railway No. 1 at its termination as above described, and terminating in the parish of St. Mary Islington, in the same county, at a point 128 yards or thereabouts, measured in a westerly direction from the western face of the bridge carrying Caledonian-road over the Regent's Canal and about 2 yards northward of the towing path of the Regent's Canal.
- (3.) A Railway (No. 3), commencing in the parish of St. Mary Islington, in the county of Middlesex, by a junction with Railway No. 2 at its termination as above described, and terminating in the township of Plaistow, in the parish of West Ham, in the county of Essex, at a point 98 yards or thereabouts measured in a north-westerly direction from the north-east corner of the "Prince of Wales" public-house (situate in Regent's-lane, otherwise known as Prince Regent's-lane, about 7 chains from the junction of that lane with Lilliput-road), which intended Railway No. 3 will be made or pass from, in, through, or into the parishes, townships and places following, or some of them, that is to say — St. Mary Islington, St. James Clerkenwell, St. Leonard Shoreditch, St. John at Hackney, St. Matthew Bethnal Green and St. Mary Stratford, Bow, in the county of Middlesex; and Stratford, Plaistow Church-street and West Ham, in the county of Essex.
- (3A.) A Railway (No. 3A) commencing in the parish of St. Pancras, in the county of Middlesex, by a junction with the goods lines of the Midland Railway Company at a point 44 yards, or thereabouts, measured in a northerly direction along the course of that Company's railway from the southern face of that Company's tunnel under Camdensquare and terminating in the parish of St. Mary Islington, in the same county, at a point 2 yards or thereabouts eastward from the eastern side of the street known as Bath-place, and 10 yards or thereabouts northward from the towing-path of the Regent's Canal.
- (3B.) A Railway (No. 3B), wholly in the parishes of St. Mary Islington and St. Pancras, in the county of Middlesex, or one of them, commencing in the parish of St. Mary Islington, by a junction with the intended Railway No. 3, at its commencement as above described, forming also in its course a junction with the intended Railway No. 3A at its termination as above described, and terminating in the said parish of St. Mary Islington, at a point immediately in line with the northern face of the Maiden Lane Tunnels of the Great Northern Railway, 10 yards or thereabouts, measured in an easterly direction from the eastern side of the easternmost of those tunnels.
- (3C.) A Railway (No. 3C), wholly in the parish of St. Mary Islington, aforesaid, commencing by a junction with the intended Railway No. 3B at its termination as above described, and terminating by a junction with the Great Northern Railway, at a point two yards or thereabouts, measured in a southerly direction from the southern face of the Copenhagen Passenger Tunnel of that railway.
- (3D.) A Railway (No. 3D), wholly in the parish of St. Mary Islington aforesaid, commencing by a junction with the intended Railway No. 3B, at its termination as above described, and terminating by a junction with the passenger lines of the Great Northern Railway, at a point 242 yards or thereabouts, measured in a north-easterly direction along the course of that railway from the north face of the Copenhagen Passenger Tunnel.
- (3E.) A railway (No. 3E) wholly in the parish of St. Mary Islington aforesaid, commencing by a junction with the intended Railway No. 2, at its termination as above described, and with the intended Railway No. 3B at its commencement as above described, and terminating at a point about 12 yards northward from the towing path of the Regent's Canal, and about 42 yards measured in a westerly direction from and at right angles to the western side of the Caledonian-road, and there forming a junction with the intended Railway No. 6 hereinafter described.
- (4.) A Railway (No. 4), commencing in the township of Plaistow, in the parish of West Ham, in the county of Essex, by a junction with the intended Railway No. 3 at its termination as above described, and terminating in the parish of Woolwich (detached), in the county of Kent, on the northern bank or foreshore of the River Thames at a point about 142 yards eastward of the river bank and about 430 yards northward from the northern pier-head of the river entrance to the Royal Albert Dock of the London and St. Katharine Docks Company, together with a pier for carrying the said Railway No. 4 for a distance of about 142 yards westward from its termination, which intended Railway No. 4 and pier will be made or pass from, in, through or into the parishes, townships and places following, or some of them, that is to say: Plaistow, West Ham and East Ham, in the county of Essex and Woolwich (detached), and the bed and foreshore of the River Thames, in the county of Kent.
- (5.) A Railway (No. 5), wholly in the township of Plaistow, in the parish of West Ham, in the county of Essex, commencing by a junction with the intended Railway No. 3 at its termination as above described, and terminating at a point 8 yards or thereabouts, measured in a northerly direction, from the north-east corner of the No. 3 Granary in course of re-erection, belonging to the London and St. Katharine Docks Company and there forming a junction with the Railway siding or sidings belonging to that Company.
- (6.) A Railway (No. 6), commencing in the parish of St. Mary Islington aforesaid, by a junction with the intended Railways Nos. 3A and 3B at the point of termination of the intended Railway No. 3A as above described, and terminating in the parish of St. Giles Without Cripplegate, in the city of London, at the northern side of the public road known as Barbican, at a point 26 yards or thereabouts measured in a westerly direction from the south-west corner of Golden-lane, which intended Railway No. 6 will be made or pass from, in, through or into the parishes, townships and places following, or some of them, that is to say, St. Mary Islington, St. James Clerkenwell, and St. Luke, in the county of Middlesex, and St. Giles Without Cripplegate, in the City of London.

## II. Canal Works.

- (A.) The narrowing of the Grand Junction Canal, and the variation and alteration of the

banks, towing-path, waterway, and works of the Regent's Canal, from a point 132 yards or thereabouts measured in a south-westerly direction from the western face of Warwick-road Bridge over the Regent's Canal to the western face of the Maida-hill Tunnel of the Regent's Canal. The proposed works (A) will be wholly situate in the parish of Saint Mary Paddington, in the county of Middlesex.

(B. to F.). Variations and alterations of the banks, towing-path, waterway, and works of the Regent's Canal between the several points hereinafter particularly described, that is to say:—

(b.) From the eastern face of the Maida-hill Tunnel, in the parish of St. Marylebone, in the county of Middlesex, to a point 136 yards or thereabouts, measured in a westerly direction from the western face of the foot-bridge over the Regent's Canal, belonging to the Zoological Society of London, in the parish of St. Pancras, in the same county.

(c.) In the parish of St. Pancras aforesaid, from a point 26 yards, or thereabouts, measured in an easterly direction from the eastern face of College-street Bridge to a point 33 yards, or thereabouts, measured in a south-easterly direction, from the eastern face of the bridge carrying the main lines of the Midland Railway over the Regent's Canal.

(d.) From the eastern face of the Islington Tunnel of the Regent's Canal to a point 74 yards or thereabouts, measured in a westerly direction, from the western face of Kingsland-road Bridge. The variation d will be made or pass from, in, through or into the parishes of St. Mary Islington, St. John at Hackney, and St. Leonard Shoreditch, all in the county of Middlesex.

(e.) From a point in the parish of St. Leonard Shoreditch, in the county of Middlesex, 21 yards or thereabouts, measured in a westerly direction from the western face of the Haggerston Bridge, to a point in the parish of St. John at Hackney, in the same county, 70 yards or thereabouts, measured in a south-easterly direction from the east face of Cat and Mutton Bridge.

(f.) From a point in the parish of St. John at Hackney, in the county of Middlesex, 28 yards or thereabouts, measured in an easterly direction from the eastern side of the entrance to the canal basin, which is on the eastern side of Mare-street, Hackney, to a point in the parish of St. Matthew Bethnal-green, in the same county, 6 yards or thereabouts, measured in a north-westerly direction from the pier-head, at the north end of Old Ford Locks.

(g.) A variation of the Hertford Union Canal of the Canal Company, from a point in the parish of St. Matthew Bethnal-green aforesaid, 124 yards or thereabouts, measured in a south-westerly direction from the western face of Grove-road Bridge, to a point in the parish of St. Mary Stratford, Bow, in the county of Middlesex, 255 yards or thereabouts, measured in a north-easterly direction from Three Colt Bridge.

All the measurements given in the description of the works A to G are taken as made along the course of the respective canals.

(h.) The stopping up of the existing entrance to the Kingsland Basin, and the making and maintaining in substitution therefor, of a new lock entrance or means of communication from the Regent's Canal to the said basin, wholly situate in the parish of

St. Leonard Shoreditch, in the county of Middlesex, commencing at a point about 60 yards westward from the centre of the entrance to be stopped up as aforesaid, and terminating on the western side of the said basin at a point about 1 chain north of the towing path of the Regent's Canal.

And the Bill in connection with and for the purposes of the canal works above described, will or may authorise and empower the Company to alter, vary and if need be reconstruct all or any of the bridges and works over, under, or upon the Regent's Canal and the Hertford Union Canal, respectively, which it may be found necessary to alter, vary and reconstruct, but so as not to alter permanently the lines and levels of any roads carried over such bridges respectively, except as regards the bridge in the parish of St. Leonard Shoreditch aforesaid, carrying the Kingsland-road over the Regent's Canal, the level of which road will be altered for the purposes of the intended Railway No. 3.

### III. Street Widening and New Streets.

(A.) A widening in the said parish of St. Luke, in the county of Middlesex, of Central-street, on its eastern side, throughout the entire length of that street.

(B.) The stopping up and discontinuance for public use of the following streets, courts and footways respectively which abut upon, or are adjacent to Golden-lane, that is to say: British Oak-passage, a new street (unnamed) leading from Hatfield-street to Golden-lane, French-alley, Green Arbour-court, Crown-court, Bell-place, Bell-alley, Turk's Head-court, Osman's-place, Great Arthur-street, Little Arthur-street, Hot Water-court and Fann-street, all in the parish of St. Luke, in the county of Middlesex, and Fann-street, Bridgewater-court, Brackley-street and Charles-street, all in the parish of St. Giles Without Cripplegate, in the City of London, and to vest in the Company the sites and soil of those streets, courts and passages respectively, or such parts thereof as may not be thrown into and become part of the intended new streets hereinafter described; and to authorise the Company to make the following new streets, or some or one of them, that is to say:

(1.) A new street, commencing in the parish of St. Luke, in the county of Middlesex, at or near the junction of Domingo-street and Baltic-street, and terminating in the parish of St. Giles Without Cripplegate, in the City of London, at a point in Princes-street about 41 yards north of its junction with the street known as Barbican.

(2.) A new street wholly in the said parish of St. Luke, commencing in Crown-court at a point about 23 yards south of its junction with French-alley, and terminating on the western side of Golden-lane, at a point about 54 yards south of Hatfield-street at its junction with Golden-lane.

(3.) A new street, partly in the parish of St. Luke aforesaid, and partly in the parish of St. Giles Without Cripplegate aforesaid, commencing at or near the north-western corner of the westernmost house on the north side of Bridgewater-court, and terminating on the western side of Golden-lane, opposite or nearly opposite Playhouse-yard; and

(4.) A new street in the parish of St. Luke aforesaid, commencing in Great Arthur-street at a point about 18 yards west of Bell-place, and terminating in the intended new street.

above described, under the number (3), at a point about 24 yards south of the junction of Bell-alley and Bell-place.

To authorise the Company to cross, stop up, close for traffic, alter, remove, divert and otherwise interfere with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths or places, roadways, railways, tramways, rivers, canals, basins, lay-byes, locks, towing paths, banks, walls, tunnels, bridges, wharves, quays, landing-places, market-places, gas and water mains and pipes, sewers, culverts, subways, sluices, drains, pipes, telegraphs, telephones, pneumatic tubes, or other works, conveniences and appliances, whether belonging to the Company or to any other Company, or any corporation, body or persons, within or adjoining the aforesaid parishes and places, or any of them, and to appropriate and use the same, or the subsoil thereof, for the purposes of the intended works, and to appropriate and use the under surface of any lands, streets, roads, squares, passages and places under, along or across, which any of the proposed works are intended to be made, and in connection with the intended street widening and new streets or any of them, and as part of the works to make and maintain within the parishes and places before mentioned, or any of them, junctions and communications with any existing streets which may be intersected or interfered with, by or be contiguous to the line of the intended streets and widening of streets, or any of them, and to alter the lines or levels of any existing streets, roads or ways, for the purpose of connecting the same with the intended street improvements and new streets, or any of them.

To authorise the construction and maintenance of shafts or openings from the surface of any road, land, street, square or public place, to any portion of the proposed railways constructed under the surface thereof, subject to such provisions and limitations as may be mentioned in the Bill.

To authorise the Company to deviate from the lines or situations of any of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, or as may be defined by the Bill, and to deviate from the levels of any of the works shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill, and, in either case, whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorise the Company on the one hand, and the Great Western, the Midland and the Great Northern Railway Companies and the London and Saint Katharine Docks Company respectively on the other hand, to enter into and carry into effect, and to vary or rescind contracts, agreements and arrangements for or with respect to the point at which, the mode in which, and the terms and conditions upon which any junction or junctions between the railways of the contracting Companies shall be made, and the Bill will or may provide for the settlement by arbitration or otherwise of any difference which may arise between the Company and any of the other Companies mentioned in this paragraph touching any such matters.

To authorise and empower the Great Western, the Midland and the Great Northern Railway Companies and the London and Saint Katharine Docks Company respectively, either by themselves or jointly with the Company, to construct and maintain all or some part or parts of those of the proposed railways which

will form junctions with their railways or any of their railways, and all or some part or parts of any works connected with such proposed railways, and, if thought fit, to vest in such Companies respectively, either alone or jointly with the Company, such of the proposed railways and works as aforesaid, or any of them, or any part or parts thereof, as may be agreed upon or defined by the Bill, and to confer upon the said respective Companies with respect thereto all or any of the powers proposed to be conferred upon the Company, including powers of construction and maintenance, and of purchasing lands compulsorily or by agreement, and of taking, levying, demanding and recovering rates, tolls and charges.

To apply to the proposed canal works, and the Company in respect thereof, and to enable the Company to have, exercise and enjoy all the rights, powers, and privileges of the Canal Company with respect to the taking and use of water from the Grand Junction Canal, or from any other source.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings or works which may be rendered insecure or affected by any of the intended works, and which houses, buildings or works may not be required to be taken for the purposes thereof.

To authorise the Company to purchase, by compulsion or agreement, lands, houses and other property for the purposes of the intended works, or easements, rights or interests in, over or affecting the same and, notwithstanding the 92nd Section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take, by compulsion or agreement, any land, vaults, cellars, arches, or other offices, or parts of or attached to or belonging to any houses, buildings, manufactories or other premises, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories and property.

To relieve the Commissioners of Sewers for the City of London, with respect to any lands which may be acquired by the Company from them compulsorily, or by agreement, from any obligation which they may be under of erecting artisans dwellings or other buildings on such lands, or of applying or appropriating such lands for that or any similar or other special purpose, and to empower the Company to purchase by agreement, and if necessary or thought expedient, to convey to the said Commissioners, other lands in lieu of the lands so to be acquired from them by the Company, and if need be, to provide for the erection of artisans dwellings and other buildings by the said Company on the lands so to be conveyed to them, or the application or appropriation of such lands to the same or the like purposes to which the lands acquired by the Company from the Commissioners are applicable, or liable to be appropriated, and to empower the Company and the said Commissioners to make and carry into effect agreements or arrangements, and to confirm, sanction and give effect to any agreements into which they have entered or may enter touching any such matters.

To authorise the Company to sell, convey, demise, and lease, or otherwise dispose of lands, tenements and hereditaments purchased or acquired under the powers of the Bill, and, so far as may be necessary or expedient, to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To provide for the dedication to and repair by

the public of the intended street widening and new streets either absolutely unconditionally and immediately, or upon such terms (pecuniary or other) and conditions and from such period as may be prescribed by the Bill.

To enable the Company to stop up and discontinue for public traffic the following streets, or some of them, or some part or parts thereof respectively, in addition to those above-mentioned in this Notice, and to vest in the Company the sites or soil of the streets, or parts of streets, so to be stopped up (that is to say): Blomfield-mews, and Maida-hill West, in the parish of St. Mary Paddington aforesaid, Bath-place, London-street, Buckingham-street and Thornhill Bridge-place, in the parish of St. Mary Islington aforesaid, King's-row, Wiltshire-row, Dunston-road and Regents-row, in the parish of St. Leonard Shore-ditch aforesaid; Andrew's-road, in the parish of St. John at Hackney aforesaid; the roadway over Three Colt Bridge and Wendon-street, in the parish of St. Mary Stratford Bow aforesaid; and any other streets or roads and any footways shown on the plans to be deposited as hereinafter mentioned, as intended to be stopped up in whole or in part.

To enable the Company to levy and recover tolls, rates and charges upon and in respect of the said intended railways, canal works, pier and other works and conveniences, and to confer, vary or extinguish exemptions from the payment of such tolls, rates and charges respectively.

To extend to the proposed canal works, street widening and new streets and other works, and the construction and maintenance thereof, and the Company in relation thereto, the provisions of the "Railways Clauses Consolidation Act, 1845," with respect to "the temporary occupation of lands near the railway during the construction thereof," and such other provisions thereof as may be necessary or convenient, subject nevertheless to such modifications, if any, as the Bill may define, or to provide in the Bill for accomplishing the objects of the said enactments with or without modification.

To constitute or to empower the Company to constitute the undertaking of the Canal Company when transferred to and vested in the Company, and either with or without any part or parts of the works, lands or property to be executed or acquired by the Company under the powers of the Bill, a separate and distinct undertaking of the Company, with a separate capital, proprietary, and borrowing powers, and to attach or to enable the Company to attach to all or any shares or stock in any such separate capital, and the holders of such shares or stock, special rights and privileges, and to charge or empower the Company to charge the dividends or interest on such separate capital, and of any mortgages or debenture stock affecting the separate undertaking or any part or parts thereof, upon the income, revenue and profits of the separate undertaking, and also, if thought expedient, of the general undertaking of the Company.

To prescribe, define and regulate the rights and priorities inter se of the share and stock and debenture holders and creditors of the several undertakings of the Company.

To empower the Company on the one hand, and the Great Western, the Midland and the Great Northern Railway Companies, and the London and St. Katharine Docks Company, and the Grand Junction Canal Company, or any or either of those Companies on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements and arrangements with respect to the construction, working, use, management and maintenance by the contracting Com-

panies, or any or either of them, of their respective railways, undertakings 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 undertakings of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock and plant, the erection, formation and providing by the contracting Companies or any or either of them, of sidings, lay-byes, accommodation works, buildings and conveniences upon or in connection with their respective undertakings, and the maintenance, use and repair thereof, 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.

To alter and vary the tolls, rates, and charges which the Companies aforesaid are now respectively authorised to receive and take upon their respective railways, canals or works aforesaid, or the railways, canals or works so under their management or control, and to confer, vary or extinguish exemptions therefrom.

To authorise the Great Western, the Midland and the Great Northern Railway Companies, and the London and St. Katharine Docks Company, or any of them, to contribute towards the cost of all or any of the works proposed to be authorised by the Bill, and to take and hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and upon any debentures or debenture stock of the Company, and for those purposes, or any of them, to apply their respective funds and revenues, to raise additional capital by shares or stock (ordinary or preference), and by borrowing, and, if thought fit, to enable the said Companies, or any of them, to appoint Directors of the Company.

To empower the Company on the one hand and the Metropolitan Board of Works (hereinafter called "the Board"), the Mayor and Commonalty and Citizens of the City of London (hereinafter called "the Corporation"), and the Commissioners of Sewers for the City of London (hereinafter called "the Commissioners"), or any of them, or any District Board of Works, Vestry or other Local Authority, having the control or management of the streets or roads, on the other hand, to enter into and carry into effect contracts, agreements and arrangements for or with respect to the construction and maintenance of the intended railways, street widening, new streets and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and to confer upon the Corporation, the Board, the Commissioners and any District Board of Works, Vestry or other Local Authority as aforesaid respectively, or any or either of them in furtherance of any such

agreement, all or any of the powers of the Bill including powers of construction, maintenance and purchasing lands, and to authorise or provide for the vesting in the Board, the Corporation and the Commissioners, or any one or two of them, or any District Board of Works or Vestry, upon terms to be agreed on or prescribed by the Bill, of the intended new streets, and the portions to be widened and improved under the Bill of existing streets, and any lands or other property purchased or acquired under the powers of the Bill, and the maintenance thereof by them and the application of their respective funds, rates and revenues thereto.

To authorise or require the Board, the Corporation, the Commissioners, and any District Board of Works, Vestry, or other Local Authority as aforesaid, or any or either, or some or one of them, to subscribe and contribute funds towards the making and maintaining of the intended railways, street widening, new streets and works, or any or some of them, or any or some part or parts thereof respectively, and to empower them, or some or one of them, to take and hold shares in the capital to be created under the powers of the Bill, and to guarantee the payment of interest, dividend, annual or other payment in shares or stock, and the principal and interest of any loan of the Company, and for all or any such purposes to empower and, if need be, require them to apply any existing rates, dues, or other revenues which they are already authorised or may by the Bill be authorised to raise, and to raise further money from time to time by rates or by borrowing on the security of any corporate property belonging to them, or of any of their rates, dues or revenues, and on mortgage or bond, debenture stock or otherwise.

To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of the capital or any of the funds of the Company, from time to time, or out of the receipts of their canal undertaking, interest or dividends, on any shares or stock of the Company.

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

To alter, amend, extend and if need be repeal the provisions or some of the provisions of the several local and personal Acts of Parliament and Orders following, that is to say: 5 and 6 Will. IV, cap. 107, 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; 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company; 27 and 28 Vic., cap. 178, and all other Acts relating to the London and St. Katharine Docks Company; 33 Geo. III, cap. 80, and all other Acts relating to the Grand Junction Canal Company; 52 Geo. III, cap. 195, and all other Acts relating to the Canal Company; 18 and 19 Vict., cap. 120, and all other Acts relating to the Metropolitan Board of Works and the Local Management of the Metropolis; the London City Improvement Act, 1847, and all other Acts relating to or affecting the Corporation of the City of London; 57 Geo. III, cap. 29, and all other Acts relating to the Commissioners of Sewers for the City of London.

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 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 Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and with the Clerk of the Peace for the City of London at his office at the Sessions House, Old Bailey, in the City of London, and with the Clerk of the Peace for the county of Essex at his office at Chelmsford, in that county, and with the Clerk of the Peace for the county of Kent at his office at Maidstone, in that county; and that on or before the said 30th day of November a copy of so much of the said plans, sections and book of reference 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 or acquired compulsorily under the powers of the Bill are situate, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection as follows, that is to say:—in the case of the parish of St. Mary Paddington, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Harrow-road, in that parish, and in the case of the parish of St. Marylebone, with the Vestry Clerk of that parish, at his office at the Court House, Marylebone-lane, in that parish, and in the case of the parish of St. Pancras, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Pancras-road, St. Pancras, and in the case of the parish of St. Mary Islington, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Upper-street, Islington, in the case of the parish of St. James Clerkenwell, with the Vestry Clerk of that parish, at his office at the Vestry Hall, No. 58, Rosoman-street, Clerkenwell, E.C., in the case of the Parish of St. Leonard Shoreditch, with the Vestry Clerk of that parish, at his office at the Shoreditch Town Hall, Old-street, E.C., in the case of the parish of St. John at Hackney, with the Clerk of the District Board of Works for the Hackney district, at his office at the Town Hall, Hackney, in the case of the parish of St. Matthew Bethnal Green, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Bethnal Green, in the case of the parish of St. Luke Middlesex, with the Vestry Clerk of that parish, at his office at the Vestry Hall, City-road, in the case of the parish of St. Mary Stratford-le-Bow, with the Clerk of the District Board of Works for the Poplar District, at his office at No. 117, High-street, Poplar, in the case of the parish of St. Giles Cripplegate, with the Vestry Clerk of that parish, at his office at No. 6 Fore-street, Cripplegate, E.C., and in the case of the parish of Kent of Woolwich (detached), in the county of Kent, with the Vestry Clerk of that parish at his office at the Town Hall, Woolwich; 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 16th day of November, 1881.

*Higginson and Vigers*, 3, Westminster Chambers, Victoria-street, London, Solicitors for the Bill.

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

In Parliament—Session 1882.

Langstone and Chichester Harbours, Docks, and Reclamation.

(Incorporation of Company; Reclamation of Lands; Construction of Embankments, &c., and Dock; Stopping-up or Improvement of Navigable and other Channels; Taking of Water from Main Channel to Langstone Harbour; Tolls, Rates, &c.; Compulsory Purchase or Vesting of Lands; Agreements with Landowners, Crown, &c.; Special Powers to Limited Owners; and Powers to Corporations, &c., to constitute and take Shares; Maintenance of Embankment; Maintenance Rate; Appointment of Commissioners; Constitution of separate Undertakings.)

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

To incorporate a Company (in this notice called "the Company") for the purposes of the said Bill, to confer upon the Company all necessary or convenient powers for the reclamation, cultivation, and improvement of certain waste land now subject to be overflowed by the tide, in and adjoining the parishes in this notice after mentioned, and to purchase and acquire such lands, or some part or parts thereof, by compulsion or otherwise, and to reclaim and protect the same from the sea, and to execute all or some of the works following, viz.:—

To construct and maintain the embankments hereinafter described for the purpose of such reclamation and improvements, the embankments and other works hereinafter mentioned, with all proper banks, sluices, cuts, drains, culverts, openings, bridges, piers, jetties, dams, locks, gates, walls, roads, groynes, and other works and conveniences connected therewith, that is to say—

1. An embankment (No. 1) commencing in the parish of Portsea, in the county of Southampton, at a point three-quarters of a chain west of the line of high-water mark of ordinary spring tides (such line being hereinafter in this notice referred to as the "High-water Mark"), and about 2 chains, measured north-eastward from the north-eastern corner of the coastguard station building on the western side of the main channel forming the sea entrance to Langstone Harbour, and terminating in the parish of South Hayling, in the same county, at or near a point on the east side of the main channel forming the sea entrance to Langstone Harbour,  $1\frac{1}{2}$  chains, or thereabouts, measured in a southern direction from the south-westernmost corner of the Norfolk Lodge public-house, together with an entrance lock through the said embankment about 200 feet in length from north to south, and situate at or near the line of low-water mark of ordinary spring tides on the western side of the main channel forming the sea entrance to Langstone Harbour.

The intended embankment (No. 1) will be situate in the parishes of Portsea and South Hayling aforesaid, and on the bed, shores, and banks of the main channel forming the sea entrance to Langstone Harbour.

2. An embankment (No. 2) commencing in the parish of South Hayling aforesaid, at or near a point about half a chain westward of high-water mark, and at or near the northern end of the point known as Black Point, on the west side of the main channel forming

the sea entrance to Chichester Harbour, and terminating in the parish of West Wittering, in the county of Sussex, at or near a point  $1\frac{1}{2}$  chains eastwards of high-water mark, and about 6 chains south of the point known as East Head Point, on the east side of the main channel forming the sea entrance to Chichester Harbour, together with an entrance lock through the said embankment, about 200 feet in length, from north to south, and situate at or near the line of low-water mark on the western side of the main channel forming the sea entrance to Chichester Harbour.

The intended embankment (No. 2) will be made in the parish of South Hayling, in the county of Southampton, and in the parish of West Wittering, in the county of Sussex, and on the bed, shores, and banks of the main channel, forming the sea entrance to Chichester Harbour.

3. An embankment (No. 3) commencing at or near the termination of the intended embankment (No. 2), and terminating in the parish of Birdham, at or near the western end of the Chichester and Arundel Canal, and on the south side of the entrance lock thereto from Chichester Channel.

The intended embankment (No. 3) will be made or pass from, in, through, or into the parishes, townships, and places of West Wittering, West Itchenor, Birdham, and Appledram, or some of them, all in the county of Sussex, and on the bed, shore, and banks of Chichester Channel.

4. An embankment (No. 4) commencing in the parish of Birdham aforesaid, at or near the western end of the Chichester and Arundel Canal, and on the north side of the entrance lock thereto from Chichester Channel, passing thence across Chichester Channel, Bosham Channel, Thorney Channel, and Emsworth Channel, and terminating in the parish of Westbourne, in the county of Sussex, at or near high-water mark, on the west side of Emsworth Channel, at or near the south-eastern corner of Hendy's Quay, at Emsworth.

The intended embankment (No. 4) will be made or pass from, in, through, or into the parishes, townships, and places of Birdham, Appledram, New Fishbourne, Bosham, Funtington, Chidham, West Thorney, Thorney Island, and Westbourne, in the county of Sussex, and Emsworth and Warblington, in the county of Southampton, or some of them, and the beds, shores, and banks of Chichester Channel, Bosham Channel, Thorney Channel, Stocker's Lake, Emsworth Channel, and Chichester Harbour, or some of them.

5. An embankment (No. 5) commencing in the parish of Warblington, in the county of Southampton, at or near high-water mark, at or near Quay Mill, situate at or near the south end of South-street, and terminating in the parish of Bedhampton, in the same county, and at or near high-water mark on the east side of the channel known as Storehouse Lake, at a point about 9 chains measured along the said channel in a south-westerly direction from Bedhampton Corn Mill.

The intended embankment (No. 5) will be made, or pass from, in, through, or into the parishes, townships, or places following, or some of them, that is to say, Emsworth, Warblington, Havant, and Bedhampton, all in the county of Southampton, and the beds, shores, and banks

of Chichester Harbour, Sweare Deep, the New Cut, Bridge Lake, North Lake, Broad Lake, Storehouse Lake, and Langstone Harbour, or some of them.

6. An embankment (No. 6) commencing in the parish of Bedhampton aforesaid, at or near high-water mark, on the west shore of Storehouse Lake, at a point about 18 chains measured along Storehouse Lake, in a south-westerly direction from Bedhampton Corn Mill, and terminating in the parish of Wymering, at or about high-water mark, and at or near the northern end of and on the north side of Broom Channel, at a point about 14 chains eastward from Portcreek Railway Junction of the London and South Western and London, Brighton, and South Coast Railways.

The intended embankment (No. 6) will be made, or pass from, in, through, or into the parishes, townships, and places of Bedhampton, Farlington, and Wymering, all in the county of Southampton, or some of them, and the beds, shores, and banks of Storehouse Lake, Broad Lake, Langstone Channel, Broom Channel, Russell's Lake, Mallard Lake, Shut Lake, and Langstone Harbour, or some of them.

7. An embankment (No. 7) commencing in the parish of Wymering aforesaid, at or near the north end of Broom Channel, and terminating at or near the point of commencement as above described of the intended Embankment No. 1.

The intended embankment (No. 7) will be made, or pass from, in, through, or into the parishes of Wymering, Portsea, Portsea Island, and the extra-parochial place of Great Salterns, all in the county of Southampton, or some of them, and the beds, shores, and banks of Broom Channel, Langstone Channel, and the main channel forming the sea entrance to Langstone Harbour, or some of them.

8. An embankment (No. 8) commencing at or near the termination as above described of the intended Embankment No. 1, and terminating at or near the point of commencement, as above described, of the intended Embankment No. 2.

The intended embankment (No. 8) will be made, or pass from, in, through, or into the parishes of South Hayling, Hayling Island, and North Hayling, in the county of Southampton, and on the beds, shores, and banks of the main channel forming the sea entrance to Langstone Harbour, Sinah Lake, Langstone Channel, the Deeps, South Lake, Bridge Lake, New Cut, Sweare Deep, Emsworth Channel, Stocker's Lake, and the main channel forming the sea entrance to Chichester Harbour, or some of them.

9. A dock to be made within an area bounded on the west by an imaginary line drawn northward for a distance of about 35 chains from the point of termination above described of the intended Embankment No. 1, on the north by an imaginary line drawn eastward from the northern end of the firstly above described imaginary line for a distance of about 25 chains on the east, by an imaginary line drawn from the eastern end of the imaginary line secondly above described for a length of about 35 chains, and on the south by an imaginary line drawn from the termination of the southern end of the lastly described imaginary line to the point of termination aforesaid of the intended Embankment No. 1, together with a lock entrance from the said dock on its western side into Langstone Channel, form-

ing the sea entrance to Langstone Harbour, the intended dock will be made in the parish of South Hayling aforesaid, and on the bed, shores, and banks of Langstone Channel, Sinah Lake, and Langstone Harbour.

To empower the Company for the purpose of supplying the intended dock with water, to take, divert, and impound from time to time, water from Langstone Channel, forming the sea entrance to Langstone Harbour.

To enable the Company to improve, enlarge, narrow, deepen, alter, or divert, the course of any rivers, channels, or streams running through the said lands so proposed to be reclaimed, and to make and maintain, or to stop up, alter, cross, or divert, either temporarily or permanently, all such drains, sewers, navigations, channels, rivers, watercourses, streams, banks, ways, streets, and roads as may be necessary in carrying out the objects of the intended Act.

To empower the Company to stop up and close for navigation the following channels, or portions of navigable channels, that is to say, so much of Chichester Channel as would lie to the north of an imaginary line drawn westward in direct extension of the entrance lock to the Chichester and Arundel Canal, Bosham Channel, Thorney Channel, Fowley Rithe, the channel along the centre of which runs the boundary between the parishes of Warblington and Havant aforesaid, the channels leading from Bridge Lake and New Cut, or one of them, to Langstone Quays, Brockhampton, Mill Lake, Dock Lake, Biness Rithe, Russell's Lake, Mallard Lake, Shut Lake, Sluice Lake, Salterns Lake, Milton Lake, Lock Lake, Sinah Lake, Mill Rithe, Dip Rithe, and Mengham Rithe, or some of them.

To authorise the Company to deviate laterally from the lines of the said embankments, dock, and other works, as shown upon the plans to be deposited as hereinafter mentioned, and vertically from the levels thereof, as shown upon the sections to be deposited as hereinafter mentioned.

To authorise the Company to demand, take, and recover tolls, rents, rates, dues, or other payments upon, or in respect of, persons, goods, wares, merchandise, cattle, articles, and things, ships, vessels, boats, carts, carriages, and other vehicles, using, or passing over, or carried upon, or frequenting, or resorting to the proposed dock and works connected therewith, or any part or parts thereof respectively, or any quays or landing-places (whether connected or not with the dock), works, or lands of the Company, or for the hire or use of any vessels or boats of the Company, or in respect of any services to be rendered or performed by the Company, and to confer exemptions from, and from time to time to compound for, any such tolls, rents, rates, dues, or other payments.

To empower the Company to purchase and acquire lands and hereditaments in the parishes and places aforesaid, by compulsion and agreement, for the purposes of the intended Act, and to cultivate and improve, and to sell and lease or otherwise dispose of any lands which they may from time to time or at any time acquire under, or by virtue of the provisions of the intended Act, and to vest in the Company, subject to the provisions of the intended Act, the lands and hereditaments to be reclaimed by means of the embankment and other works from time to time to be executed by the Company, and to vary or extinguish all claims and rights whatsoever, in or affecting any lands to be acquired by or vested

in the Company by the provisions of the intended Act.

To confer upon the Company and all persons and Corporations (including the Crown) having estates or interests in the lands proposed to be reclaimed, or in adjoining lands, full powers of entering into and carrying into effect contracts and arrangements for, or with reference to, the construction and maintenance of the proposed embankment or works of the Company, or with reference to any contribution to be made by any such persons or Corporations to the undertaking of the Company, or the payments or allowances to be made by any such persons or Corporations to the Company in respect of the benefit to arise to the lands or property of any such persons or Corporations by the construction of the works or any part of the works.

To confer upon all persons and Corporations (including the Crown) having limited powers or, who but for the provisions of the intended Act would be incapacitated to convey lands to the Company, full powers of conveying to the Company all lands or hereditaments necessary or desirable for the purposes of the Company or any interest therein, and of entering into and carrying into effect contracts or agreements with the Company with reference thereto, and to confer upon such persons and Corporations full power of contributing funds for the purposes of, and taking and holding shares in the undertaking of the Company, and to charge their lands and property with the money so contributed.

To make provision for the permanent maintenance of the embankments and works, and for levying assessments on the reclaimed lands, or some of them, for that purpose, and to provide, if so thought expedient, for the appointment of Commissioners for those or any of those purposes.

To constitute or to enable, the Company to constitute any part or parts of their undertaking, as it may hereafter exist or be authorised, a separate undertaking, with separate and distinct capitals, proprietaries, and borrowing powers, and to apportion or enable the Company, from time to time, to apportion between their several undertakings their tolls, receipts, and income, from whatever source arising, and the expense of working, maintaining, and managing their several undertakings for the time being, and the general expenses of the Company.

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November, 1881, plans and sections showing the line, situation, and levels of the embankments, and other works proposed to be authorised by the Bill, the plans showing also the lands and hereditaments to be taken compulsorily, or vested in the Company under the powers of the intended Act, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Southampton, at his office at Winchester, in that county, and at the office of the Clerk of the Peace for the county of Sussex, at his office at Lewes, in that county; and that on or before the said 30th day of November a copy of so much of the said plans and sections and books of reference as relates to each of the parishes and extra-parochial places in or through which the said intended works or any part thereof are, or is intended to be made, or pass, or will be situate, or in which any such lands will be

situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the intended 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 16th day of November, 1881.

*T. H. Devonshire*, 1, Frederick's-place, Old Jewry, London, Solicitor for the Bill.

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

In Parliament.—Session 1882.

South-Western and City Junction Railway. (Incorporation of Company; power for Company or London and South-Western Railway Company to construct railways and other works; to stop up or divert part of South-Eastern Railway and various roads and streets; separate undertaking by London and South-Western Railway Company; compulsory purchase of lands, tolls, underpinning; working and traffic agreements with and subscriptions by various Railway Companies; incorporation and amendment of Acts.)

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

To incorporate a company and to empower the Company so to be incorporated, or the London and South-Western Railway Company (which Company so to be empowered is hereinafter called "the Company"), to make and maintain the railways and works hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all necessary and convenient sidings, stations, approaches, buildings, yards, and other works and conveniences connected therewith (that is to say):

A Railway (No. 1), commencing in the parish of Saint Mary, Lambeth, in the county of Surrey, by a junction with the lines of the main line station of the London and South-Western Railway, at Waterloo Bridge Station, at a point distant 72 yards or thereabouts, measured in a south-westerly direction, from a point on the west side of Waterloo-road, distant 213 yards or thereabouts, measured in a south-easterly direction, from the junction of York-road and Waterloo-road, and terminating in the same parish at or near the point where Windmill-street crosses Wootton-street, which point is also ninety-five yards or thereabouts, measured in an easterly direction, from the junction of Wootton-street with Cornwall-road.

A Railway (No. 2), commencing in the parish of Saint Mary, Lambeth, by a junction with the eastern end of the lines of the new suburban station, which is the south-easternmost portion of the Waterloo-bridge station of the London and South-Western Railway, at a point distant forty yards or thereabouts, measured in a south-westerly direction, from a point on the west side of the Waterloo-road distant two hundred and seventy yards or thereabouts, measured in a

- south-easterly direction, from the junction of Waterloo-road and York-road, and terminating in the same parish at or near the point above described as the termination of Railway No. 1.
- A** Railway (No. 3), commencing in the parish of Saint Mary, Lambeth, by a junction with the main line of the London and South-Western Railway at or near the bridge which carries that railway over the Westminster Bridge-road, and terminating in the same parish at or near the point above described as the termination of Railway No. 1.
- A** Railway (No. 4), commencing in the parish of Saint Mary, Lambeth, by a junction with the lines of the Richmond and Windsor Line portion of the Waterloo-bridge Station of the London and South-Western Railway, at a point distant one hundred and thirty yards or thereabouts, measured in a south-westerly direction, from a point on the west side of Waterloo-road, distant one hundred and sixty yards or thereabouts, measured in a south-easterly direction, from the junction of Waterloo-road and York-road, and terminating in the same parish at or near the point above described as the termination of Railway No. 1.
- A** Railway (No. 5), commencing in the parish of Saint Mary, Lambeth, by a junction with Railway No. 4, at a point at or near the western side of Waterloo-road, one hundred and eighty-five yards or thereabouts, measured in a south-easterly direction from the junction of Waterloo-road and York-road, and terminating in the same parish by a junction with the South-Eastern Railway Company's Charing-cross Line at or near the bridge carrying that line over Cornwall-road.
- A** Railway (No. 6), commencing in the parish of Saint Mary, Lambeth, by a junction with Railways Nos. 1, 2, 3, and 4, or some or one of them, at or near the point above described as the point of termination of Railway No. 1, and terminating in the parish of Christchurch, Southwark, in the county of Surrey, at or near a point in Collingwood-street, fifteen yards or thereabouts, measured in a southerly direction from the junction of that street with Cross-street, and ninety yards or thereabouts, measured in a northerly direction from the bridge which carries the South-Eastern Railway over Collingwood-street.
- A** railway (No. 7), commencing in the parish of Christchurch, Southwark, in the county of Surrey, by a junction with Railway No. 6, at or near the termination thereof, and terminating in the parish of St. Saviour, Southwark, in the county of Surrey, at or near a point in Sumner-street, lately known as Great Guildford-street, three hundred and twenty-five yards or thereabouts, measured in a westerly direction along Sumner-street from the junction of that street with Southwark Bridge-road.
- A** Railway (No. 8), commencing in the parish of Saint Saviour, Southwark, by a junction with Railway No. 7, at or near the termination thereof, and terminating in the parish of Saint Thomas Apostle, in the city of London, at a point fifteen yards or thereabouts south of a point in the street known as Great Saint Thomas Apostle, distant

twenty-seven yards or thereabouts, measured in a westerly direction from the junction of that street with Queen-street.

- A** Railway (No. 9), commencing in the parish of Christchurch, Southwark, by a junction with the London, Chatham, and Dover Railway, at or near the bridge which carries that railway over the South-Eastern Railway Company's Charing Cross Line, and terminating in the parish of Saint Saviour, Southwark, at or near the point above described as the termination of Railway No. 7.
- A** Railway (No. 10), commencing in the parish of Christchurch, Southwark, by a junction with Railway No. 6, at or near the termination thereof, and terminating in the same parish by a junction with the London, Chatham, and Dover Railway, at or near the southern end of the bridge which carries that railway over the River Thames.
- A** Railway (No. 11) commencing in the parish of Christchurch, Southwark, by a junction with Railway No. 6, at or near the termination thereof, and terminating in the same parish by a junction with the London, Chatham, and Dover Railway at or near the southern end of the bridge which carries that railway over the River Thames.

An alteration of the levels of a portion of the streets known as Queen-street and Queen-street-place, commencing in the parish of Saint Thomas Apostle, in the city of London, at the junction of Cannon-street with Queen-street, and terminating in the parish of Saint Martin Vintry, in the city of London, at the north end of Southwark Bridge.

A diversion and widening of the streets known as Bow-lane, and Garlick-hill, commencing at the junction of Bow-lane with Cannon-street, in the parishes of Saint Mary Aldermary and Saint Thomas Apostle, in the city of London, or one of them, and terminating in the parish of St. James Garlickhithe, at the junction of Garlick-hill with Upper Thames-street;

Which said intended railways and works will be made or pass in, from, through, or into the several parishes, extra-parochial, and other places following, or some of them (that is to say): Saint Mary Lambeth, Christchurch Southwark, Saint Saviour Southwark, and the Liberty of the Clink, all in the county of Surrey; Saint Martin Vintry, Allhallows the Great, Saint John the Baptist upon Walbrook, Saint Michael, Paternoster Royal, Saint Thomas Apostle, Saint Mary, Aldermary, Saint Antholin, Holy Trinity the Less, Saint Mildred, Saint Mildred Bread-street, Saint Nicholas Olive, Saint James Garlickhithe, and Saint Michael, Saint Michael Queenhithe, all in the city of London.

To stop up, divert, or discontinue, and to appropriate to the purpose of the Company and their undertaking, and to vest in the Company the site, soil, and works of the whole or portion of the branch line of the South Eastern Railway, leading from the Waterloo Junction Station to the Waterloo-bridge Station of the London and South Western Railway.

To stop up, divert, or discontinue as public highways, and to appropriate to the purposes of the Company and their undertaking, and to vest in the Company the site and soil of the whole or portions of the following streets, roads, and places, or some of them, that is to say: James-

street, Aubin-street, Grove-place, Holmesterrace, Wootton-street, Brad-street, and Cross-street, being the street leading from Eton-street to Brad-street, all in the parish of Saint Mary, Lambeth, in the county of Surrey, Worcester-place, in the parish of Saint James, Garlickhithe, and Maiden-lane, in the parishes of Saint James Garlickhithe, Saint Michael, Paternoster Royal and Saint Martin Vintry, or some of them, Bow-lane, and Garlick-hill, in the parishes of Saint Mary Aldermary, Saint Thomas Apostle, Holy Trinity the Less, and Saint James Garlickhithe, or some of them, in the City of London.

To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided for by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, to any extent that may be defined by the Bill, and for that purpose to vary or amend "The Railways Clauses Consolidation Act, 1845."

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, telegraphs, sewers, drains, canals, rivers, streams, water-courses, bridges, railways, and tramways within the parishes, townships, and places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up, for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion and also by agreement, lands, houses, and hereditaments, for the purposes of the intended railways and works, and of the Bill, and notwithstanding section ninety-two of "The Lands Clauses Consolidation Act, 1845," to empower the Company to purchase and take a part or parts only of any house, building, manufactory, or premises, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased or taken.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required to be taken for the purposes thereof.

To authorise the purchase by compulsion or agreement of lands, houses, and other property for the purpose of the intended works: and notwithstanding the 92nd Section of "The Lands Clauses Consolidation Act, 1845," to empower the promoters to purchase and take by compulsion or agreement any vaults, cellars, arches, or other offices or parts attached to, belonging to any houses, building, manufactory; or other premises, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property.

To authorise and regulate sales, conveyances, demises, and leases or other disposal of lands and hereditaments purchased or acquired under the powers of the Bill.

To enable the Company to levy tolls, rates, and charges upon or in respect of the intended railways and works, and upon the railways and portions of railways, stations, and works hereinafter mentioned belonging to other Companies, and to alter the tolls, rates, and charges which

the Companies are respectively now authorised to take and to confer exemptions from the payment of tolls, rates, and duties respectively.

To empower the Company on the one hand, and the London and South Western Railway Company, the London, Chatham, and Dover Railway Company, the South Eastern Railway Company, the Great Northern Railway Company, the Midland Railway Company, the Great Western Railway Company, the Great Eastern Railway Company, the London and North Western Railway Company, the Metropolitan Railway Company, and the Metropolitan District Railway Company, or any one or more of those Companies, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance of the railway of the Company, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or any part thereof, and the employment of officers and servants; and to enable all or any of the said Companies to subscribe to or guarantee the interest upon the whole or any part of the capital required for the construction of the works intended to be authorised by the Bill.

To authorise the London and South Western Railway Company, for such of the purposes and powers of the Bill as may relate to or be conferred upon that Company, to apply their funds and revenues and to raise further money by borrowing and by the creation of new shares and stocks, and (if the London and South Western Railway Company shall think fit) to attach to all or any of such new shares or stocks a preference or priority of interest or dividend and other special privileges.

To constitute, or to enable the London and South Western Railway Company, if they so think fit, to constitute, the railways and works to be authorised by the Bill, or some part or parts thereof respectively, a separate undertaking distinct from the rest of the undertaking of that Company; with a separate capital, proprietary, and borrowing powers, and to define and declare the profits a part of the revenue of the London and South Western Railway Company to which the shareholders or stockholders in such separate capital of that Company shall be entitled, and the proportions, in which the working and other expenses shall be borne by the several undertakings of that Company, and to and by which of those several undertakings, or in what proportion to and by each of such undertakings, the receipts to be derived from, and the expenses to be incurred in the exercise of the powers of the Bill shall belong and be borne.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts, agreements, or arrangements aforesaid, to confer other rights and privileges.

The Bill will incorporate with itself the provisions, or some of the provisions, with such variations or alterations as the Bill may define, of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Acts, 1863 and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways

Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and, so far as may be requisite or desirable for any of the purposes thereof, the Bill will amend or repeal the provisions, or some of the provisions, of the local and personal Acts of Parliament following (that is to say):

4 and 5 William IV., cap. 88, and all other Acts relating to, or affecting the London and South-Western Railway Company; 7 and 8 Vic., cap. 18, and any other Acts relating to or affecting the Midland Railway Company; 9 and 10 Vic., cap. 71, and 10 and 11 Vic., cap. 143, and all other Acts relating to or affecting the Great Northern Railway Company; 16 and 17 Vic., cap. 132, and any other Acts relating to or affecting the London, Chatham, and Dover Railway Company; 6 William IV., cap. 75, and any other Acts relating to or affecting the South-Eastern Railway Company; 5 and 6 William IV., cap., 107, and any other Acts relating to or affecting the Great Western Railway Company; 25 and 26 Vic., cap., 223, and any other Acts relating to or affecting the Great Eastern Railway Company; 9 and 10 Vic., cap., 204, and any other Acts relating to or affecting the London and North-Western Railway Company; 16 and 17 Vic., cap. 186, and any other Acts relating to or affecting the Metropolitan Railway Company; 27 and 28 Vic., cap. 322, and any other Acts relating to or affecting the Metropolitan District Railway Company.

And notice is hereby given, that on or before the 30th day of the present month of November, plans and sections of the railways and works proposed to be authorised by the Bill, with a book of reference to such plans, an ordnance map with the 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 Surrey, at his office at the Sessions House, Newington-causeway; with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; and with the Clerk of the Peace for the City of London, at his office at the Sessions House in the Old Bailey; and that, on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railways and works are intended to be made or will be situate, together with a copy of this notice published as aforesaid, will be deposited for public inspection as regards the parish of Saint Mary Lambeth, with the vestry clerk of that parish, at his office at the Vestry Hall, Kennington-green; as regards the parishes of Christchurch and St. Saviour, including the liberty of the Clink, with the clerk of the St. Saviour's District Board of Works, at his office, No. 3, Emerson-street, Bankside; and as regards the parishes in the City of London, with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the Bill 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 18th day of November, 1881.

*Burchells*, 5, the Sanctuary, Westminster,  
Solicitors for the Bill.

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

Board of Trade.—Session 1882.

The Tramways Act, 1870.

Isle of Axholme and Marshland Tramways.  
(Construction of Tramways in the Isle of Axholme; Tolls in respect thereof; Use of Steam or other Mechanical Power.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, under the provisions of the Tramways Act, 1870, for a Provisional Order to authorise and empower the Promoters to lay down, construct and maintain the several tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, sleepers, works and conveniences connected therewith (that is to say):

Tramway No. 1, in the parishes of Haxey and Epworth, in the parts of Lindsey in the county of Lincoln, commencing at the westernmost corner of a field in the parish of Haxey, belonging to, and in the occupation of, John Brewitt Taylor, and situate partly on the northern side of and abutting upon the Great Northern Railway Hotel at Haxey, and partly on the northern side of Haxey station yard of the Great Northern Railway, and which field abuts on the west side of the highway or main road leading from Misterton to Haxey, and passing thence to the said highway at a point opposite the north-east corner of the said field, along such highway through Craise-lound, Haxey, and Low Burnham, to a point 2 chains or thereabouts north of the south side of the Plough Inn at Low Burnham, and thence passing in and through lands belonging to William Taylor Hewitt and Thomas Hewitt, and lands belonging to John Watkin, parallel to and abutting on the west side of the said highway and main road, for a distance of 31 chains or thereabouts, and passing thence into the said highway or main road to and into the parish of Epworth, and there terminating on the said highway at the point where the occupation road divides the land owned and occupied by William Hurst, from the burial ground of the Epworth Burial Board.

Tramway No. 2, in the parish of Haxey, commencing by a junction with Tramway No. 1 at the point where Tramway No. 1 is described as entering the highway or main road, and passing in a southerly direction in front and on the south-west side of the Railway Station Hotel, at Haxey, thence into the station yard, and terminating at or near the east end of the goods shed of the Great Northern Railway at Haxey Railway Station aforesaid.

Tramway No. 3, in the parishes of Epworth, Belton and Crowle, commencing at the point of termination of Tramway No. 1, and passing from thence along the highway from Epworth aforesaid to Crowle Wharf to, through and into the following parishes, townships or places, viz.: Epworth, Belton, Church Town, Braycton, Grey Green, Woodhouse and Crowle, all in the parts of Lindsey in the county of Lincoln, and terminating at the goods yard of the Crowle Station of the Manchester Sheffield and Lincolnshire Railway Company, on the wharf of the stable siding at a point 2.5 chains from the end or termination of that siding.

Tramway No. 4, in the parish of Crowle, commencing in the goods yard of the Crowle Station of the Manchester Sheffield and Lincolnshire Railway, at a point on the

north side of and opposite to the centre of the goods warehouse of the said Crowle Station, passing thence into and across the highway leading from Crowle Station to the town of Crowle, thence along the west side of the said highway to the town of Crowle, thence along the highway known as Fieldside-road, through the said town, thence along the highway leading from Crowle to and terminating at the village of Eastoft, in the township of Eastoft, in the said parish of Crowle, on the waste land on the east side of the centre line of the old course of the River Don, at a point 22 yards or thereabouts north of the public pump, and 16 yards or thereabouts measured in an easterly direction from the centre of the highway leading from Crowle to Gools.

Tramway No. 5, commencing in the High-street, Crowle, by a junction with Tramway No. 4, at a point 12 yards or thereabouts south of the junction of Fieldside-road with the said High-street, passing along the said street in a northerly direction, and terminating in the centre of the market place at Crowle.

All the said tramway works will be situate in the said parts of Lindsey, in the county of Lincoln.

The said tramways will be single throughout, except in the following places, where the same will be double:

Tramway No. 1—

(a) For 5 chains from and north of a point 2 chains or thereabouts, from the north side of the barn in Haxey, owned and occupied by Oliver Pitts.

(b) For  $6\frac{1}{2}$  chains from and north of a point 2 chains south of the Plough Inn, at Low Burnham, in the parish of Haxey, passing behind the Inn, to a point  $4\frac{1}{2}$  chains north of that inn.

Tramway No. 3—

(a) For 5 chains from and north of a point 1 chain north of the barn belonging to the trustees of William Pryor Read, and occupied by Clark Turr, at the north end of Belton-gate, in Epworth.

(b) For 5 chains from and north of a point at Grey-green, in the parish of Belton, 4 chains or thereabouts from the point where the highway from Epworth to Crowle joins the highway from Grey-green to West-gate.

(c) For 5 chains from and north of a point  $6\frac{1}{2}$  chains south from the bridge which carries the Epworth and Crowle highway over the Folly Drain, in the parish of Belton, and terminating  $1\frac{1}{2}$  chains south of the said bridge.

(d) For 4 chains from and north of a point 1 chain from the centre line of the Manchester Sheffield and Lincolnshire Railway, where that railway crosses the highway leading from Belton to Crowle on the level.

Tramway No. 4—

(a) For 2 chains measured in a northerly direction from the termination of the last described double line.

(b) For  $3\frac{1}{2}$  chains from and north of a point 1 chain from the junction of Mill Hill-road with Field Side-road, and the public highway leading from Eastoft to Crowle market place.

(c) For 3 chains from and south of the termination of Tramway No. 4 at Eastoft aforesaid.

Each of the tramways hereinbefore described is intended to be constructed on a gauge of 3 feet 6 inches, and it is not proposed to run on

such tramways, carriages or trucks adapted for use upon railways.

The intended Provisional Order will incorporate with itself the whole or some of the provisions of the Tramways Act, 1870, with such alterations and amendments thereof as may be deemed expedient, and will enable the Promoters to exercise the powers granted by that Act, to parties who are therein called Promoters, as well as the powers hereinafter mentioned, that is to say:

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

To enable the Promoters for all or any of the purposes of the proposed tramways and works to purchase or acquire lands and houses by agreement, or to take easements over lands and houses, and to erect and hold offices, buildings and other conveniences on any such lands.

To enable the Promoters when by reason of the execution of any work in, or the alteration of any street, road, or other thoroughfare through or along which any tramway belonging to the Promoters is laid, it is necessary or expedient to remove or discontinue the use of such tramway, or any part thereof, from time to time to make and lay down in the same or any adjacent or convenient street, road, or other thoroughfare, and to maintain as long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway, so removed or discontinued to be used, or found expedient so to be.

To enable the Promoters to make junctions or connections of the proposed tramways, with any tramways hereafter to be made in the district.

To incorporate all or some of the provisions of the Lands Clauses Consolidation Acts 1845, 1860 and 1869, in relation to purchase or lease of lands by agreement.

To authorise the use on the proposed tramways or any of them, or any part or parts thereof respectively, of carriages and engines moved by steam or other mechanical power. And so far as may be necessary to repeal, alter, amend, or extend all or some of the provisions of the following, among other Acts, that is to say:

—The Tramways Act, 1870, The Locomotive Act, 1861, The Locomotive Act, 1865, The Highways and Locomotives Amendment Act, 1873, or any or either of those Acts, and any Act amending the said Acts, or any or either of them, so far as they respectively may apply to or affect the said proposed tramways or any of them, or any part or parts thereof respectively, or any other Act or Acts, either public or local, which may in anywise relate to or be affected by the objects aforesaid.

To empower the Promoters from time to time hereafter, to lay down, make, maintain, alter, and remove all such crossings, passing-places, sidings, junctions, curves, turnouts and other works as may from time to time be necessary or convenient for the efficient working of the said tramways or any of them, or for facilitating the traffic of the streets or roads in which the same are laid, or

for providing access to any stables or carriage sheds or works of the Promoters.

To authorise and empower the Promoters on the one hand, and the several highway boards, local boards, drainage commissioners, corporations, railway companies, and other bodies having respectively the control or management of any highways, bridges, canals, railways, sewers, drains or streets along or over which tramways are intended to be laid, or any of them; on the other hand to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets, highways or bridges, and the laying down, maintaining renewing, repairing, working and using of the proposed tramways, and the rails, plates, sleepers and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To prohibit, except by agreement with the Promoters, the use of the proposed tramways by persons, companies or corporations other than the Promoters, with carriages having flange-wheels or otherwise suitable or adapted to run on the tramways, and to authorise and give effect to agreements between the Promoters, and any persons, companies or corporations for the use of the said tramways, with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To enable the Promoters to levy tolls, rates and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers, goods, parcels, minerals and traffic upon the same, and to confer exemptions from the payment of tolls, rates or charges.

To confer on the Promoters all such other powers, rights and privileges as may be necessary or convenient for carrying into effect the objects of the said intended Order, and to vary or extinguish all existing powers, rights and privileges which would in any manner impede or interfere with any of such objects.

And notice is hereby further given, that plans and sections of the said proposed tramways and works, with a diagram and a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited at the Office of the Board of Trade, Whitehall Gardens, Westminster, London, and that on or before the same day duplicate plans and sections, and a copy of this Notice will be deposited at the Office of the Clerk of the Parliaments, House of Lords, and the Private Bill Office of the House of Commons, and also for public inspection with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office in the city of Lincoln, and a copy of so much of the said plans and sections as relate to each of the districts, parishes or extra-parochial places in or through which the proposed tramways will be made or pass, and also a copy of this Notice will, on or before the same day be deposited for public inspection with the Clerk of the Local Board of Health of Crowle, at his office at Crowle, and with the Clerk of the Isle of Axholme Highway Board, at his Office at Epworth, and with any other (if any) local authority of each such district at the office of their clerk, and with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby further given; that the draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade aforesaid, on or before the 23rd day of December

No. 25041.

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next, and printed copies of the Draft Provisional Order, when deposited, and of the Provisional Order, when made, can be obtained at the offices of Messrs. Parkin and Co., Solicitors, Epworth and Doncaster, and of Mr. John Jordan, Parliamentary Agent, 3, Westminster-chambers, Victoria-street, Westminster, S.W., on payment of one shilling for each copy.

All companies, corporations, or persons desirous of making any representations to the Board of Trade, or of bringing before them any objections respecting the said application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next, and copies of their objections must at the same time be sent to the said Solicitors and Parliamentary Agent, at the addresses aforesaid, on behalf of the Promoters.

In forwarding to the Board of Trade such objections, the objectors, or their agents, should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 14th day of November, 1881.

*Parkin and Co.*, Epworth and Doncaster,  
Solicitors for the Promoters.

*John Jordan*, 3, Westminster-chambers,  
Victoria-street, Westminster, Parli-  
amentary Agent.

In Parliament.—Session 1882.

Worcester and Broom Railway.

(Incorporation of Company; Construction of Railways from Worcester to the Evesham, Redditch and Stratford-upon-Avon Junction Railway at Broom with Junctions with Great Western, Midland, and Evesham and Redditch Railways; Compulsory Purchase of Lands; Special Powers to Limited Owners; Tolls; Running Powers Against and Agreements with other Railway Companies; Amendment of Acts.)

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

To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company") to make and maintain the railways hereinafter mentioned), or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith respectively, that is to say:—

Railway (No. 1), commencing in the parish of Saint Peter the Great, in the county of the city of Worcester, at the towing path on the east bank of the River Severn, at or near the boat house occupied by Thomas Brown, at Diglis Gardens, and terminating in the parish of Saint Peter the Great, in the the county of Worcester, in a field (on the east side of the Bath Road), occupied by John Fleming, and belonging to Sir E. Lechmere, at a point about 35 yards, measured in a south-easterly direction from the Albion Inn.

Railway (No. 2), wholly in the parish of Saint Peter the Great, in the county of Worcester, commencing by a junction with Railway (No. 1) at the termination thereof, as above described, and terminating in a field occupied by William Coney, and belonging to Sir J. Sebright, on the south side of, and adjoining the Rough Meadow, at a point about 420 yards, measured in a south-

- easterly direction from the farm house known as Middle Battenhall.
- Railway (No. 3), commencing by a junction with Railway (No. 2) at the termination thereof, as above described, and terminating in the parish of White Ladies' Aston, in the county of Worcester, in a field known as Lower Flats, occupied by John Partington, and belonging to Robert Berkeley, at a point about 360 yards, measured in an easterly direction from the post on the Midland Railway denoting 26½ miles from Birmingham, which intended Railway (No. 3) will be made or pass from, in, through or into the parishes, townships and places following, or some of them, that is to say: Saint Peter the Great, Wittington, Norton, Juxta Kempsey, Stoulton, and White Ladies' Aston, all in the county of Worcester.
- Railway (No. 4), wholly in the parish of Saint Peter the Great, in the county of Worcester, commencing by a junction with Railway (No. 3) at the above described commencement thereof, and terminating by a junction with the Great Western Railway, at a point opposite the post thereon denoting 118½ miles from London.
- Railway (No. 5), commencing in the parish of White Ladies' Aston, in the county of Worcester, at the point of termination as above described of Railway (No. 3), and terminating in the parish of Saint Peter the Great, in the county of Worcester, by a junction with the Midland Railway, at a point about 420 yards, measured in a south-westerly direction along that railway, from the post thereon denoting 26½ miles from Birmingham, which intended Railway (No. 5) will be made, or be situate in the parishes, townships and places following, or some of them, that is to say:—White Ladies' Aston, Stoulton, Norton Juxta Kempsey, Wittington, and Saint Peter the Great, in the county of Worcester.
- Railway (No. 6), commencing by junctions with Railway (No. 3), at its termination, as above described, and with Railway (No. 5) at its commencement, as above described, and terminating in the parish of Bidford, in the county of Warwick, by a junction with the Evesham, Redditch and Stratford-upon-Avon Junction Railway at a point about 200 yards, measured in an easterly direction along that railway, from the centre of the bridge carrying that railway over the River Arrow, which intended Railway (No. 6) will be made or pass from, in, through or into parishes, townships and places following, or some of them, that is to say:—White Ladies' Aston, Stoulton, Churchill, Upton Snodsbury, Grafton Flyford, North Piddle, Kington, Flyford Flavell, Inkberrow, Rouse Lench, and Abbots Morton, in the county of Worcester, and Salford Priors and Bidford, in the county of Warwick.
- Railway (No. 7), wholly in the parish of Salford Priors aforesaid, commencing by a junction with Railway (No. 6) in a field known as King's-lane, in the occupation of Heming James Bomford, and belonging to the Marquis of Hertford, at a point about 80 yards, measured in a northerly direction from the farm buildings known as Hillocky Barn, and terminating by a junction with the Evesham and Redditch Railway, at a point about 350 yards, measured in a southerly direction along that railway, from the Bridge at Broom Junction, carrying the public road from Dunnington to Broom over the said railway.
- To authorise the Company to deviate laterally from the lines of the intended works, to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.
- To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike, and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways and tramways, gas, water and other pipes and telegraphic apparatus within the parishes, townships, 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, or stop up, for the purposes of the intended works, or any of them, or of the Bill.
- To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements and hereditaments for the purposes of the intended railways and works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.
- To enable and authorise any tenant for life of or other person, having a limited estate or interest in any lands which would or might be benefited or improved in value by, or would derive facilities or accommodation from the construction or working of the intended railways, or any or either of them, or any part or parts thereof respectively, to subscribe to and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon such lands, and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railways, or any or either of them, or any part or parts thereof respectively, or any stations, sidings, roads, approaches, works, or conveniences connected therewith, either without payment or other consideration, or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been, or may be, agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been, or may be, made between any such person and the Company, or any person or persons on their behalf respectively, with respect to any of the matters aforesaid.
- To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works (and upon the railways, and portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use, as hereinafter mentioned, and to alter the tolls, rates and duties now authorised to be taken thereon, or in respect thereof, respectively), and to confer exemptions from the payment of such tolls, rates, and duties respectively.
- To empower the Company, and any company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work and use with their engines, carriages and waggons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways of the Evesham, Redditch and Strat-

Ford-upon-Avon Junction Railway Company and the East and West Junction Railway Company, and all stations, roads, platforms, points signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of, or connected with, the said railways respectively.

To empower the Company on the one hand, and the Great Western, the Midland, the Evesham, Redditch and Stratford-upon-Avon Junction, and the East and West Junction Railway Companies, or any of either of those Companies on the other hand, from time to time to enter into and carry into effect, and rescind contracts, agreements and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission and delivery of traffic upon, or coming from, or destined for the railways of the contracting Companies, or either of them, the supply and maintenance of engines, stock and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or either of them, or any part thereof, and the employment of officers and servants, and the appointment of a joint committee or 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 such matters.

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:—5 and 6 Wm. IV., cap. 107, and any other Act or Acts relating to the Great Western Railway Company; 7 and 8 Vict., cap. 18, and any other Act or Acts relating to the Midland Railway Company; 36 and 37 Vict., cap. 245, and any other Act or Acts relating to the Evesham, Redditch and Stratford-upon-Avon Junction Railway Company; 27 and 28 Vict., cap. 76; 29 and 30 Vict., caps. 142 and 239; 34 and 35 Vict., cap. 81; 37 and 38 Vict., cap. 198, and any other Act or Acts relating to the East and West Junction Railway Company.

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 line, 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 of the city of Worcester, at his office at Worcester, with the Clerk of the Peace for the county of Worcester, at his office at Worcester; and with the Clerk of the Peace for the county of Warwick, at his office at Leamington, 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 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.

Board of Trade.—Session 1882.

Brecon Gas.

(Application to the Board of Trade under the "Gas and Water Works Facilities Act, 1870," for Provisional Order to authorise the raising of additional capital.)

NOTICE is hereby given, that the Brecon Gas Company (hereinafter referred to as "the Company") intend to apply to the Board of Trade, pursuant to the Gas and Water Works Facilities Act, 1870, for a Provisional Order, to be confirmed by Parliament in the ensuing session, for the following purposes (that is to say):—

To authorise the Company to raise additional capital for the purposes of their undertaking, by the creation and issue of new shares or stock, and by borrowing on mortgage, and by the creation and issue of debenture stock, or by some of such means, and to attach to such new shares or stock, or some part thereof, a preference or priority in the payment of interest or dividend and other rights and privileges.

The intended Order will also incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, and so far as may be necessary for the purposes of the Order, it will amend and enlarge the provisions of the Brecon Gas Act, 1870, and confer on the Company all necessary powers for carrying into effect the aforesaid objects and purposes, and vary or extinguish all rights and privileges which would impede or interfere with such objects and purposes, and confer other rights and privileges.

A copy of this advertisement, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Brecon, at his office at Brecon, and also at the office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order can be obtained on and after the 23rd day of December next, at the office of the Company, at Brecon, and printed copies of the Provisional Order when settled and made by the Board of Trade, can also be obtained at the same place at the price of one shilling per copy.

All persons desirous of making any representation to the Board of Trade, or of bringing before that Board any objection respecting the intended application, may do so by letter, addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London, on or before the 15th day of January, 1882, and copies of such representations or objections must at the same time be sent to Messrs. J. R. Cobb and J. Tudor, Solicitors, Brecon, or to William Bell, 27, Great George-street, Westminster, the Solicitors and Agent for the Promoters.

Dated this 15th day of November, 1881.

J. R. Cobb and J. Tudor, Brecon, Solicitors.  
William Bell, 27, Great George-street,  
Westminster, Parliamentary Agent.

In Parliament—Session 1882.

Derby Corporation (Arboretum, New Recreation Ground, Loans, &c.).

(Transfer of Derby Arboretum and of Powers, &c., of Trustees and Others in whom same is now Vested to the Corporation; Cancellation of Deeds and Dissolution of Trust; Provision with reference thereto; New Streets; Purchase of Lands; Purchase of Little Chester Green, Formation of Recreation Ground; Appropriation of Corporation Lands at Little Chester to Purposes thereof, and of Corporation Lands, &c., at Litchurch for the Extension of the Arboretum; Extinction of Commonable and other Rights over Little Chester Green; Agreements with Lord and Freeholders of Manor of Little Chester and other Persons; Provisions for Ascertainment of Rights over Common Lands; Disposal of Money paid by Midland Railway Company for Extinction of Commonable and other Rights over Part of Little Chester Green; Provisions as to Admission of Public to Arboretum and New Recreation Ground and to Bass's Recreation Ground and Public Baths, and requiring Payment on Certain Occasions; Bye-laws, &c.; Application of Acts; Power to Corporation to Sell, &c., or Let Lands; Application of Funds and Borrowing of Moneys; Levying of Rates; Repeal or Amendment of Sections 43 to 47 of Derby Corporation Act, 1877, for the Purposes of the Bill, but so far only as may be necessary for Providing for the Maintenance of the Arboretum and New Recreation Ground, and the Construction of the Works hereinafter mentioned by the whole Borough, and not by any particular District thereof; Consolidation of Loans; Creation and Issue of Stock; Provisions with reference thereto; Incorporation and Amendment of Acts and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Mayor, Aldermen, and Burgesses of the borough of Derby, in the county of Derby (hereinafter called "the Corporation"), for an Act for all or some of the following among other objects and purposes (that is to say):—

2. To transfer to and vest in, or to provide for transferring to and vesting in the Corporation (either in their municipal capacity or as the Urban Sanitary Authority of the borough, or both) the lands, pavilions, lodges, and other buildings, with their rights, easements, and appurtenances, and all other property real and personal belonging thereto, now forming and known, and hereinafter referred to as "the Arboretum," situate in the township of Litchurch, in the parish of Saint Peter, in the borough of Derby, part whereof was granted and conveyed by Joseph Strutt, by an indenture or deed of gift, dated the 12th September, 1840, to trustees or persons therein mentioned, upon trust for preserving the same as a pleasure ground and place of resort for the public, and the remaining part whereof was acquired or purchased by the trustees of the said indenture or other persons, and is held by them or their successors and assigns, under an indenture dated the 5th day of February, 1846, upon similar trusts, for the use of the inhabitants and public of the borough and neighbourhood thereof, and to transfer to the Corporation, with or without alteration or amendment, all or some of the trusts, powers, authorities, rights, and duties of the trustees and of the committee of management for the time being, or other persons acting under the said

deeds, or one of them, and if deemed expedient for the purposes of the Bill, to determine and put an end to all or some of such trusts, powers, authorities, rights, and duties, and to cancel, either wholly or in part, the said deeds respectively, or one of them, and to enable the Corporation to accept a transfer of the Arboretum, and to hold the same for the purposes, and upon, under, and subject to the trusts, powers, authorities, provisions, rights, and duties to be specified in or provided for by the Bill, and subject thereto, to preserve, maintain, and keep the Arboretum as a public pleasure ground and place of resort and recreation, and to make such alterations therein and additions thereto as may from time to time be expedient, and to authorise the Corporation, and the said trustees, committee of management, or other body or person in whom the Arboretum is now vested, to make and enter into, and carry into effect, agreements with reference to all or any of the purposes of the Bill in connection with the Arboretum and the new road or street (A) hereinafter described:

3. To authorise and empower the Corporation, either as the municipal authority or as the urban sanitary authority for the borough of Derby, to make and maintain the following new roads or streets, with all necessary drains, culverts, or other works connected therewith, that is to say:—

- (A.) A new road or street wholly situate in the township of Litchurch, in the parish of St. Peter, in the borough and county of Derby, commencing at or near Arboretum-street, and terminating at or near to Rose Hill-street.
- (B.) A new road or street commencing at the Mansfield-road at or near the southerly end of Little Chester Green nearly opposite Saint Paul's Church, and terminating at or near the east side of the Union Foundry Company's premises.
- (C.) A new road or street commencing at or near to the termination of the last-mentioned new road opposite the Union Foundry, running in a northerly direction and terminating at or near to the Great Northern Railway Bridge.
- (D.) A new road or street commencing at the Great Northern Railway Bridge at the junction with the last-mentioned new road, and running in an easterly direction to its junction with the Mansfield-road near to the old toll-house.

Each of the last-mentioned intended new roads or streets (B), (C), and (D) will be wholly situate in the township of Little Chester, in the parish of Saint Alkmund, in the county of Derby.

4. To authorise the Corporation, either in their municipal capacity or as the urban sanitary authority of the said borough, to purchase by compulsion or agreement, and to hold lands, houses, and buildings for the purposes of or in connection with all or any of the said new roads or streets, and to vary or extinguish all existing rights and privileges connected with the said lands, houses, and buildings, and to confer other rights and privileges, and to authorise the Corporation to sell, dispose of, or appropriate any lands belonging to or vested in them for or to the making of all or any of the said new roads or streets, or any part or parts thereof respectively, and also to authorise either before or after the vesting of the Arboretum in the Corporation as proposed by the said Bill the appropriation to or for the making and purposes of the said road or street (A) of such of the said

lands, houses, and buildings shown upon the plan hereinafter mentioned as now form part of the Arboretum.

5. To provide for the dedication to the public of all or any of the intended new roads or streets, or of any part or parts thereof respectively, and for the repair and maintenance thereof, and for vesting the same in the Corporation either in their municipal capacity or as the urban sanitary authority of the said borough.

6. To enable the Corporation to purchase by compulsion or agreement certain common, commonable, or open lands situate in the township of Little Chester, in the parish of Saint Alkmund, in the county of Derby, usually called or known by the name of Little Chester Green (and hereinafter referred to by that name), the quantity of which land is estimated to be 7 acres 3 roods or thereabouts.

7. To extinguish all rights of way, rights of pasture, rights of common, and all commonable rights, and all other public and private rights over Little Chester Green, and all copyhold or customary rights over or in relation thereto, and to enable the Lord of the Manor in which Little Chester Green is situate, and the freeholders within the Manor of Little Chester, in the said county of Derby, and all other commoners or persons having any estate, right, or interest in Little Chester Green, whether under any disability or otherwise, to convey their estate, right, or interest therein to the Corporation.

8. To provide for ascertaining, defining, and determining the rights, estate, and interest (if any), of any persons having or claiming to have any rights, estate, or interest in, over, or affecting the said common lands called Little Chester Green, or any part thereof, and to a sum of 1,340*l.* 12*s.* 6*d.*, with the interest and accumulations thereof (hereinafter called the said fund), being a sum paid by the Midland Railway Company in or about the year 1863, as compensation in respect of the extinction of commonable and other rights of the commoners and all other parties interested therein as commoners in and over a part of Little Chester Green required and taken by the Midland Railway Company, and to ascertain and determine what persons or corporations, if any, have any such rights, estate, or interests respectively, and to fix and determine the mode of ascertaining the same persons and corporations and their rights, estate, and interests, and the mode of making compensation, pecuniary or otherwise, for such rights, estate, and interests in, over, or affecting the said common lands, and directing or providing for the payment of the said fund to the Corporation, or for the payment and distribution thereof to and amongst the persons found entitled thereto, and for settling and putting an end to any question which may have arisen, or may arise, as to the existence or extent of any such right, estate, or interest, and to vary, alter, or amend any Acts of Parliament (general or local), which it may be requisite to vary, alter, or amend, with reference to the matters aforesaid, or to adopt in whole or in part the procedure or machinery provided by those Acts, or any of them, with suitable modification, and to provide that all claims not made within a time to be limited by the Bill, shall be absolutely barred and excluded, and held to be invalid, and to make all such other provisions with reference to the said common or commonable lands, and to the said fund, and the several matters aforesaid, and the extinguishment of all rights of way and common, and all commonable rights as aforesaid, and all other public or private rights over the said common lands, and

to the said funds as may be deemed expedient, or as the Bill may provide, or as Parliament may determine.

9. To authorise the Corporation by agreement with the Lord or Lords of the Manor in which Little Chester Green is situate, to acquire Little Chester Green, or some part or parts thereof respectively, and the rights of the said Lord or Lords in and over the same, and to authorise agreements between the Corporation and the said Lord or Lords, and the freeholders and commoners of the said manor, or of persons entitled to commonable and other rights over Little Chester Green, or any of them, for the release by the latter of such rights, or of any of them, or for the retention by them of any rights or for the transfer to and exercise over other lands to be specified in the Bill, of any commonable or other rights, and to confirm any agreements which have been made or may be made touching the matters aforesaid, and to confer other powers, and to make such provisions with respect to the said manor and rights and agreements, and the other matters before mentioned, as the Bill will provide.

10. To enable the Corporation to appropriate, dedicate, and maintain as a public pleasure or recreation ground for the use and enjoyment of the inhabitants of the borough of Derby, the whole or such part or parts of Little Chester Green when acquired by them as may be deemed advisable, and also in addition thereto, to appropriate and dedicate to the like purposes certain lands belonging to and vested in the Corporation, containing 11 acres and 2 roods, or thereabouts, situate in the said township of Little Chester and parish of Saint Alkmund aforesaid, and adjoining or adjacent to Little Chester Green, upon such terms and conditions as they may think fit, and to authorise the Corporation to make and provide all necessary roads and approaches thereto, and works, buildings, and conveniences connected therewith, and to form, lay out, and fence, drain, level, plant, and improve the said pleasure or recreation ground, or any part or parts thereof, and to make rides, drives, walks, gardens, shrubberies, and other ornamental works, cricket, football, and other grounds, and appropriate houses, refreshment rooms, gymnasia buildings and conveniences therein, and to do all things necessary for the proper forming, maintaining, and improving such pleasure or recreation ground, and to stop up and discontinue all or any roads, paths, and ways over the same.

11. To provide for the user of the Arboretum and the pleasure or recreation ground, or either of them, by the public free of charge generally, but with power to the Corporation by bye-laws or regulations, or otherwise, to fix the hours of opening and closing the Arboretum and the pleasure or recreation ground, and also Bass's Recreation Ground and Public Baths, or any or either of them, and to hold, give, or provide festivals, galas, concerts, balls, athletic and other sports, displays, amusements, and recreations therein respectively, and on such and on other special occasions (the number whereof will be limited by the Bill) on particular parts thereof respectively (as the Corporation see fit), to require and receive payment for entrance thereto respectively, and to prohibit the user thereof respectively for political and other meetings or like objects, and to empower the Corporation or any Committee of the Council to manage the Arboretum and the pleasure or recreation ground and Bass's Recreation Ground and Public Baths, or any or either of them, and to appoint and pay

all requisite officers, keepers, workmen, and servants thereof, and to make and alter bye-laws and regulations for all or any of the purposes aforesaid, and for regulating the conduct of persons frequenting the Arboretum and pleasure or recreation ground and Bass's Recreation Ground and Public Baths, or any or either of them respectively, and the removal of persons therefrom, and for the imposition and recovery of penalties for offences against such bye-laws and regulations. For the purposes of the Bill power will be taken thereby to alter or vary so far as may be needful the trusts, powers, terms, conditions, and provisions of the deed of gift dated the 9th day of July, 1866, whereby Bass's Recreation Ground and Public Baths were vested in the persons therein mentioned upon the trusts and for the purposes and objects therein specified.

12. To enable the Corporation upon, under, and subject to such terms and conditions as they may think fit, or as the said Bill may prescribe, to appropriate either temporarily or permanently by way of addition to, and extension of, the Arboretum, and for the general and other purposes thereof, any lands, tenements, and hereditaments for the time being vested in the Corporation, and to dedicate such lands, tenements, and hereditaments accordingly.

13. To provide for exempting the Arboretum, and the said pleasure or recreation ground, and the buildings thereon respectively, and the Corporation, and all persons from all municipal, parochial, and other local rates and assessments in respect of the same, and to provide for the maintenance of the same respectively out of the borough fund, borough rate, district fund, and general district rates of the borough of Derby, and to make other provisions with respect to the Arboretum and the said pleasure or recreation ground.

14. To apply, with or without modification to the common lands as aforesaid, or some part or parts thereof, all or some of the powers and provisions of "The Commons Act, 1876," and "The Inclosure Acts, 1845 to 1878," or to make other provisions in lieu thereof, and such other provisions relative to the matters aforesaid as the Bill will define.

15. To enable the Corporation to exchange, sell, let, or otherwise dispose of any part or parts of the common lands called Little Chester Green, which may be purchased or acquired by them under the intended Act, and to apply the moneys produced thereby in or towards any of the objects of the intended Act, or in aid of the borough fund, district fund, and general district rates as the Corporation shall think fit, and to grant or reserve out of any purchase or sale, as the case may be, any minerals or other matters and things whatsoever, or any rights in respect of the same, and so far as necessary to alter, amend, extend, and enlarge the provisions of "The Lands Clauses Consolidation Act, 1845," with reference to the sale of superfluous lands, and to make such other provisions with reference to the matters aforesaid as the Bill may provide.

16. To enable the Corporation, and any company, corporation, or person to enter into and carry into effect, contracts, and agreements with respect to any such sale, grant, conveyance, exchange, disposition, or lease of the said common lands, or any part or parts thereof, and to make such other provisions touching those matters as the Bill will provide.

17. To authorise the Corporation to apply their corporate funds, and borough fund, and borough rate, and district fund, and district rate, and any

money in their hands, or which they may hereafter borrow upon the credit of the said funds and rates, or any or either of them, or otherwise to all or any of the purposes of the Bill, and for such purposes, or any of them, to levy rates, duties, and charges, and to vary existing rates, duties, and charges, and to confer, vary or extinguish exemptions from payment of rates, duties, and charges, and to enable the Corporation to levy, assess, recover, or collect all or any tolls, rates, rents, and charges, including water rents and charges together, and to alter the mode of levying and collecting such tolls, rates, rents, and charges.

18. To provide that all expenditure incurred in applying for and passing the intended Act, and in exercising and carrying into effect all or any of the powers and purposes of the intended Act, and incidental thereto respectively, shall be deemed and be expenditure applicable to the whole borough of Derby, or to any one or more of the several districts mentioned in Section 43 of the Derby Corporation Act, 1877, and to alter and amend the last-mentioned Act so far as may be necessary for that purpose.

19. To authorise the Corporation for all or any purposes of the intended Act, to grant rent-charges or annuities, or other annual sums, and to borrow money on mortgage, debenture, consolidated or other stock, redeemable or otherwise, and to charge as well the rates, revenue, and property which they may acquire under the intended Act, also the borough fund and borough rate of the borough of Derby, and the district fund and general district rate of the Corporation acting as the urban sanitary authority, and all other the estates, rates, 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, and money to be borrowed as aforesaid.

20. To authorise and provide for the consolidation and conversion into one stock of the various loans, mortgages, annuities, and other securities raised or granted, or hereafter to be raised or granted by the Corporation under their present statutory powers, or under the powers of any Act now or hereafter in force within the borough, and to authorise the creation and issue for that purpose of consolidated or other stock, perpetual or otherwise, upon and subject to such terms and conditions as may be prescribed or provided for by the intended Act, and to make provision with reference to the repayment and redemption of the said existing loans, mortgages, annuities, or other securities, and the sinking funds applicable thereto, and, if thought fit, to extend the provisions as to, or in lieu of, sinking funds, or to convert all or any part of such loans, mortgages, annuities, or other securities into a permanent debt.

21. To authorise the Corporation to raise, by the creation and issue of such consolidated or other stock as aforesaid, the whole or any part of the moneys which they now are, or may hereafter by any Act to be passed in the ensuing or any future session of Parliament be authorised to raise.

22. To charge the said stock upon all and every the estates and property of the Corporation and all the rates, revenues, and other securities upon which the Corporation are or may be authorised to raise money.

23. To authorise the investment of trust funds in the consolidated or other stock or other securities of the Corporation, and to exempt the

Corporation from liability in respect of notice of any trust affecting such stock or securities.

24. To provide for the registration in the name, and as the separate property of any woman married, or about to be married, of stock, annuities, or other securities of the Corporation, and to give or extend to any such woman in respect of her separate property invested, or to be invested, in the mortgages, debentures, or consolidated stock or annuities of the Corporation, such or the like rights, privileges, and benefits as by "The Married Woman's Property Act, 1870," are given to married women with respect to their separate property invested in fully paid-up shares or stock of any incorporated or joint stock company.

25. To empower any person holding any stock, annuity, or security of the Corporation, and being a person enabled by "The Lands Clauses Consolidation Act, 1845" (sec. 7), to sell land; to consent to the conversion of such stock, annuity, or security into the consolidated stock of the Corporation.

26. To declare any perpetual annuities or other securities granted or to be granted by the Corporation, under any statutory powers to be personal estate.

27. To make provision with reference to the exemption from stamp duty of transfers of such consolidated or other stock on such terms and subject to such other payments by way of composition for stamp duty as may be prescribed or authorised by the intended Act.

28. The Bill will confer upon the Corporation all such other powers, rights, and privileges as may be necessary, proper, or convenient for enabling them to carry into effect the objects and purposes of the Bill, and will alter, vary, or extinguish all rights and privileges inconsistent with, or which would or might in any way prevent or interfere with the carrying into effect of any of the objects of the intended Act, and will confer, vary, or extinguish all other rights and privileges necessary or expedient for effecting the said objects, or in relation thereto.

29. The Bill will incorporate with itself, with or without modification or amendment, all or any of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, 1869," "The Towns Improvement Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Public Health Act, 1875," and such parts of "The Railways Clauses Consolidation Act, 1845," as relates to roads and the temporary use and occupation of lands.

30. To alter, amend, extend, enlarge or repeal all or some of the powers and provisions of the Local Acts and Provisional Orders following or some of them, that is to say:

The Derby Improvement Act, 1825.

The Derby Corporation Act, 1877.

The Derby Improvement Act, 1879.

The Derby Order confirmed by the Public Health Supplemental Act, 1850.

The Derby Order confirmed by the Local Government Supplemental Act, 1859 (No. 2).

The Derby Order confirmed by the Local Government Supplemental Act 1865 (No. 2).

The Derby Order confirmed by the Local Government Supplemental Act, 1866 (No. 3).

The Derby Order confirmed by the Local Government Supplemental Act, 1867 (No. 2).

The Derby Order confirmed by the Local Government Supplemental Act, 1871.

The Derby Order confirmed by the Local

Government Board's Provisional Orders: Confirmation (Abingdon, &c.) Act, 1875.

The Derby Order confirmed by the Local Government Board's Provisional Orders: Confirmation (Aysgarth Union, &c.) Act, 1879.

The Derby Order confirmed by the Local Government Board's Provisional Orders: Confirmation (Bath, &c.) Act, 1881.

The Municipal Corporation Act, 1835, and all Acts for the time being in force amending the same or otherwise relating to Municipal Corporations in England.

The Acts of 9 and 10 Vic., cap. 74, and 10 and 11 Vict., cap. 61, and the Baths and Wash-houses Act, 1878.

The Public Libraries Act, 1855, and the Acts altering, amending, or affecting the same for the time being.

The Sale of Gas Act, 1859.

The Tramways Act, 1870, and all Acts altering or amending the same, and the Derby Tramways Order, 1879.

The Public Health Act, 1875, and the Acts altering, amending or affecting the same for the time being in force.

The Prisons Act, 1877.

All Public Acts so far as the same relate to the borough and authorise the borrowing of money by the Corporation, and any Acts altering, amending, or affecting the same for the time being in force.

31. Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, and plans of the other lands, houses, and property which may be taken by compulsion under the powers of the Bill, with a book of reference to such plans, and also a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Derby, at his office at Derby, 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 within which the lands proposed to be taken 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 residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

Printed copies of the proposed Bill 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.

H. F. Gadsby, Town Clerk, Derby, Solicitor for the Bill.

R. W. Cooper, 4, Westminster-chambers, Victoria-street, S.W., Parliamentary Agent.

In Parliament.—Session 1882.

Todmorden Waterworks.

(Incorporation of Company—Construction of Works for Supplying Todmorden and the Neighbourhood with Water).

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 better supplying with water the towns and villages of Todmorden, partly in the township of Todmorden and Walsden, in the parish of Rochdale, in the county palatine of Lancaster, and partly in the townships of Stansfield and Lang--

field, in the parish of Halifax, in the West Riding of the county of York; Walsden in the said township of Todmorden and Walsden; Portsmouth in the township of Cliviger, in the parish of Burnley, in the said county of Lancaster; Eastwood in the said township of Stansfield and other places.

And for the purpose of affording such supply of water as aforesaid, it is intended by the said proposed Act to obtain powers to take, divert, impound, collect, store, and use the waters of the brooks called Fou Clough, Under Clough, and Ramsden Clough, and the tributaries thereto and other waters arising from and flowing in, into, or through divers lands, brooks, streams, rivulets, springs, and sources in the township of Todmorden and Walsden aforesaid.

And it is proposed by the said intended Act to authorise the construction and maintenance of the reservoirs, aqueducts, cuts, conduit pipes, pipe-tracks, drains, and other works hereinafter described, with all proper embankments, sluices, drains, filters, syphons, machinery, and other works in connection therewith, that is to say:

A reservoir in the township of Todmorden and Walsden, in the parish of Rochdale aforesaid, at or near to a farm house and buildings called Furnace, in the said township of Todmorden and Walsden, with all necessary works connected therewith, upon lands belonging to John Entwistle, John Uttley, Mrs. Haigh, C. Bracewell, James Ramsbotham, and Rueben Haigh, or some or one of them.

And also an aqueduct, conduit, drain, or cut commencing at a certain stream or brook called Red Clough, at or about 21 chains in a north-westerly direction from the junction at the said stream called Red Clough with the stream called Ramsden Clough, and passing thence from, through, or into the said township of Todmorden and Walsden, and terminating in the said reservoir at or near Furnace aforesaid.

And also a certain other aqueduct, conduit pipe, pipe-track, drain, or cut commencing at a certain road called Long Causeway, at a point about 10 chains south-west of the house and farm buildings called North Ramsden, and passing thence from, through, or into the said township of Todmorden and Walsden, and terminating in the said reservoir.

And also a certain other aqueduct, conduit pipe, pipe-track, drain or cut from and out of the said reservoir, commencing at the said reservoir, and passing thence from, in, through, or into the said township of Todmorden and Walsden aforesaid, the townships of Langfield and Stansfield, and the said township of Cliviger, and terminating in the road opposite the Roe Buck Inn, Portsmouth, in the said township of Cliviger.

And also a certain other aqueduct, conduit pipe, pipe-track, drain, or cut commencing by a junction with the last-named aqueduct at or near to the Town Hall in Todmorden, in the said township of Todmorden and Walsden, and passing thence from, in, through, or into the said townships of Langfield and Stansfield, and terminating at the point where the main road passes over Jumble Hole Clough, at or near to a place called Sand Bed, in the said township of Stansfield.

And also a certain other aqueduct, conduit pipe, pipe-track, drain, or cut commencing by a junction with the aqueduct, conduit, or line of pipes thirdly hereinbefore named, at or near the junction of Ramsden-lane with the main road leading from Todmorden to Rochdale, thence passing from, in, through, or into the said township of Todmorden and Walsden, and terminating at or near the boundary of the said township of Todmorden and Walsden, at or near a place called Steanor Bottom.

And it is also proposed by the said intended Act to incorporate a Company for the purpose of carrying the said undertaking into effect, and to enable the Company to be thereby incorporated to purchase or take by compulsion or by agreement land, houses, and other hereditaments for the purposes of the proposed Act, and to levy and receive tolls, rates, rents, and remunerations in respect of or incident to the supply of water for public, domestic and other purposes within the said several parishes, townships, and extra-parochial and other places aforesaid. And also to confer, vary, or extinguish exemptions from the payment of tolls, rates, rents, and duties and other rights and privileges, and to vary, repeal, or extinguish all or any existing rights and privileges which would impede or interfere with the objects of the proposed Act.

And it is also intended to take power to break up, stop, alter, or divert, whether temporarily or permanently, all turnpike and other roads, ways, bridges, streams, and rivers within the parishes, townships and extra-parochial places, or any of them, for the purposes of the proposed Act.

And notice is hereby further given that the waters intended to be diverted for the purposes aforesaid into the said reservoirs, aqueducts, and works, now flow or proceed directly or derivatively to or into or supply the Calder and Hebble Canal and the Aire and Calder Navigation, or some of them.

And also to empower the intended Company and the Local Board for the united district of Todmorden, and any other Corporation or body of persons, to make and carry into effect contracts for the supply by the intended Company of water, either in bulk or otherwise, for all purposes whatsoever.

And also to empower the intended Company to sell by agreement their reservoirs, aqueducts, plant, property and works, or any part or parts thereof, to any sanitary authority or local board, or to any corporation or company.

And it is also proposed by the intended Act to amend or repeal the provisions of a certain Act, passed 10 and 11 Vict. cap. 26, intituled "An Act for better supplying with Water the Borough of Rochdale, and the several Townships in the parish of Rochdale."

And notice is hereby further given, that plans and sections in duplicate, showing the line, situation and levels of the said proposed works, and the lands in or through which the same are to be made and maintained, and intended to be taken, or which may be taken for the purposes aforesaid, together with a book of reference to such plans, and also a copy of this notice (as published in the London Gazette), will be deposited for public inspection on or before the 30th day of November instant with the clerk of the peace for the county palatine of Lancaster at his office in Preston in the said county, and with the clerk of the peace for the West Riding of the county of York at his office at Wakefield. And that a copy of so much of the said plans, sections, and book of reference respectively as may relate to any parish in or through which the said works are proposed to be made or maintained, and also a copy of this notice (as published in the London Gazette) will be deposited for public inspection on or before the said 30th day of November, instant with the parish clerk of each such parish at his place of abode, and printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this eighteenth day of November, 1881.

*Jno. E. Craven*, Todmorden, Solicitor for the said Bill.

In Parliament.—Session 1882.

Great Eastern Railway (General Powers).

New Railways from Edmonton to Cheshunt—In the Isle of Ely, in the parishes of Ely St. Mary and Ely Trinity—In the county of Surrey, in the parish of St. Paul, Deptford.—Widenings and Improvements of the Company's Main Line, from Liverpool Street Station to Bethnal-green Junction.—Of the North Woolwich Branch Railway from Stratford to near Canning Town.—Of the Colchester Main Line from Stratford to Romford.—Of the Dereham, Fakenham, and Wells Line, from North Elmham to Ryburgh.—Of the Colchester Main Line, near Colchester Station.—Of the March and Wisbech Railway, and the March and Spalding Railway, near the March Station, and a short Railway there.—Diversions of Footpaths at Millwall Junction, Braintree, Tottenham, and Romford.—Alterations of Bridges on North Woolwich Line, Brick-lane, Spitalfields, and at Coborn-road, Bow.—Improvement (Joint Powers to Great Eastern and Great Northern Railway Companies) of the Hertford Branch Railways, at Hertford.—Tramways at Wisbech, and from Elm to Friday Bridge.—Purchase of Lands by compulsion or agreement in various places.—Extension of Time for compulsory Purchase of Lands and Completion of Works in various places.—Abandonment of the Ely Curve Railway.—Hotel and Refreshment-rooms.—Additional Capital and Borrowing Powers.—Amendment of Acts, &c.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorize the Great Eastern Railway Company (hereinafter called "the Company") to make and maintain, with all proper stations, approaches, works, and conveniences connected therewith respectively, the following railways, improvements of railways, diversions of roads, footpaths, and works, or some of them, that is to say:—

(a.) A railway (No. 1) commencing in the parish of Edmonton, in the county of Middlesex, by a junction with the Enfield branch of the Company at a point 293 yards, or thereabouts, measured along the said railway in a northerly direction, from the place where the public road known as Bury-street crosses the said railway on the level, and terminating in the parish of Cheshunt, in the county of Hertfordshire, by a junction with the London and Cambridge main line of the Company at a point 198 yards, or thereabouts, measured in a southerly direction along the said railway, from the south end of the up-platform of the Cheshunt Station thereon, and which said intended railway will be situate in the parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Edmonton, Lower Edmonton, and Enfield, all in the county of Middlesex, and Cheshunt, in the county of Hertfordshire.

(b.) A railway (No. 2) to be wholly situate in the Isle of Ely, in the county of Cambridge, in the parishes of Ely St. Mary and Ely Trinity, or one of them, commencing by a junction with the Company's Ely and Norwich main line at a point about 1 chain south-west of the junction of the Company's Ely and Peterborough line therewith, and terminating by a junction with the said Ely and Peterborough line at a point about 26 chains north of the place where the public road leading from Ely to Prickwillow crosses the said last-mentioned line on the level.

(c.) A railway (No. 3) to be wholly situate in the county of Surrey, in the parish of St. Paul, Deptford, commencing by a junction with the railway of the East London Railway Company leading from Deptford-road Station to Old Kent-

road Station at or near the bridge carrying the said railway over the road or street leading from White Post-lane to Cold Blow Farm, and terminating on the south side of the Grand Surrey Canal at a point about 5½ chains west of the bridge carrying the said East London Railway over the said canal, and to authorize the Company to purchase and acquire, either by compulsion or agreement, and to hold for siding, goods, mineral, warehouse, station, and other accommodation, certain lands, houses, and buildings situate in the said parish, adjoining and on the south side of the said Grand Surrey Canal, and adjoining and on the east side of the South London line of the London, Brighton, and South Coast Railway Company, and adjoining and on the west side of the said East London Railway.

(d.) A railway (No. 4) to be wholly situate in the county of Surrey, in the parish of St. Paul, Deptford, commencing by a junction with the East London Railway from Deptford-road to the New-cross Station on the main line to Brighton at or near the bridge carrying the said East London Railway over the road which leads from Cold Blow Farm to Woodpecker-lane, and terminating in a market-garden on the east side of the said railway at a point about 8 chains, measured in a north-north-easterly direction, from the north-east angle of Messrs. Letts' printing offices at New-cross, and to authorize the Company to purchase and acquire by compulsion or agreement, and to hold for siding, goods, mineral, warehouse, station, and other accommodation, certain lands, houses, and buildings in the said parish, adjoining and on the east side of the said last-mentioned East London Railway, and adjoining and on the west side of the public road known as Woodpecker-lane, and adjoining and on the south-west side of the junction railway between the said last-mentioned East London Railway and the North Kent line of the South Eastern Railway.

(e.) A widening and improvement of the Company's main line on the north-western and northern sides thereof, commencing in the parish of St. Botolph, Bishopsgate, in the City of London, on the north-west side of the Liverpool-street Station, at a point about half a chain, measured in a south-westerly direction, from the west end of the bridge carrying Priurose-street over the said main line, and terminating in the parish of St. Matthew, Bethnal-green, in the county of Middlesex, at or near the bridge carrying the said main line over Nottingham-street, which said intended widening and improvement will be situate in the parishes, townships, extra-parochial or other places following, or some of them, that is to say: St. Botolph's, Bishopsgate, in the City of London, the Liberty of Norton Folgate, St. Leonard's, Shoreditch, Christchurch, Spitalfields, and St. Matthew, Bethnal-green, in the county of Middlesex.

(f.) A widening and improvement wholly situate in the parish of St. Matthew, Bethnal-green, in the county of Middlesex, of the Company's main line, on the south side thereof, commencing by a junction with the Company's goods lines at or near the bridge carrying the said main line over Nottingham-street, and terminating by a junction with the Bethnal-green and Bow Improvement authorized by "The Great Eastern Railway Act, 1876," at the commencement thereof.

(g.) A widening and improvement wholly situate in the county of Essex, in the parish of West Ham, of the Company's North Woolwich Branch Railway, commencing at a point thereon about 7 chains north of the bridge carrying the public road leading from London to Romford and Colchester over the said branch railway at the Stratford Market Station, and terminating at or near

the place where the road leading from West Ham to Canning Town crosses the said North Woolwich Branch Railway on the level, at a point about 30 chains north-west of the booking office of the Canning Town Station.

(h.) A widening and improvement of the Company's Colchester main line on both sides thereof, commencing in the parish of West Ham, at a point about 4 chains west from the bridge carrying the public road leading from Stratford to Leytonstone over the said main line, at or near the Maryland Point Station, and terminating in the parish of Romford at or near a point about 9 chains west of the bridge carrying the said main line over the public road leading from Hornchurch to Romford, at or near Romford Station, which said intended widening and improvement will be situate in the parishes, townships, extra-parochial and other places following, or some of them, that is to say: West Ham, East Ham, Little Ilford, Barking, Dagenham, and Romford, in the county of Essex.

(i.) A widening and improvement of the Company's Dereham, Fakenham, and Wells Branch Railway, commencing in the parish of North Elmham, at or near a point about 21 chains south of the place where the public road leading from Billingham to North Elmham crosses the said branch railway on the level at the North Elmham Station, and terminating in the parish of Great Ryburgh, at or near a point about 8 chains south-east of the place where the public road leading from Stibbard to Great Ryburgh crosses the said branch railway on the level at the Ryburgh Station, which said intended widening and improvement will be situate in the parishes, townships, extra-parochial or other places following, or some of them, that is to say: North Elmham, Bintree, Gateley, and Great Ryburgh, in the county of Norfolk.

(k.) An improvement and diversion, wholly situate in the county of Essex, in the parish of Lexden, of the Company's Colchester main line, commencing at a point about 28 chains west of the booking office of the Colchester Station, and terminating at or near a point about  $1\frac{1}{2}$  chains west of the said booking office of the said Colchester Station, and to authorize the Company to discontinue for the purposes of passenger traffic so much of their present main line as lies between those two points.

(l.) An improvement and diversion of the Company's March and Wisbech Railway, wholly situate in the Isle of Ely, in the county of Cambridge, in the parish of March, commencing by a junction with the Company's Ely and Peterborough Branch Railway, at a point about 8 chains west of the booking office of the March Station, and terminating by a junction with the Company's March and Wisbech Railway, at about  $7\frac{1}{2}$  chains north of the junction therewith of the March and Spalding Railway, and to authorize the Company to abandon and discontinue so much of their March and Wisbech Railway as crosses the public road leading from the Wisbech Lower-road to March on the level, about 18 chains measured in a north-westerly direction from the said booking office of the March Station.

(m.) A diversion of a part of the March and Spalding Railway of the great Northern Railway Company, wholly situate in the parish of March, in the Isle of Ely, in the county of Cambridge, commencing by a junction with the lastly-described improvement and diversion of the Company's March and Wisbech Railway, at a point about 1 chain west of the existing junction of the said March and Spalding Railway with the Company's March and Wisbech Railway, near March Station, and terminating by a junction with the said March and Spalding Railway about  $7\frac{1}{2}$  chains north of

the said existing junction; and the Bill will or may provide that the portion of railway of which the said intended diversion will consist shall, when opened for public traffic, be transferred to, and invested in, and imposed on the Company and the Great Northern Railway Company jointly and equally, as a portion of the joint undertaking referred to in section 21 of the "Great Northern and Great Eastern Railway Companies Act, 1879," and will or may apply thereto all or some of the provisions of that Act relating to the said joint undertaking.

(n.) A railway (No. 5) to be wholly situate in the Isle of Ely, in the county of Cambridge, in the parish of March, commencing by a junction with the Company's Ely and Peterborough Branch Railway at a point about 25 chains from the booking office of the March Station, measured along the said branch railway in a westerly direction, and terminating by a junction with the improvement and diversion (l) before described of the Company's March and Wisbech Railway, at a point about 4 chains south of the junction of the March and Spalding Railway with the said March and Wisbech Railway.

(o.) To authorize the Company to stop up and discontinue for public use so much of the public footpath situate in the parish of All Saints, Poplar, in the county of Middlesex, leading from Harrow-lane to the Company's Millwall Junction Station, as lies between Harrow-lane and the northern end of the bridge carrying the said public footpath over the sidings of the North London Railway Company, near the Millwall Junction Station, at a point about 4 chains north from the booking office of the said Millwall Junction Station, and to make in lieu thereof a new footpath, commencing at a point on the south side of High-street, Poplar, immediately opposite the street or row known as England-row, and terminating at or near the north end of the last-mentioned bridge.

(p.) The diversion or alteration of the public footpath wholly situate in the parish of Braintree, in the county of Essex, leading from Braintree to Messrs. Courtauld's silk mills, and now crossing the Company's goods lines and sidings on the level at a point about 1 chain from the east end of the Company's engine-shed at Braintree goods station, which said diversion or alteration will commence at a point in the said public footpath about 1 chain from the north-east angle of the said engine-shed, and will terminate at a point in the said public footpath about  $1\frac{1}{2}$  chains south-east of the south-east angle of the said engine-shed, and the Bill will or may extinguish all rights of way at or over the existing level crossing above mentioned.

(q.) A diversion and alteration wholly situate in the parish of Tottenham, in the county of Middlesex, of the public footpath now crossing the Company's Cambridge main line on the level at the Park Station on the north side thereof, commencing at a point on the west side of the railway about three-quarters of a chain north of the booking office at the Park Station, and terminating on the east side of the railway at a point about  $1\frac{1}{2}$  chains north-east of the said booking office, and the extinction of all rights of footway over the railway on the level.

(r.) The alteration and improvement of the bridge in the parish of West Ham, in the county of Essex, carrying the public road leading from Poplar to Barking over the Company's North Woolwich Branch Railway near the Canning Town Station thereon.

(s.) The alteration and improvement of the bridge, in the parish of West Ham, in the county of Essex, carrying the public road leading from London to Romford and Colchester over the North Woolwich Branch Railway, about 3 chains north-

west from the Company's Stratford Market Station.

(t.) An alteration of the gradients of the North Woolwich Branch Railway of the Company, in the parish of West Ham, in the county of Essex, commencing at a point about 14 chains north of the viaduct and bridge carrying the northern out-fall sewer of the Metropolitan Board of Works over the said railway, and terminating at a point about 6 chains south of the said viaduct and bridge.

(u.) An alteration and extension of the bridge in the county of Middlesex, in the parishes of St. Matthew, Bethnal-green, and Christchurch, Spitalfields, carrying the railway of the Company over the street or road known as Brick-lane, and to authorize and require the Vestry of St. Matthew, Bethnal-green, and the Whitechapel District Board of Works, to subscribe towards the expense of such alteration and improvement, and to apply their rates and other moneys for such purpose.

(v.) An alteration and extension of the bridge in the county of Middlesex, in the hamlet of Mile End Old Town, in the parish of St. Mary-le-Bow, otherwise St. Mary, Stratford-le-Bow, carrying the railway of the Company over the street or road known as Coborn-road.

To empower the Company by themselves, or the Company and the Great Northern Railway Company jointly, to make and maintain, with all proper stations, sidings, approaches, works, and conveniences connected therewith, the following improvements of railways and works, that is to say:—

(w.) A diversion and improvement, wholly situate in the parish of St. John's, Hertford, in the county of Hertford, of the Great Northern Railway Company's Hertford Branch Railway, commencing at or near the junction therewith of the Company's Hertford Branch Railway, at a point about 15 chains north-east of the booking-office of the Company's station at Hertford, and terminating on the east side of the road known as Dicker-mill-lane, at a point about 2½ chains south-east of the place where the said lane crosses on the level the said Hertford Branch Railway of the Great Northern Railway Company.

(x.) A diversion and improvement in the said parish of St. John's, Hertford, of the said Hertford Branch Railway of the Great Northern Railway Company, commencing by a junction with the lastly-described diversion and improvement at the termination thereof, and terminating by a junction with the said last-mentioned Hertford Branch Railway at or near the bridge carrying the same over the River Lea, about 9½ chains east from the east end of the goods shed at the Hertford Station of the said Great Northern Railway Company.

To authorize the purchase of so much of any property as may be required for the purposes of the intended Act without the liability imposed upon the Company by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

Also to confer upon the Company all necessary powers for constructing and maintaining the following tramways, or some of them, or some part or parts thereof respectively, together with all roadways, footpaths, culverts, rails, plates, sleepers, works, and conveniences connected therewith, that is to say:—

A tramway (No. 1) to be wholly situate in the Elm-road, in the parish of Wisbech St. Peter, in the Isle of Ely, in the county of Cambridge, commencing by a junction with Tramway No. 1, authorized by "The Great Eastern Railway Act, 1881," at a point marked on the centre line, as shown on the deposited plans of the said Tramway No. 1 referred to in the said Act, and indicating

3 furlongs from the commencement of the said Tramway No. 1, and terminating at a point on the said road about 12 yards north from the place where the Company's Lynn and Wisbech Railway crosses that road on the level.

A tramway (No. 2) to be wholly situate in the said parish of Wisbech St. Peter, commencing by a junction with the intended Tramway No. 1 to be authorized by the Bill, at the termination thereof as above described, and proceeding thence along the Elm-road, Little South-street, and Norfolk-street West, and across the open space into which the last-mentioned street, Church-street, Cemetery-road, and Norfolk-street East lead, and thence out and along Church-street, and terminating at the south-eastern end of the market-place of Wisbech, at a point 10 yards, or thereabouts, measured in a westerly direction, from the north-west corner of the Globe Inn.

A tramway (No. 3) to be wholly situate in the said parish of Wisbech St. Peter, commencing in Little South-street by a junction with the intended Tramway No. 2 to be authorized by the Bill, at a point opposite, or nearly opposite, the north-east corner of the Dun Cow Inn, and proceeding thence in a south-west direction into and along the Victoria-road and the Station-road leading to the Wisbech passenger-station of the Company, and terminating at a point 5 yards, or thereabouts, measured in a north-easterly direction, from the entrance to the booking-office of the said station.

A tramway (No. 4) commencing in the parish of Emmeth, in the county of Norfolk, by a junction with Tramway No. 1 authorized by "The Great Eastern Railway Act, 1881," at a point on the road leading from Elm to Upwell and Outwell, marked on the centre line shown on the deposited plans referred to in the said Act, and indicating 1 mile 3 furlongs from the commencement of the said Tramway No. 1, and proceeding across the Elm Bridge, and thence along the road from Elm to Friday Bridge, and terminating in the parish of Elm, in the Isle of Ely, in the county of Cambridge, at Friday Bridge, in a field occupied by Robert Barnard, at or near a point 30 yards, measured in a south-easterly direction, from the road finger-post opposite the Chequers Inn.

The intended tramways will be laid as a single line only upon all roads and public highways, except between the following points, where they will be laid double (that is to say):—

Tramway No. 2, in the Elm-road, between two points respectively about 15 yards and 59 yards north-westward of the south-east corner of the Black Horse Inn.

Tramway No. 2, in Little South-street, between a point opposite the north-east corner of Ryan-street and a point 36 yards, or thereabouts, measured from opposite the said corner in a northerly direction.

Tramway No. 2, from a point opposite the north-west corner of the northern end of the east side of Norfolk-street West and across the open space aforesaid, to a point in Church-street opposite the south-easternmost corner of St. Peter's Churchyard.

Tramway No. 2, in the market-place, Wisbech, between the termination of the tramway and a point about 25 yards, measured in a southerly direction, from the said termination.

Tramway No. 3, in the Station-road, between two points respectively about 30 yards and 86 yards, measured in a south-westerly direction, from the north-western corner of the Engineer's Tavern in Victoria-road.

Tramway No. 4, in the road from Elm to Friday Bridge, between the following points, viz.:

(a) between a point opposite the junction with that road of the Begdale-road and a point 110 yards,

or thereabouts, measured thence in a north-easterly direction along the said road from Elm to Friday Bridge; (b) between two points respectively about 154 yards and 264 yards, measured in a southerly direction, from the junction of Wales Bank-road with the said road from Elm to Friday Bridge; (c) between two points respectively about 198 yards and 308 yards, measured in a southerly direction, from the junction of the Chequers-road with the said road from Elm to Friday Bridge.

The tramways will be so laid that, at the following points, for a distance of 30 feet and upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the road and the nearest rail of the tramway, viz. :—

Tramway No. 2, on the west sides of Little South-street and Norfolk-street West respectively, for the entire length of those streets traversed by the tramway, and on the west side of Church-street, for the entire length of that street traversed by the tramway, and at the south-eastern end of the market-place on the east side from Church-street to the termination of the intended tramway No. 2.

Tramway No. 3, on the north west sides of Victoria-road and Station-road respectively, for the entire length of these roads traversed by the said tramway.

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

Also to authorize the working and use of the tramways for both passengers and goods by locomotive engines or other mechanical power or horse-power, and to run upon Tramway No. 4 before described carriages and trucks adapted for use upon railways, and to purchase lands and houses by compulsion or agreement, as shown on the deposited plans for such tramways, and for goods stations and passing-places, and generally to extend and apply to the intended tramways and to the Company, and to local authorities, Corporations, and persons in respect thereof, all or some of the powers and provisions (with or without modification) of sections 25 and 41 to 62 (both inclusive) of "The Great Eastern Railway Act, 1881," with respect to or in connection with the tramways thereby authorized.

Also to sanction, confirm, and to give effect to, with or without modification or amendment, any contracts or agreements for or relating to any of the purposes mentioned in this notice, or in the sections hereinbefore referred to of "The Great Eastern Railway Act, 1881," which may have been or may be made or entered into between the Company and any Local Authority, Corporation, or persons.

Also to authorize the Company alone, or jointly with any other Company mentioned in this notice, to purchase by compulsion or agreement lands and buildings, and rights and easements in, over, or affecting lands and buildings, for all or any of the works and purposes of the intended Act, and to authorize the Company to purchase by compulsion or agreement other lands and buildings in the counties hereinafter mentioned for station or other purposes connected with their undertaking, that is to say :—

In the county of Middlesex.—In the parish of Enfield, near to the place where Green-street crosses on the level the Cambridge main line of the Company.

In the parishes of Tottenham and Hornsey, or one of them, adjoining and on the north side of the Tottenham and Hampstead Junction Railway, and adjoining and on the west side of the public road known as the Green Lanes, near the Green Lanes Station.

In the parish of St. Pancras, adjoining and on

the north side of the Hampstead Junction Railway, near the Gospel Oak Station.

In the parish of St. Mary, Islington, on both sides of the said Tottenham and Hampstead Junction Railway, on the south-west side of the Upper Holloway Station thereon.

In the county of Suffolk.—In the extra-parochial place known as Outney-common, near the Bungay Station of the Company, being lands forming part of a certain common, or commonable lands, known as Outney-common, and of which the estimated quantity proposed to be taken is 1 acre 25 perches, or thereabouts.

In the parish of Barnaby, otherwise Barnby, adjoining the Company's railway from Beccles to Lowestoft, near the place where the said railway crosses on the level the road leading from Barnaby to the Castle Marsh.

In the county of Cambridge.—Isle of Ely.—In the parishes of Wisbech, St. Peter, and Walsoken, or one of them, adjoining the Wisbech passenger-station of the Company.

In the parish of Downham, on the south-west side of the Ely and Peterborough Railway, about 30 chains north-west from the place where the said railway crosses on the level the road or drove known as the Straight Furlong Drove, in the parishes of Ely Trinity and Ely St. Mary, or one of them, near the Mildenhall-road Station.

In the county of Cambridge.—In the parish of St. Andrew-the-less, otherwise Barnwell, on the east and west side of and adjoining the Company's railway to the south of the bridge, known as the Paper Mills Bridge, carrying the Newmarket-road over the line of the Company, and on the west side of and adjoining the Company's line to the north of the said bridge.

In the county of Essex.—In the parish of West Ham, adjoining the Stratford Market Station of the Company.

In the last-mentioned parish, adjoining the Stratford main line station. In the last-mentioned parish, adjoining the Carpenters'-road, near the Stratford main line station.

In the parish of Woodford, on both sides of the Woodford and Loughton Branch Railway of the Company, about 40 chains north of the Woodford Station.

In the parish of Lawford, near the Manningtree Station.

In the parishes of Upminster and Hornchurch, near the Harold Wood Station, on the Colchester main line of the Company.

In the county of Hertfordshire.—In the parish of West Mill, near the West Mill Station of the Company.

In the county of Norfolk.—In the parishes of Terrington, St. Clement, Walpole, St. Peter, and West Walton, adjoining the place where the public road from Walton Gate to Marshland Fen crosses the railway of the Company from Wisbech to Magdalen-road on the level.

In the parish of Tivetshall, St. Margaret's, near the Tivetshall Station.

To authorize the Company and the Great Northern and Great Eastern Joint Committee, or one of them, to purchase by compulsion or agreement, and acquire for station sidings and other purposes, certain lands in the parish of Chatteris, in the Isle of Ely, in the county of Cambridge, adjoining the Chatteris Station on the St. Ives and March Railway.

Also to authorize the Company to purchase by compulsion or agreement, for the purposes of the enlargement and improvement of the Liverpool-street Station of the Company, certain lands, houses, and buildings in the parish of St. Botolph, Bishopsgate, in the City of London, the Liberty of Norton Folgate, and the parish of St. Leonard's,

Shoreditch, in the county of Middlesex, or some or one of them, adjoining and on the east side of the said Liverpool-street Station, and bounded on the south by Liverpool-street, and on the north by Worship-street.

Also in the construction of any railways or works proposed to be authorized by the intended Act, to authorize the Company or Companies constructing the same to deviate from the line and levels described in the plans and sections to any extent prescribed by the said intended Act, and to stop up, alter, divert, temporarily or permanently, all or any turnpikes or other roads and highways, streets, railways, tramways, bridges, rivers, canals, streams, waters, watercourses, sewers, drains, pipes, telegraphic and other tubes, wires, and apparatus, and all other constructions or works of any description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the said intended Act.

Also to extend the powers for the compulsory purchase of lands for the purposes of the railway in the parish of Thorpe St. Andrew, in the county of Norfolk, authorized by section 7, sub-section D, of "The Great Eastern Railway Act, 1879."

Also to extend the time limited by Parliament for the completion of the following improvements of railways and works, that is to say:—Of the Company's railway from St. Ives to Huntingdon, in the county of Huntingdon, authorized by section 7, sub-section C, of "The Great Eastern Railway Act, 1877." Of the railway in the county of Norfolk, authorized by section 4, sub-section D, of "The East Norfolk Railway Act, 1879," and for the compulsory purchase of lands for the widening and alteration of the bridge in the parish of St. Ives, in the county of Huntingdon, authorized by section 8, sub-section K, of "The Great Eastern Railway Act," 1879, and for the compulsory purchase of the lands in the parish of St. Ives, in the county of Huntingdon, authorized by section 32 of the same Act.

To authorize the Company to abandon or relinquish the construction of the railway in the parishes of Ely St. Mary and Ely Trinity, or one of them, in the Isle of Ely, in the county of Cambridge, authorized by section 6 of "The Great Eastern Railway Act, 1877."

To authorize the Company, or the Company and any other Company mentioned in this notice, jointly to demand, take, and recover tolls, rates, and charges for and in respect of the works which they may be respectively authorized by the intended Act to make or maintain, and to confer exemptions from the payment of such tolls, rates, and charges respectively.

Also to empower the Company to hold as part of their undertaking the hotels now belonging to or held by them at Harwich and elsewhere, and also to build, provide, complete, and maintain as part of their undertaking, at 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 provide, stock, and conduct such hotels and refreshment-rooms, and the business thereof, and to demise the same for terms of years or otherwise, and to apply their corporate funds to those purposes, or any of them, and to acquire and hold lands for those purposes, and to sanction and confirm any expenditure already incurred by the Company in or about any of the before-mentioned purposes.

To enable any Corporation or other body, and any Justice or other person being by law authorized to grant licences for the sale by retail of wines, spirits, beer, or cider, to grant such licences to any persons nominated by the Company for such sale at any refreshment-rooms at stations of the

Company, and managed by the Company, although the structure of such premises be not in conformity with the provisions of any Act relating to the granting of such licences; and although the person so nominated is not the real resident owner or occupier of any such refreshment-rooms.

Also to authorize the Company to raise and appropriate to all or any of the purposes of the intended Act, or all or any of the purposes of the Company, any surplus capital at their disposal, or which they have power to raise or borrow, and to raise more money by the creation and issue of ordinary or deferred stock, or by preference stock, or preference stock convertible into ordinary stock at such time and on such conditions as the Company think proper, or by debenture stock or by mortgage, and to authorize the issue of the sum of £125,000, the remainder of the sum of £700,000 4 per cent. preference stock authorized to be created by section 100 of "The Great Eastern Railway Act, 1881," and to make further provision for the augmentation of the capital of the Company in such manner and by such ways as the Company may determine, and to enable the Great Northern Railway Company to apply their corporate funds and revenues for all or any of the purposes of the Bill relating to that Company.

To provide for the payment or transfer to the Company, or as may be provided by the Bill, of the deposit fund and securities mentioned in the 17th section of "The East Norfolk Railway Act, 1879."

To exempt the Company and the proposed tramways from all or some of the provisions of "The Locomotive Act, 1861;" "The Locomotive Act, 1865;" and "The Highways and Locomotive (Amendment) Act, 1878;" and any Acts amending the same, or any of them, or any other Act, and of any and every other Act which will interfere with any of the objects of the intended Act.

To vary and extinguish all rights and privilege which would interfere with the objects of the Bill, and to confer other rights and privileges.

Also to repeal or amend some of the provisions of the several Acts of Parliament following, or some of them, that is to say:—"The Great Eastern Railway Acts, 1862, 1877, 1879, 1881," and any other Acts relating to the Company; "The East Norfolk Railway Act, 1879;" "The Great Northern Railway Act, 1846," and any other Acts relating to the Great Northern Railway Company; and "The Great Northern and Great Eastern Railway Companies Act, 1879."

Plans and sections in duplicate of the proposed works, plans in duplicate of the lands which may be subject to the compulsory powers of purchase to be conferred by the intended Act, books of reference to the plans containing the names of the owners and lessees, or reputed owners, lessees, and occupiers of such lands, and published maps showing the general course and direction of the proposed new railways and improvements and widenings of railways, will be deposited as follows, that is to say: In the case of Railway No. 1 before described, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the county of Hertford, at his office at St. Albans. In the case of all other railways, 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. In the case of all other railways, works, and lands in the county of Hertford, with the Clerk of the Peace for that county, at his office at St. Albans. In the case of all railways, works, and lands in the Isle of Ely, in the county of Cambridge, with the Clerk of the Peace for the Isle of Ely, in the county of

Cambridge, at his office at Wisbech, and with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge. In the case of all railways, works, and lands in the county of Cambridge, with the Clerk of the Peace for that county, at his office at Cambridge aforesaid. In the case of all railways, works, and lands in the county of Essex, with the Clerk of the Peace for that county, at his office at Chelmsford. In the case of all lands and works in the Liberty of Havering-atte-Bower, in the county of Essex, with the Clerk of the Peace for that Liberty, at his office at Romford. In the case of all railways, works, and lands in the county of Surrey, with the Clerk of the Peace for that county, at his office at the Sessions House, Newington. In the case of all works and lands in the county of Norfolk, with the Clerk of the Peace for that county, at his office at Norwich. In the case of all lands in the county of Suffolk, with the Clerk of the Peace for that county, at his office at Ipswich. In the case of all lands and works in the City of London, with the Clerk of the Peace for that city, at his office at the Sessions House in the Old Bailey. And in the case of the tramways, with the Clerk of the Peace for the Isle of Ely, in the county of Cambridge, at his office aforesaid, and with the Clerk of the Peace for the county of Cambridge, at his office aforesaid, and with the Clerk of the Peace for the county of Norfolk, at his office aforesaid. Copies of so much of the said plans, sections, and books of reference as relate to any parish or extra-parochial place will be deposited as follows; that is to say:—In the case of the hamlet of Mile-end Old Town, with the vestry clerk of the hamlet of Mile-end Old Town, at his office in Bancroft-road, Mile-end. In the case of the parish of St. Paul, Deptford, with the clerk of the Greenwich District Board of Works, at his office at 141, Greenwich-road, Greenwich, S.E. In the case of the parish of St. Matthew, Bethnal-green, with the vestry clerk of that parish, at his office at Bethnal-green. In the case of the parishes of All Saints, Poplar, and St. Mary-le-Bow, otherwise St. Mary, Stratford-le-Bow, with the clerk of the Poplar District Board of Works, at his office, High-street, Poplar. In the case of the parish of St. Leonard's, Shoreditch, with the vestry clerk of that parish, at his office in Old-street, E.C. In the case of the Liberty of Norton Folgate and the parish of Christchurch, Spitalfields, with the clerk of the Whitechapel District Board of Works, at his office in Great Alie-street, Whitechapel. In the case of any other parish, with the parish clerk of such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence. Each such deposit will be made on or before the 30th day of November instant, and will be accompanied by a copy of this notice.

Printed copies of the 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 the 11th day of November, 1881.

*Capel A. Curwood*, Liverpool-street Station,  
E.C., Solicitor for the Bill.

In Parliament.—Session 1882.

Newark and Ollerton Railway.

(Incorporation of Company; Construction of Railways from Newark to Ollerton in Nottinghamshire; Traffic Agreement with the Great Northern Railway Company, and Running Powers over portions of their Railway; Use of Stations; Compulsory Purchase of Lands; Levying Tolls; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill for all

or some of the following purposes, that is to say:—

To incorporate a Company and to authorise the Company to be incorporated (hereinafter called "the Company") to make and maintain the railway hereinafter mentioned, or some part or parts thereof, together with stations, sidings, junctions, approaches, bridges, yards, buildings, and all proper works and conveniences connected therewith, that is to say:—

A railway, wholly in the county of Nottingham, commencing in the parish of North Muskham, by a junction with the main line of the Great Northern Railway, at a point on such railway one hundred and seventy yards, or thereabouts, measuring along that railway south of the mile or distance post on the said last-mentioned railway denoting one hundred and twenty-three miles distant from London, and thence passing from, in, through or into all or some of the parishes, townships and extra-parochial or other places of North Muskham, Nowell, Bathley, Caunton, Beesthorpe, Maplebeck, Kersall, Kneesall, Ompton, Rufford, Rufford Liberty, Wellow, Ollerton and Edwinstowe, all in the county of Nottingham, and terminating at or near the village of Ollerton, in the township of Ollerton, in the said parish of Edwinstowe, in a certain field known as "Field at top of Croft," belonging to and in the occupation of Augustus Savile Lumley, or his tenant.

To authorise the Company to deviate laterally from the lines of the intended works to the extent shewn 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 authorise the Company to purchase by compulsion, and also by agreement, lands, houses, and hereditaments, for the purposes of the intended railway and works, and of the Bill, in any of the before-mentioned parishes and places, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased.

To authorize the Company to levy tolls, rates, and duties upon or in respect of the intended railway and works, and also upon the portions of railways, stations and works hereinafter mentioned belonging to the Great Northern Railway Company, and to alter the tolls, rates, and duties which that Company is now authorized to take, and to confer exemptions from the payment of such tolls, rates and duties respectively; to cross, stop up and remove, alter, or divert, temporarily or permanently, all such railways, tramways, canals, rivers, streams, turnpike and other roads, bridges, sewers, drains and pipes, buildings, erections or works within the before-mentioned parishes and places as it may be necessary to cross, stop up, remove, alter, or divert, for the purposes of the intended works, or any of them.

To authorise the Company on the one hand, and the Great Northern Railway Company on the other hand, from time to time to enter into and carry into effect and rescind contracts and agreements for and with respect to the working, use, management and maintenance of the intended railway and works, or of any part thereof, the supply of engines and working stock and plant, and of officers and servants for the conduct and conveyance of the traffic on the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management and maintenance, the interchange and transmission, forwarding and delivery of traffic coming from or destined for the respective railways of the contracting Companies, the fixing of

the tolls, rates and charges to be demanded, taken, and recovered in respect of such traffic and the division and apportionment of the receipts arising therefrom; and the Bill will confirm and give effect to any contracts or agreements which have been or may before the passing thereof be entered into between the Company and the said Great Northern Railway Company with reference to the matters aforesaid, or any of them.

To empower the Company and all Companies and persons lawfully working or using the railway of the Company, or any part thereof, either by agreement or otherwise, to run over, work, and use with their engines, carriages and waggons, officers and servants, and for the purposes of traffic of all kinds, and 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 Bill.

So much of the Great Northern Railway as is between the said intended point of junction of the intended railway, within the said parish of North Muskham, with the railway of that Company and their station at Newark aforesaid, including the Newark Station, station yards, sidings, buildings, offices, approaches, water supplies, telegraphs, signals, works and machinery, and to require and compel the Great Northern Railway Company to give all necessary facilities for the above purpose.

To vary or extinguish all right and privileges which may interfere with the objects of the Bill, or any such contracts or agreements as aforesaid, and to confer other rights and privileges.

The Bill will incorporate all or some of the provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will alter, amend, enlarge, or repeal some of the provisions of The Great Northern Railway Act, 1846 (9 and 10 Vict., cap. 71), and of any other Acts relating to the Great Northern Railway Company.

And notice is hereby further given, that on or before the 30th day of November, in the present year, duplicate plans and sections of the intended railway and works, showing the lines and levels thereof, and the lands and houses to be taken for the purposes thereof, with a book of reference to such plans, and an Ordnance map with the general course and direction of the intended railway delineated thereon, and a copy of this Notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Nottingham, at his office, at Newark, 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 intended railway or works will be made or pass, with a copy of the said Notice, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial places with the parish clerk of some parish adjoining thereto, at his residence.

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

Dated this 16th day of November, 1881.

*Hodding and Beevor*, Solicitors, Worksop.

*John Jordan*, 3, Westminster-chambers, Victoria-street, Westminster, Parliamentary Agent.

In Parliament—Session 1882.

Waterloo and City Railway.

(Incorporation of Company; Construction of Railways from Waterloo Station to Great St. Thomas Apostle; New Streets in St. Mary Lambeth Parish; Compulsory Purchase of Lands; Sale or Lease of Lands; Tolls; Working and other Agreements with London and South Western Railway Company; Agreements with and Subscriptions, &c., by, and Provisions affecting the Metropolitan Board of Works, the Corporation of London, the City Commissioners of Sewers, Vestries, District Boards, and other Local Authorities; Payment of Interest 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):

To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company"), to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, junctions, turn-tables, stations, approaches, roads, buildings, yards and other works and conveniences connected therewith (that is to say):

- (1) A railway (No. 1), wholly in the parish of St. Mary Lambeth, in the county of Surrey, commencing by a junction with the London and South Western Railway, at a point about 55 yards southward from the centre of the bridge carrying that railway over Westminster-bridge-road, and terminating on the northern side of Wootton-street at a point about 40 yards eastward from the junction of that street with Cornwall-road.
- (2) A railway (No. 2), wholly in the said parish of St. Mary Lambeth aforesaid, commencing by a junction with the London and South Western Railway at a point about 30 yards south-westward from the western end of the bridge which carries the South Eastern Railway Company's branch railway to the Waterloo Station over the Waterloo-road, and terminating at the point hereinbefore described as the termination of Railway No. 1.
- (3) A railway (No. 3), wholly in the said parish of St. Mary Lambeth, commencing in the recently erected portion of the Waterloo Station of the London and South Western Railway Company by a junction with the south-easternmost passenger line there, and about 38 yards south-westward from the termination or north-eastern end of such passenger line, and terminating at the point hereinbefore described as the termination of Railways No. 1 and No. 2 respectively.
- (4) A railway (No. 4), commencing in the said parish of St. Mary Lambeth, at the termination of and forming junctions with Railways No. 2 and No. 3, and terminating in the parish of St. Thomas Apostle, in the City of London, on the southern side of the street called Great St. Thomas Apostle, and about 33 yards westward from the junction of that street with Queen-street, together with a bridge for carrying the said intended Railway No. 4, and also the intended Railway No. 5, across the River Thames.
- (5) A railway (No. 5), commencing in the parish of St. Mary Lambeth aforesaid, at the termination of and by a junction with

Railway No. 1, and terminating at the point hereinbefore described as the termination of Railway No. 4.

The intended Railways No. 4 and No. 5 will respectively be made, or pass from, in, through, or into the parishes and places following, or some of them (that is to say): St. Mary Lambeth, Christchurch Southwark, St. Saviour Southwark (including the Liberty of the Clink), in the county of Surrey; and St. James, Garlick Hithe, Holy Trinity the Less, St. Michael's Queenhithe, St. Mary Aldermary, St. Martin, Vintry, St. Michael Paternoster Royal, and St. Thomas Apostle, in the City of London, and the bed, shores, and banks of the River Thames, in the said county of Surrey and City of London.

(6) A diversion in the parish of St. Mary Lambeth aforesaid, of so much of the Waterloo Branch of the South Eastern Railway as lies to the south-westward of a point situate about 20 yards north-eastward from the point at which the said Waterloo Branch crosses the north-eastern side of Waterloo-road.

(7) The widening and improvement of the London and South Western Company's Waterloo Terminal Station on the eastern or south-eastern side thereof, commencing at or near the north-eastern side of Westminster-bridge-road, and terminating at or near the junction of Holmes-terrace with the Waterloo-road.

(8) To authorise the Company to stop up and close for public use Aubyn-street (including Barnes-terrace) and Grove-place (except the portion thereof between Holmes-terrace aforesaid and James-street), in the parish of St. Mary Lambeth; to widen Holmes-terrace on its north-western side throughout its entire length, and to make a new street from the south-western end of Holmes-terrace to James-street, at or near the angle on that street situate about 80 yards from its north-eastern junction with Lower Marsh, and a new street in direction south-westward to Granby-place of that part of James-street which runs in a direction nearly north-east and south-west, and an extension for about 30 yards south-eastwardly of the street or road which runs under the Waterloo Station southwardly from Granby-place to Aubyn-street. The works described in this paragraph will be wholly situate in the parish of St. Mary Lambeth aforesaid.

To enable the Company to stop up and discontinue for public traffic Isabella-street, in the parish of Christchurch, Southwark aforesaid, and any other street or road, or portion of street or road, shown on the plans to be deposited as hereinafter mentioned as intended to be stopped up, and to vest in the Company the site and soil thereof, freed from all public or other rights over or affecting the same.

To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be authorised by or determined under the powers of the Bill, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To empower the Company to cross, divert, alter or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, courts, alleys, pipes, tubes,

sewers, canals, navigations, rivers, streams, bridges, wharves, quays, railways and tramways within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements and hereditaments for the purposes of the intended railways and works and of the Bill, and notwithstanding the ninety-second section of the Lands Clauses Consolidation Act, one thousand eight hundred and forty-five, to empower the Company to purchase by compulsion or agreement any part or parts of any houses, buildings, manufactories, or other premises without being required or compelled to purchase the whole of such houses, buildings, manufactories and premises, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements and hereditaments so purchased or taken.

To authorise the Company to sell, convey, demise and lease or otherwise dispose of lands, tenements and hereditaments purchased or acquired under the powers of the Bill, and, so far as may be necessary or expedient, to exempt the Company from the operation of the Lands Clauses Consolidation Act, one thousand eight hundred and forty-five, with respect to the sale of superfluous lands.

To provide for the dedication to, and repair by the public of the intended new streets, either absolutely, unconditionally and immediately, or upon such terms (pecuniary or otherwise) and conditions, and from such periods, as may be prescribed by the Bill.

To enable the Company to levy tolls, rates and duties upon or in respect of the intended railways or works, and to confer exemptions from the payment of such tolls, rates and duties respectively.

To empower the Company on the one hand, and the London and South Western Railway Company on the other hand, from time to time to enter into any carry into effect and rescind contracts, agreements and arrangements with respect to the following matters, or any of them (that is to say): the point at which, the mode in which, and the terms and conditions upon which, any junction or junctions of the intended railways, or any of them, with the railways, or any of the railways, of the London and South Western Railway shall be made.

The construction, working, use, management and maintenance by the contracting Companies, or either them, of their respective railways and works, or any part or parts thereof respectively.

The management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for, the railways of the contracting Companies, or either of them.

The supply and maintenance of engines, stock, and plant; the fixing, collection, payment, appropriation, apportionment and distribution of the tolls, rates, charges, income and profits arising from the respective railways and works of the contracting Companies, or either of them, or any part thereof, and the employment of officers and servants.

And the Bill will or may provide for the settlement, by arbitration or otherwise, of any difference which may arise between the Company and the London and South Western Railway Company touching such matters.

To empower the Company on the one hand,

and the Metropolitan Board of Works (hereinafter called "the Board"), the Mayor and Commonalty and Citizens of the City of London (hereinafter called "the Corporation"), and the Commissioners of Sewers for the City of London (hereinafter called "the Commissioners"), or any of them, or any district board of works, vestry, or other local authority having the control or management of the streets, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction and maintenance of the intended railways, new street, street widenings, and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith; the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and to confer upon the Corporation, the Board, the Commissioners, and any district board of works, vestry, or other local authority as aforesaid respectively, or any or either of them, in furtherance of any such agreement, all or any of the powers of construction, maintenance, and purchasing lands; and to provide for the vesting in the Board, the Corporation, and the Commissioners, or any one or two of them, or any district board of works or vestry, upon terms to be agreed on or prescribed by the Bill, of the intended new streets, and the portions to be widened and improved under the Bill of existing streets, and any lands or other property if purchased or acquired under the powers of the Bill, and the maintenance thereof by them, the application of their respective funds, rates, and revenues thereto.

To authorise or require the Board, the Corporation, the Commissioners, and any district board of works, vestry, or other local authority as aforesaid, or any or either, or some or one of them, to subscribe and contribute funds towards the making and maintaining of the intended railways, street widening, new streets, and works, or any or some of them, or any or some part or parts thereof respectively, and to empower them, or some or one of them, to take and hold shares in the capital to be created under the powers of the Bill, and to guarantee the payment of interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any such purposes to empower, and if need be require, them to apply any existing rates, dues, or other revenues which they are already authorised, or may by the Bill be authorised, to raise, and to raise further money from time to time, by rates or by borrowing, on the security of any corporate property belonging to them, or of any of their rates, dues, or revenues, and on mortgage or bond, debenture stock, or otherwise.

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 of the funds of the Company, from time to time, interest or dividends on any shares or stock of the Company.

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 William IV., cap. 88; 2 and 3 Vict., cap. 28, and any other Act or Acts relating to the London and South Western Railway Company; 26 and 27 Vict., cap. 46, and any other Acts relating to the London Coal and Wine Dues; The Metropolis Management Act, 1855, and any other Acts amending the same, or relating to the Metropolitan Board of Works and the local management of the Metropolis; The London City Improvement Act, 1847, and any other Act or Acts relating to the Corporation of the City of London; and the Act 57 George III., cap. 29, and any other Act or Acts relating to the Commissioners of Sewers of the City of London.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the works proposed to be authorised by the Bill, showing the line, situation and levels thereof, the plans showing also the lands to be purchased, or acquired by compulsion, 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 Surrey, at his office at the Sessions House, Newington-causeway, in that county, and with the Clerk of the Peace for the City of London, at his office at the Sessions House, Old Bailey, in that city; and that on or before the said 30th day of November, a copy of so much of the said plans, sections and book of reference as relates to each parish and extra-parochial place in or through which the said works, or any part thereof, are or is intended to be made, or will be situate, or in which any lands intended 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 Lambeth, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Kennington-green, S.E.; and in the case of the parishes of Christchurch Southwark, and St. Saviour Southwark, and the Liberty of the Clink, with the Clerk of the Board of Works for the district of St. Saviour and Christchurch, at his office at No. 3, Emerson-street, Bankside, S.E.; and in the case of each other parish, with the parish clerk thereof, at his residence; and in the case of each other 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 December, next.

Dated this 18th day of November, 1881.

*Ashurst, Morris, Crisp, and Co.,*  
6, Old Jewry, London; } Solicitors  
*George Davis, and Co.,* 63, Coleman-street, London; } for the Bill.  
*J. C. Rees,* 13, Great George-street,  
Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

Walton and Harwich Junction Railway.  
(Incorporation of Company; Construction of Railway from Walton-on-the-Naze to Harwich; Working and Traffic Agreements; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Amendment of Acts.)

**N**OTICE 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, viz. :—

To incorporate a Company (hereinafter referred to as "the Company"), and to authorise

the Company to make and maintain the railway hereinafter described, or some part or parts thereof, with all necessary stations, approaches, works, and conveniences connected therewith (that is to say):—

A railway commencing in the parish of Walton-le-Soken, in the county of Essex, by a junction with the Tendring Hundred Railway, at a point distant 320 yards, or thereabouts, from the western end of the station buildings at Walton-on-the-Naze, thence passing from, in, through, across, or into the parishes and places of Walton-le-Soken, Kirby-le-Soken, Great Oakley, Little Oakley, Stanford Water, Ramsey, and Dovercourt, or some of them, in the county of Essex, and terminating in the said parish of Dovercourt by a junction with the Harwich branch of the Great Eastern Railway, at or near the bridge called Dock Bridge, carrying the said branch railway over the cut on the eastern side of Ramsey Creek, such bridge being about 300 yards eastward of the distance post on the said branch railway, indicating 68 miles from London.

To deviate from the line and levels shown on the plans and sections hereinafter mentioned to such extent as may be authorised by the intended Act.

To purchase and take, by compulsion or otherwise, lands, houses, and other property; to vary and extinguish all existing rights and privileges connected with the lands, houses, and other property to be so purchased or taken which would impede or interfere with the construction, maintenance, or use of the said intended railway, and to confer, vary, and extinguish other rights and privileges; also to cross, stop up, alter, or divert, whether temporarily or permanently, any highways or other roads, streets, paths, passages, river, creeks, brooks, and watercourses, for the purpose of making and maintaining the said railway.

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

The intended Act will enable the Company, on the one hand, and the Tendring Hundred and Great Eastern Railway Companies, or either of them, on the other hand, from time to time to enter into agreements and arrangements for the working, use, management, and maintenance of the undertaking of the Company, or any part thereof, and the supply of rolling and working stock and plant, and of officers and servants for the conveyance and conduct of the traffic thereon, and for the interchange, transmission, and delivery of traffic from, to, and over the railways of the contracting Companies, and for the collection, appropriation, and division of the revenues arising from such traffic, and the payments, rebates, and allowances to be made or allowed by either of the Companies to the other or others of them:

The 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, and the Railway Clauses Consolidation Act, 1845, and the Railway Clauses Act, 1863; and so far as it may be requisite or desirable for any of the purposes thereof, the said intended Act will alter, amend, extend, or repeal the provisions, or some of them, of the several local and personal Acts of Parliament following (that is to say):—The Tendring Hundred Railway Act, 1874, and of all other Acts relating to the Tendring Hundred Railway Company, the Great Eastern Railway Act, 1862, and of all

other Acts relating to the Great Eastern Railway Company.

Duplicate plans and sections showing the line, situation, and levels of the intended railway and works, and the land in or through which the same will be made or pass, together with a book of reference to such plans, an ordnance map with the line of railway delineated thereon, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection by the Clerk of the Peace for the county of Essex, at his office, at Chelmsford, and, on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railway will be made or pass, 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 clerk of the adjoining parish at his residence.

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

Dated this 10th day of November, 1881.

*Cooke and Parkinson*, 53, Chancery-lane,  
London, Solicitors.

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

In Parliament.—Session 1882.

North London Suburban Tramway Company,  
Limited.

(Powers to Company to Construct New Tramways in the Parishes of Tottenham, Hornsey, and St. Mary, Stoke Newington; to take and interfere with Lands, Houses, Roads, and other Property by Compulsion or Agreement; Tolls, Agreements with Local and Road Authorities and Traffic Regulations; Dissolution and Re-incorporation of Company; Increase of Capital; Extension of Time for Completing the Company's Authorized Tramways; Incorporation and Amendment of Acts, and other Purposes.)

**T**AKE Notice that application is intended to be made to Parliament next Session by the North London Suburban Tramway Company, Limited (hereinafter called "the Company") for leave to bring in a Bill for an Act to confer upon them the powers, or some of the powers, and to effect the purposes, or some of the purposes, following, that is to say:—

To make and maintain, as part of their existing undertaking, the tramways hereinafter described, or some part thereof, with all necessary works and conveniences connected therewith, that is to say:—

**Tramway No. 1.** A tramway commencing in High-street, Tottenham, in the parish of Tottenham, by a junction with the existing tramway of the Company, at a point situate about 96 yards northwards from the passing place in High-street aforesaid, situate between Seven Sisters-road and South Tottenham Railway Station, passing thence into and along, and terminating in Seven Sisters-road, in the parish of Hornsey, at a point 15 yards, or thereabouts, north-eastward from the northernmost end of the existing tramway of the North Metropolitan Tramways Company in Seven Sisters-road.

Tramway No. 1 will be laid as a single line, except between the points or in the places next hereinafter specified, where it will be laid as a double line, that is to say:—

In High-street, Tottenham, and Seven Sisters-road, between a point in High-

street aforesaid, 34 yards, or thereabouts, and a point in Seven Sisters-road 122 yards, or thereabouts, respectively, from the commencement of the tramway.

In Seven Sisters-road—

- (1.) Between points respectively 76 yards, or thereabouts, and 10 yards, or thereabouts, eastward from Russell-villas.
- (2.) For a distance of 66 yards, or thereabouts, south-westward from the bridge carrying the Tottenham and Hampstead Junction Railway over Seven Sisters-road.
- (3.) Between points respectively 117 yards, or thereabouts, and 51 yards, or thereabouts, north-eastward from Netherton-road.
- (4.) Between points respectively 54 yards, or thereabouts, and 120 yards, or thereabouts, south-westward from the centre of the bridge carrying Seven Sisters-road over the New River.
- (5.) Between points respectively 10 yards, or thereabouts, and 76 yards, or thereabouts, westward from Lordship-lane.
- (6.) Between points respectively 89 yards, or thereabouts, and 34 yards, or thereabouts, north-eastward from the corner formed by the junction of the western side of Green-lanes with the southern side of Seven Sisters-road.
- (7.) Between points respectively 47 yards, or thereabouts, south-westward from the south-west angle of the Manor-house Tavern, and 11 yards from its termination.

In the following instances Tramway No. 1 will be so laid that for a distance of 30 feet and upwards a less space than 9 ft. 6 in. will intervene between the outside of the footpath on the side or sides of the road specified in each case and the nearest rail of the tramway, that is to say:—

In Seven Sisters-road on both sides—

- (a.) Between points respectively 76 yards and 10 yards eastward from Russell-villas.
- (b.) For a distance of 66 yards south-westward from the bridge carrying the Tottenham and Hampstead Junction Railway over Seven Sisters-road.
- (c.) Between points respectively 10 yards and 76 yards westward from Lordship-lane.

Tramway No. 2. A tramway, consisting of a single line, wholly in the Seven Sisters-road, in the parish of Hornsey, commencing at the termination of Tramway No. 1, and terminating at and by a junction with the northernmost end of the existing tramway of the North Metropolitan Tramways Company in that road.

Tramway No. 3. A tramway, wholly in the parish of Tottenham, commencing in High-street, Tottenham, by a junction with the existing tramway of the Company, at a point situate about 21 yards northward from the passing place in High-street hereinbefore described, passing thence into, and terminating in, Seven Sisters-road by a junction with Tramway No. 1 at a point situate 72 yards, or thereabouts, from the commencement of that tramway.

Tramway No. 3 will be laid as a single line throughout, except for a distance of 33 yards from its termination, where it will be laid as a double line.

Tramway No. 4. A tramway, commencing in Seven Sisters-road, in the parish of St. Mary, Stoke Newington, at a point situate 32 yards, or thereabouts, north-eastward from the corner formed by the junction of the western side of Green-lanes with the southern side of Seven Sisters-road, passing thence, in a northerly direction, into and along Green-lanes, and terminating therein at Wood-green, in the parish of Tottenham, at a point situate

10 yards, or thereabouts, southward from Nightingale-road.

Tramway No. 4 will be laid as a single line, except between the points or in the places next hereinafter specified, where it will be laid as a double line, that is to say:—

In Green-lanes—

- (1.) Between points respectively 37 yards, or thereabouts, and 92 yards, or thereabouts, northward from the corner formed by the junction of the western side of Green-lanes with the southern side of Seven Sisters-road.
- (2.) Between points respectively 14 yards, or thereabouts, and 80 yards, or thereabouts, northward from the centre of the bridge carrying Green-lanes over the New River near Northumberland House.
- (3.) Between points respectively 13 yards, or thereabouts, and 79 yards, or thereabouts, northwards from the bridge carrying the Tottenham and Hampstead Junction Railway over Green-lanes.
- (4.) Between points respectively 418 yards, or thereabouts, and 484 yards, or thereabouts, northward from the last-named bridge.
- (5.) Between points respectively 9 yards, or thereabouts, and 75 yards, or thereabouts, northward from the centre of the principal entrance to Haringey House.
- (6.) Between points respectively 38 yards, or thereabouts, southward, and 28 yards, or thereabouts, northward, from a point in the centre of the roadway of Green-lanes, in line with the northern side of the Queen's Head Inn.
- (7.) For a distance of 66 yards, or thereabouts, southward from Tottenham-lane.
- (8.) For a distance of 66 yards, or thereabouts, southwards from Park-road South.
- (9.) Between points respectively 79 yards, or thereabouts, and 145 yards, or thereabouts, northward from the bridge carrying the Palace Gates Branch of the Great Eastern Railway over Green-lanes.
- (10.) Between points 166 yards, or thereabouts, and 100 yards, or thereabouts, southward from White Hart-lane.
- (11.) For a distance of 33 yards from its termination.

In the following instances tramway No. 4 will be so laid that for a distance of 30 feet, and upwards, a less space than 9 ft. 6 in. will intervene between the outside of the footpath on both sides of the road in Green-lanes and the nearest rail of the tramway.

- (a.) Between points respectively 161 yards and 98 yards southward from the centre of the bridge carrying Green-lanes over the New River near Northumberland House.
- (b.) Between a point 7 yards southward from the centre of the last-mentioned bridge and a point 50 yards, or thereabouts, southward from the bridge carrying the Tottenham and Hampstead Junction Railway over Green-lanes.
- (c.) Between points respectively 13 yards and 79 yards northward from the last-described railway bridge.
- (d.) Between points respectively 145 yards and 484 yards northward from the last-described railway bridge.
- (e.) Between points respectively 9 yards and 75 yards northward from the centre of the principal entrance to Haringey House.
- (f.) Between points respectively 127 yards and 180 yards northward from the centre of the principal entrance to Haringey House.
- (g.) Between the points respectively 90 yards

and 215 yards northward from a point in the centre of the roadway of Green-lanes in line with the northern side of the Queen's Head Inn:

- (h.) For a distance of 66 yards southward from Tottenham-lane.
- (i.) Between points respectively 79 yards and 167 yards northward from the bridge carrying the Palace Gates Branch of the Great Eastern Railway over the Green-lanes.
- (j.) Between points respectively 233 yards and 100 yards southward from White Hart-lane.

**Tramway No. 5.** A tramway wholly in Green-lanes, in the parish of Tottenham, commencing at the termination of tramway No. 4, and terminating at a point in line with the southern side of Sidney-road.

Tramway No. 5 will be laid as a single line, except between the points or in the places next hereinafter specified, where it will be laid as a double line, that is to say:—

- (1.) For a distance of 33 yards from its commencement.
- (2.) For a distance of 33 yards from its termination.

In the following instances Tramway No. 5 will be so laid that for a distance of 30 feet and upwards a less space than 9 ft. 6 in. will intervene between the outside of the footpath on both sides of the road in Green-lanes and the nearest rail of the tramway.

- (a.) For a distance of 33 yards from the commencement of the tramway.
- (b.) For a distance of 33 yards from the termination of the tramway.

**Tramway No. 6.** A tramway commencing in Green-lanes, in the parish of St. Mary, Stoke Newington, by a junction with tramway No. 4 at a point in line with, and situate 16 yards, or thereabouts, from the southern side of the Manor House Tavern, passing thence, into, and along, and terminating in, Seven Sisters-road, in the parish of Hornsey, by a junction with Tramway No. 1 at a point situate 42 yards, or thereabouts, south-westward from the south-west angle of the said Manor House Tavern.

Tramway No. 6 will be laid as a single line throughout.

The said intended tramways will pass from, through, or into, and be situate in the parishes of Tottenham, Hornsey, and St. Mary, Stoke Newington, or some of them, all in the county of Middlesex.

To authorize and empower the Company from time to time to enter upon, open, and break up the surface, and to alter, divert, stop up, and otherwise interfere with, streets, highways, turnpike and other roads, footpaths, passages, and places, railways, tramways, rivers, canals, streams, water-courses, sewers, drains, bridges, pavements, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes, extra-parochial and other places mentioned in this notice, for the purpose of constructing, laying down, maintaining, repairing, removing, renewing, or altering the proposed tramways and works, or substituting others in their place, or other the purposes of the intended Bill.

To enable the Company, for all or any of the purposes of the proposed tramways and works, to purchase or acquire, by compulsion or agreement, or to take easements over lands, houses, or other property, and to erect and hold offices, buildings, stables, and other conveniences, on any such lands, and to sell, lease, or dispose of any such lands, houses, or other property.

To enable the Company to demand, take, and

recover tolls, rates, and charges for the use of the proposed tramways and works, by carriages passing along the same, and for the conveyance of passengers and other traffic thereon, and to confer, vary, and extinguish exemptions from the payments of such tolls, rates, and charges.

To make provision for the maintenance and repair of the whole or any portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, or any rails, plates, chairs, sleepers, or works connected therewith may be laid, and to exempt the Company from the payment of the whole or part of any highway, or other rate or assessment, in respect of the said streets, roads, and places, or any portion thereof respectively.

To provide for, or to regulate the user by the Company for the purposes of the intended Bill, of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To prohibit the running on the proposed tramways of carriages or trucks adapted for use upon railways.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels, or other wheels especially adapted to run on an edged rail or on a grooved rail.

To prohibit, except by agreement with the Company, and upon such terms as may be prescribed by the intended Bill or otherwise, the use of the proposed tramways and works by persons, Companies, or Corporations, other than the Company, with carriages with flanged wheels or other wheels especially or particularly adapted to run on an edged rail or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons, Companies, or Corporations for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on such persons or Corporations.

To make provision for regulating the passage of traffic, whether of the Company or not, along streets, roads, and places in which the proposed tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective local or road authorities, or any of them, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of the provisions of the intended Bill.

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

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

tramway or works so removed or discontinued to be used, or intended so to be.

To enable the Company and the Metropolitan Board of Works, and any vestry, district board, highway board, trustees, local or road authority, or other body or persons having respectively the control or management or the duty of directing the repairs of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to all or any of the purposes of the said Bill, or the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

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

The intended Bill will or may make provision for dissolving the Company as a limited Company constituted under "The Companies' Acts, 1862 to 1880," and for cancelling or annulling their Memorandum and Articles of Association, and for dissolving, winding up, and re-incorporating the Company; and for vesting in the Company so reconstituted all the undertaking, lands, tramways, works, rights, powers, privileges, easements, moneys, agreements and benefits of agreements, choses-in-action, and property (real and personal) of the existing Company; and for altering, defining, and regulating their share and loan capital, and for regulating and conducting their affairs; and for increasing their capital by creating and issuing new or additional shares or stock, ordinary and preference, or by borrowing on mortgage, or by all or any of those means; and for empowering the reconstituted Company to carry into effect the purposes of the intended Bill.

To extend the time limited by the "North London Suburban Tramways Order, 1879" (as extended by an Order of the Board of Trade dated 11th August, 1881) for the completion of the tramways, or some portion of the tramways, by such order authorized to be made.

And the intended Act will vary or extinguish all rights and privileges which are inconsistent with, or which would, or might in any way impede or interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself, with or without alterations, and make applicable to the purposes thereof all or some of the provisions of "The North London Suburban Tramways Order, 1879," "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," "The Companies' Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads, bridges, and the temporary occupation of lands during construction of the works, and "The Tramways Act, 1870," and will or may alter, amend, or repeal the provisions of any local Act, so far as may be necessary for carrying into effect the intended purposes.

And notice is hereby also given that on or before the 30th day of November, 1881, plans and sections of the proposed tramways showing the lines and levels thereof, with 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 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 tramways and works, or any part thereof, are or is intended to be made, or will be situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows, that is to say:— In the case of the parish of St. Mary, Stoke Newington, with the clerk of the Board of Works for the Hackney district, at his office at the Town-hall, Hackney, 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 at the House of Commons on or before the 21st day of December next.

Dated this 10th day of November, 1881.

*Sutton and Ommanney, 3 & 4, Great Winchester-street, London, E.C., Solicitors.*

*Durnford and Co., 38, Parliament-street, Westminster, S. W., Parliamentary Agents.*

In Parliament—Session 1882.

London Street Tramways Extensions.

(Construction of Tramways in the Parishes of St. Pancras, St. Mary, Islington, St. Andrew, Holborn, and St. James and St. John, Clerkenwell; Compulsory Use of Streets, &c.; Tolls; Agreements with other Tramway Companies; Provisions for User of Streets traversed; Running Powers over Tramways of the North Metropolitan Tramways Company; Agreements with Street and Road Authorities; Amendment of Acts.)

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

1. To authorise the London Street Tramways Company (in this notice called "the Promoters") to construct and maintain the street tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The tramways proposed to be authorised by the Bill are the following:—

(1 and 1a.) A tramway (No. 1) and a tramway (No. 1a) wholly in the parish of St. Pancras, in the county of Middlesex, commencing respectively by junctions with the existing tramways of the London Street Tramways Company at King's Cross, at points opposite Liverpool-street, Tramway No. 1 there forming a junction with the southernmost, and Tramway No. 1a a junction with the northernmost of the said existing tramways, and thence passing in a south-easterly direction into and along the Gray's Inn-road, and terminating respectively in that road opposite or nearly opposite Henry-street.

(2.) A tramway (No. 2) wholly in the Gray's Inn-road, in the parishes of St. Pancras and St. Andrew, Holborn, in the county of Middlesex, commencing by a junction with the intended Tramways No. 1 and 1a at their common point of

termination as above described, and terminating at a point half a chain or thereabouts north-west of the lamp standard on the safety crossing at the junction of Theobald's-road and Clerkenwell-road with Gray's Inn-road.

(2a.) A tramway or passing-place (No. 2a), wholly in the Gray's Inn-road, and parish of St. Andrew, Holborn, and county of Middlesex, commencing by a junction with the intended Tramway No. 2 at a point about 1 chain north-westward of its termination, as above described, and terminating at a point about 8 feet north-eastward of the point of termination of the intended Tramway No. 2, as above described.

(3 and 3a.) A tramway (No. 3) and a tramway (No. 3a) wholly in the parish of St. Mary, Islington, and county of Middlesex, commencing respectively by junctions with the existing tramways of the London Street Tramways Company at the north end of Camden-road, at points about 6 yards south-westward of their respective terminations, Tramway No. 3 there forming a junction with the southernmost, and Tramway No. 3a a junction with the northernmost of the said existing tramways, and thence passing in a northerly direction into and along Holloway-road, and terminating in the last-mentioned road by junctions with the existing lines of the North Metropolitan Tramways Company in that road at points about 80 feet north-west from the north end of Camden-road, Tramway No. 3 there forming a junction with the easternmost, and Tramway No. 3a a junction with the westernmost of the said tramways of the North Metropolitan Tramways Company.

(4.) A tramway (No. 4) commencing in Pentonville-road by a junction with the northernmost line of the London Street Tramways Company's existing tramways there, at a point about  $2\frac{1}{2}$  chains south-west of the junction of Caledonian-road with Pentonville-road, passing thence eastward along Pentonville-road and into City-road and Goswell-road, or one of them, and terminating by a junction with the northernmost line of the existing tramways of the North Metropolitan Tramways Company there, at a point about  $1\frac{1}{2}$  chains south-eastward from the south-east corner of the Angel Inn.

(4a.) A tramway (No. 4a) commencing in Pentonville-road by a junction with the southernmost line of the London Street Tramways Company's existing tramways there at the termination of that line, passing thence eastward along Pentonville-road and into the City-road and Goswell-road; or one of them, and terminating by a junction with the southernmost line of the existing tramways of the North Metropolitan Tramways Company there at a point about 9 feet southward from the termination, as above described, of the intended Tramway No. 4.

The intended Tramways Nos. 4 and 4a will respectively be made or pass from, in, through, or into the parishes of St. Pancras, St. James and St. John; Clerkenwell, and St. Mary, Islington, in the county of Middlesex, or some them.

2. To authorise and empower the Promoters from time to time to enter upon, open, and break up the surface of, and to alter, stop up, remove, and otherwise interfere with streets, public roads, and otherwise interfere with streets, public roads, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways and works, or of substituting

others in their place, or for the other purposes of the Bill.

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

4. To enable the Promoters to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways, by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and also for traffic conveyed by the Promoters over the other tramways as hereinafter mentioned, and to alter or vary the tolls thereon, and to confer exemptions from the payment of such tolls, rates, and duties.

5. To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways or works may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway or other rate of assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways or works may be laid.

6. To provide for and regulate the user by the Promoters for the purposes of the Bill, of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

7. To reserve to the Promoters the exclusive right of using on the proposed tramways and works carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

8. To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

9. To authorise and empower the Promoters to run over, work, and use with their carriages, horses, officers, and servants, the tramways of the North Metropolitan Tramways Company, from the junctions therewith of the intended Tramways Nos. 4 and 4a, to be authorised by the Bill, to the respective terminations of the tramways of the said Company at or near the boundary of the city of London in Goswell-road and in Finsbury-pavement respectively; and all works or conveniences of or connected with the said tramways respectively, upon such terms (pecuniary or otherwise), and conditions as may be agreed upon, or as, in the case of difference, may be determined by arbitration or prescribed by the Bill.

10. To empower the Promoters, on the one hand, and the North Metropolitan Tramways Company upon the other hand, from time to time to enter into, carry into effect, and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their respective tramways or works, or any part or parts thereof respectively, and the management, interchange, collection, transmission, and delivery of traffic upon or coming from, or destined for, the tramways of the contracting Companies, or either of them, the supply and maintenance of stock and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective tramways and works of the contracting Companies, or either of them, or any

part thereof, and the employment of officers and servants, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

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

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

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

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

15. To enable the Promoters and the Metropolitan Board of Works, and any vestry, district board, or other bodies corporate or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

16. To enable the Promoters to raise capital for the purposes of the Bill by the creation of shares or stock with or without preference or priority in the payment of interest or dividend, with other special rights and privileges, and by borrowing on mortgage or debentures, or by all or any of those means.

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

18. 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. And it is intended, so far as may be necessary, or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the local and personal Acts hereinafter mentioned relating to the London Street Tramways Company, or some or one of them, that is to say:—33 and 34 Vic., cap. 171, 36 and 37 Vic. caps. 215 and 221, 37 and 38 Vic., cap. 183, 40 and 41 Vic., cap. 219, and 42 and 43 Vic., cap. 189, and any other Act or Acts relating to the Company, and the North Metropolitan Tramways Acts, 1869, 1870, 1871, 1877, and 1880, and any other Act or Acts relating to the North Metropolitan Tramways Company.

19. And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed tramways and works, together with a book of reference to such plans, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the said parish of Saint Pancras will be deposited with the Vestry Clerk thereof, at his office, at the Vestry Hall, Pancras-road, in the county of Middlesex, and on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the said parish of Saint Andrew, Holborn, will be deposited with the clerk of the Holborn District Board of Works, at his office at the Town-hall, Gray's-inn-road, in the county of Middlesex, and on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the parish of Saint Mary, Islington, will be deposited with the Vestry Clerk thereof, at his office at the Vestry Hall, Upper-street, Islington, in the county of Middlesex; and on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the parish of St. James and St. John, Clerkenwell, will be deposited with the Vestry Clerk thereof, at his office at Rosoman-street, Clerkenwell, in the county of Middlesex. Each such deposit will be accompanied by a copy of this notice, as published in the London Gazette.

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.

*Ashurst, Morris, Crisp, and Co.*, 6, Old Jewry, London, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1882.

Charing Cross and Waterloo Electric Railway. (Incorporation of Company; Construction of Railway from Charing Cross to Waterloo; Powers of Construction; Subscription, and Agreements with the London and South Western Railway Company; Amendment of Acts, &c.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next session thereof, for leave to bring in a Bill for 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 a railway, with all proper works,

approaches, stations, and other conveniences connected therewith, commencing in the parish of St. Martin-in-the-Fields, in the county of Middlesex, in the street or place known as Charing-cross, at or near the north-western end of Northumberland-avenue, at a point distant about 30 yards, measured in a south-easterly direction from the base of the statue of King Charles the First, passing in, through, or into the parishes or extra-parochial places of St. Martin-in-the-Fields, in the county of Middlesex, and St. Mary, Lambeth, in the county of Surrey, or one of them, and terminating in the parish of St. Mary, Lambeth, in the county of Surrey, at or near the junction of the passage leading out of Vine-street with that street, which passage is opposite the arch numbered 255 (in the occupation of Messrs. Goddard and Son) under the loop line station of the Waterloo Terminus, and distant about 9 yards, measured in a westerly direction, from the front of that arch.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:—

To authorise the Company to provide engine houses, stations, warehouses, yards, depôts, and works.

To authorise the Company to appropriate or use the under surface of the River Thames, or of any street, road or lands traversed by or situated near the intended railway and works, and to stop up, alter and divert any street, road, canal, railway, sewer, drain or thoroughfare, and to appropriate the same, and any courts or places, for the purposes of the railway and works when stopped up.

To enable the Company to purchase lands, houses and other property compulsorily for the purposes of the said intended railway and works, stations, buildings, warehouses, depôts, and other purposes, and to levy tolls, rates, and charges in respect thereof; to alter tolls, rates, and charges; to grant exemptions from tolls, rates, and charges; and to confer on the Company other rights and privileges.

To authorise the London and South Western Railway Company to contribute towards the cost of constructing the intended railway and works out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill, by shares or stock, or by loan, and with or without any priority of dividend or interest and authorised capital, and 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 the interest on all or any part of the debenture debt of the Company, and to appoint directors of the Company.

To enable the Company and the London and South Western Railway Company from time to time to enter into and carry into effect agreements with respect to the construction, working, use, ownership, management, and maintenance of the said intended railway, and the appropriation and use of joint and separate stations, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the intended railway, the payments to be made, and the conditions to be performed with respect to such working, use, ownership, management and maintenance, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement which previously to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with

its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses 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," with such modifications of those provisions as may be contained in the Bill with respect to alterations from the line and levels of the works, the assessing of compensation in respect of property injuriously affected; the leasing and re-sale of property, the prevention of frauds upon the Company, and obstructions upon the railway or otherwise.

To authorise the making and maintaining of shafts or openings from the surface of any road, street, or land, to any portion of the proposed railway constructed under the surface thereof, subject to such provisions and limitations as may be mentioned in the Bill.

To authorise deviations from the lines or situations of the work within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and vertical deviations from the levels of any of the works shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill, and whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required to be taken for the purposes thereof.

To authorise the purchase by compulsion or agreement of lands, houses, and other property for the purpose of the intended works; and, notwithstanding the 92nd Section of "The Lands Clauses Consolidation Act, 1845," to empower the Promoters to purchase and take by compulsion or agreement any vaults, cellars, arches, or other offices, or parts attached to or belonging to any houses, building, manufactory or other premises, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property.

To authorise and regulate sales, conveyances, demises, and leases or other disposal of lands and hereditaments purchased or acquired under the powers of the Bill.

The Bill will vary all existing rights and privileges which would interfere with its objects, and it will amend, extend, vary, and if need be, repeal certain of the powers and provisions of the Act 4 and 5 William IV, c. 88, and of any other Acts relating to the London and South Western Railway Company, "The Thames Embankment Acts, 1863 and 1864," the 38 and 39 Vic., c. 179, relating to "The Northumberland-avenue and the Metropolitan District Railway Act, 1864."

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the said intended railway and works, and describing the lands and houses which will or may be taken under the powers of the Bill, and a book of reference thereto, an ordnance map showing the general course of the said intended railway, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and with the clerk of the peace for the county of Surrey, at his office at the Sessions House,

Newington Causeway, and that on or before the same day a copy of this notice as published as aforesaid, and of so much of the said plans, sections, and book of reference as relates to each of the parishes through which the intended railway and works are proposed to be made, or lands and houses are situate, will be deposited as follows (that is to say): as regards the parish of St. Martin-in-the-Fields, with the vestry clerk of that parish, at his office; as regards the parish of St. Mary, Lambeth, with the vestry clerk of that parish, at his office.

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

Dated this 19th day of November, 1881.

*Burchells*, 5, The Sanctuary, Westminster, Solicitors for the Bill.

In Parliament.—Session 1882.

Plymouth and Dartmoor Railway.

(New Railways, Quay, Embankment, and Piers at and near Plymouth; Provisions as to Gauge of Railways; Working and other Agreements with, and other powers to, Great Western and London and South Western Railway Companies; Powers to the Corporation of Plymouth to subscribe and apply and raise Moneys, and appoint Directors; Additional and Separate Share and Loan Capital; Provisions for release of Money Deposit for Company's Act of 1875; Other Powers; Amendment or Repeal of Acts.)

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

1. To authorise the Company to make and maintain the Railways, quay, embankment, piers and works hereinafter described, or some or one of them, or some part or parts thereof respectively, and to exercise all or any of the powers hereinafter mentioned, that is to say:—

A Railway No. 1, commencing in the parish of Laira Green, or extra-parochial place of the Laira, in the county of Devon, by a junction with the existing railway of the Company at a point thereon 17 chains or thereabouts, from and to the north-westward of the western abutment of the Laira Bridge, and terminating at Turnchapel, in the parish of Plymstock, in the disused Shipwrights' Yard, at a point at or near the steamboat waiting-room and landing.

A Railway No. 2, commencing in the parish of Plymstock, in the county of Devon, by a junction with the intended Railway No. 1, in a quarry belonging to his Grace the Duke of Bedford, at a point 17 chains or thereabouts from and to the south-westward of Pomphlett Mills, and 11 chains or thereabouts from and to the north-eastward of the Oreston Board School, and terminating in the same parish at Oreston, on the quay or landing place there, belonging to the Duke of Bedford.

A Railway No. 3, commencing in the parish of Plymstock, in the county of Devon, by a junction with the intended Railway No. 1, in Hoelake Quarry, at a point situate 11 chains or thereabouts from and to the eastward of the Wesleyan Chapel at Turnchapel, and 9 chains or thereabouts from and to the southwards of the front wall of

the public house known as the Shipwrights' Arms, and terminating in the same parish at or near the western end of the quay in Clovelly Bay, belonging to John Bayly.

A Railway No. 4, commencing in the parish of Charles, otherwise Charles-the-Martyr, Plymouth, in the county of Devon, by a junction with the existing railway of the Company near Cattedown Quarry, at a point thereon  $7\frac{1}{2}$  chains or thereabouts from and to the north-eastward of the front wall of the public house at Cattedown known as the Passage House Inn, and terminating in the same parish, or in the extra-parochial place of the Cattewater, on the foreshore of the Cattewater at a point  $5\frac{1}{2}$  chains, or thereabouts, from and to the south-westward of the said Passage House Inn.

A Railway No. 5, commencing in the said parish of Charles, otherwise Charles-the-Martyr, Plymouth, by a junction with the existing railway of the Company at the termination thereof, on the quay belonging to the Trustees of the late Benjamin Sparrow, at Cattedown, and terminating in the same parish in the shipwrights yard belonging to Chapell William Hodge and Gage John Hodge, and in the occupation of the representatives of Joseph Banks, deceased, at a point at or near the south-eastern end of the Graving Dock.

A Quay and embankment, in the parish of Charles, otherwise Charles-the-Martyr, Plymouth, and the extra-parochial place of the Cattewater, or one of them, in the county of Devon, commencing at the south-west corner of the quay at Cattedown, situate to the eastward of Hill's Shipwrights' Yard (which south-west corner is one hundred and ten yards, or thereabouts, from and to the south-westward of the said Passage House Inn), then proceeding in a southerly direction for a distance of 20 yards or thereabouts, then bending eastwards and running in an easterly and a north-easterly direction for a distance of 135 yards or thereabouts, then turning northwards at a right angle, and running in a north-westerly direction for a distance of 70 yards or thereabouts, to and terminating at or near the top of the slipway or landing-place, immediately in front of the before mentioned public house called the Passage House Inn.

A Pier No. 1, commencing in the said parish of Charles, otherwise Charles-the-Martyr, Plymouth, on the foreshore at Cattedown, at a point three chains, or thereabouts, from and to the southwards of the southern boundary of the Tar Works, and running seawards in a south-westerly direction for a distance of, and terminating at a point, 85 yards or thereabouts from the point of commencement.

A Pier No. 2, commencing in the said parish of Charles, otherwise Charles-the-Martyr, Plymouth, on the foreshore of Deadman's Bay, at a point 1 chain or thereabouts from and to the north-westward of the western end of the northern boundary wall of Harvey's Cement Works, and running seawards in a south-westerly direction for a distance of and terminating at a point 10 chains or thereabouts from the point of commencement.

All necessary and proper stations, sidings junctions, shipping places, quays, wharves, landing places, stages, staites, drops, slips, stairs, walls, warehouses, sheds, cranes, hydraulic lifts, dolphins, buoys, roads,

approaches, communications, tramways, and other works and conveniences in connection with the said intended railways, quay, embankment and piers, or any or either of them.

Which said intended railways, quay, embankment, piers and works will be made or situate in the parishes, extra-parochial and other places following, or some of them, viz.—Charles, otherwise Charles-the-Martyr, Plymouth, Laira Green, Plymstock, The Laira, The Cattewater, Cattedown, Pomphlett-Lake, Hooe Lake, Oreston, and Turnchapel, all in the county of Devon.

2. To authorise the Company to purchase and take, by compulsion or agreement, lands, foreshore, houses and property required for the purposes of the intended railways, quay, embankment, piers and works, and to levy tolls, rates, dues, wharfage, and other charges on shipping and on goods, animals and persons, for the use of the intended railways, quay, embankment, piers, and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates and duties.

3. To authorise the Company to purchase and acquire by compulsion or agreement so much and such part, or parts, of any house, building, manufactory or premises, as they may require for the purposes of the Bill, without being required or compelled to purchase the whole of such house, building, manufactory or premises, notwithstanding the 92nd Section of "The Lands Clauses Consolidation Act, 1845."

4. To empower the Company to cross, stop up, alter or divert, whether temporarily or permanently, roads, footpaths, streets, highways, railways, sidings, tramways, rivers, canals, navigations, quays, wharfs, landing places, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railways, quay, embankment, piers, and works.

5. To deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such an extent as may be authorised by or determined under the powers of the Bill, whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

6. To authorise the Company to make and maintain the intended railways, or any or either of them, on the gauge of four feet eight inches and half-an-inch.

7. To make provision for the management, use, regulation and protection of the intended quay, embankment and piers, and the works and conveniences connected therewith; the regulation and control of shipping, persons, animals and goods frequenting or using, or approaching to, or departing therefrom, the pilotage of shipping, the appointment, regulation, and dismissal of pier master, and other officers; the passage and navigation, anchoring, and lying of vessels, ships, and crafts along, at or near to the intended quay, embankment and piers, the placing of dolphins, buoys, lights, beacons, chains, posts, and other conveniences in the Cattewater and Deadman's Bay, and for the purpose of affording access to the said works, and the making of bye-laws and regulations, and the imposition of penalties and restrictions for the purpose of or with reference to any of the matters aforesaid.

8. To prescribe, regulate, and define the limits within which the pier master, and other officers to be appointed under the Bill, may

exercise jurisdiction, and make, enforce and give regulations and directions.

9. To authorise the Company from time to time to dredge, scour, cleanse, deepen, improve and alter the bed, shores and channel of the Cattewater and Deadman's Bay respectively, for the purpose of, and so far as may be necessary for, forming an uninterrupted means of access to the intended quay, embankment and piers, and to authorise the Company to use for the purpose of the intended works any soil or material from time to time dredged by the Company.

10. To authorise the Company on the one hand, and the Great Western Railway Company, and the London and South Western Railway Company or any or either of those Companies, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies of the intended railways, quay, embankment, piers, and works, or any or either of them, or any part or parts thereof respectively; the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of such railways, quay, embankment, piers, and works, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management and maintenance, the interchange, accommodation, conveyance and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, division and appropriation of the tolls, rates, charges, receipts and revenues levied, taken or arising from that traffic, the rents, payments, allowances, rebates and drawbacks to be paid, made or allowed by any or either of the contracting Companies to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates; the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract, agreement, or arrangement, already made, or which, prior to the passing of the Bill, may be made.

11. To authorise the Mayor, Aldermen and Burgesses of the Borough of Plymouth (hereinafter called the Corporation), to subscribe and contribute funds towards the making and maintaining of the intended railways, quay, embankment, piers, and works, or any or either of them, or any part or parts thereof respectively, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and for all or any of such purposes, and other the purposes of the Bill, to apply their corporate funds, rates and revenues, and to raise further moneys by borrowing, and by the creation of debenture stock charged on the security of their funds, rates and revenues, and to authorise the Corporation to appoint directors of the Company, and to empower the Company and the Corporation to enter into and carry into effect contracts, agreements and arrangements for or with respect to all or any of such purposes, and with reference to the construction and maintenance of the intended railway, quay, embankment, piers and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property and all incidental matters, and to sanction, confirm, and give effect to any such contract, agreement or arrangement which, prior to the passing of the Bill, may be made or entered into.

12. To constitute the intended railways, quay,

embankment, piers and works, and any works, lands and property acquired under the powers of the Bill, or some part or parts thereof, respectively, and either wholly or partially, a separate undertaking, or separate undertakings, distinct from the other undertakings of the Company.

13. To authorise the Company for the purposes of the Bill to raise further money by the creation of new shares and stock, with or without preference, priority, or guarantee, in payment of interest or dividend, or other rights or privileges attached thereto, and, if thought fit, in one or more classes; and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond, and by the creation of debenture stock, and either as part of the general share and loan capital, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended railways, quay, embankment, piers and works, or any of them, or any part or parts thereof respectively; and to make provision with respect to the holding of separate meetings of the shareholders, in the separate capitals, and to define, restrict, and regulate the rights and powers of shareholders, mortgagees and others, in reference to the intended railways; quay, embankment, piers and works, with such other regulations and limitations as may be prescribed by the Bill.

14. To authorise and provide for the release, payment, and transfer of the money deposited in respect of the Plymouth and Dartmoor Railway (Plymouth Extensions) Act, 1875, and mentioned in Section 37 of that Act, and the stocks, funds, or securities in which the same may have been invested, and the interest and dividends thereon, and to make all provisions necessary for such purpose, or incidental thereto.

15. To incorporate with the Bill the provisions, or some of the provisions, of all or some of the following Acts, viz.:—The Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and the Harbours, Docks and Piers Clauses Act, 1847, with such variations, modifications and exceptions as may be contained in the Bill.

16. The Bill will vary or extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls and duties, will vary and extinguish exemptions from payment of rates, tolls and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

17. To alter, amend, extend and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the powers and provisions of the Local and Personal Acts of Parliament following, or some of them (that is to say):—28 and 29 Vict., cap. 131; 38 and 39 Vict., cap. 154, and all other Acts relating to or affecting the Company; 4 and 5 Wm. IV., cap. 88; 18 and 19 Vict., cap. 188, and all other Acts relating to or affecting the London and South Western Railway Company; 5 and 6 Wm. IV., cap. 107, 26 and 27 Vict., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company, and all Acts relating to the Corporation and all other Acts relating to or affected by the objects of the Bill or any of them.

And notice is hereby further given, that

On or before the 30th day of November instant, plans and sections of the intended railways and works, together with books of reference to such plans, an Ordnance map with the

lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter; and that, on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference respectively as relates to each parish or extra-parochial place, in or through which the intended railways and works are proposed to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto at his residence; and

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 14th day of November, 1881.

*J. B. Batten and Co.*, 32, Great George-street, Westminster, Solicitors.

*John Charles Ball*, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

Sir Josiah Mason's Orphanage and Science College.

(Incorporation of the Trustees of Sir Josiah Mason's Orphanage and Science College respectively; Vesting in such Corporations of the trust property, rights, and powers belonging to the said Orphanage and Science College respectively, and other powers if necessary; Powers of amalgamation of such Corporations so far as may be thought necessary or expedient; Power to make statutes and bye-laws; Extension or modification of the Trust Deeds.)

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

1. To incorporate (with or without other persons) the Trustees acting under and by virtue of the Deed of Foundation of Sir Josiah Mason's Orphanage, being an Indenture dated the 29th of July, 1868, and made between Josiah Mason of the first part, and Frederick Allen, William Bach, William Fothergill Batho, James Gibbs Blake, Isaac Horton, Thomas Francis Shaw, and John Christopher Yeomans of the second part (which Deed has been duly enrolled in Chancery), and of the four several Deeds of Variation of the said Deed of Foundation under the hand and seal of the said Josiah Mason, and dated respectively the 23rd of January 1873, the 1st of June 1878, the 12th of July 1880, and the 7th of February 1881, and to confer upon the persons to be so incorporated all usual rights and privileges of a corporate body.

2. To vest in the said persons when so incorporated all the freehold and leasehold lands; tenements, and hereditaments at the time of incorporation vested in the said Trustees or any of them, or in any other person or persons upon or for the trusts and purposes of the said Deed of Foundation, and all trusts, powers, rights, and privileges now vested in such Trustees under the said Deeds of Foundation and Variation respectively, with power to acquire and hold other lands upon the same or the like trusts, and such further powers, rights, and privileges as may be necessary or expedient for fully carrying into effect the intentions of the said Josiah Mason with regard to the said Orphanage, or to provide for the due control, management, and efficiency of the same.

3. To incorporate (with or without other persons) the Trustees acting under and by virtue of the Deed of Foundation of Sir Josiah Mason's Science College, being an Indenture dated the 12th of December 1870, and made between Josiah Mason of the one part, and James Gibbs Blake, and George James Johnson of the other part, (which Deed has been duly enrolled in Chancery), and of two several Deeds of Variation of the last mentioned Deed of Foundation under the hand and seal of the said Josiah Mason and dated respectively the 23rd of February 1874, and the 23rd of February 1881, and to confer upon the persons to be incorporated as last mentioned all usual rights and privileges of a corporate body.

4. To vest in the last mentioned persons when incorporated all the freehold and leasehold lands, tenements, and hereditaments at the time of incorporation vested in the last mentioned Trustees, or any of them, or any other person or persons, upon or for the trusts and purposes of the last mentioned Deed of Foundation, and all trusts, powers, rights, and privileges now vested in such last mentioned Trustees under the last mentioned Deeds of Foundation and Variation respectively, with power to acquire and hold other lands upon the same or the like trusts, and such further powers, rights, and privileges as may be necessary or expedient for fully carrying into effect the intentions of the said Josiah Mason with regard to the said Science College, or to provide for the due control, management, and efficiency of the same.

5. To confer upon the said Trustees of Sir Josiah Mason's Orphanage, and the said Trustees of Sir Josiah Mason's Science College respectively, all the powers, rights, and privileges respectively vested in such Trustees under or by virtue of the before mentioned Deeds of Foundation and Variation for the control and management of the freehold and leasehold lands, tenements, and hereditaments for the time being vested in them, upon the trusts and for the purposes of such Deeds respectively, and of all funds and moneys arising therefrom; and to confer upon such respective bodies of Trustees any further powers, rights, and privileges deemed necessary or expedient for the efficient management and administration of the said trust property, with such powers of amalgamation as between the two bodies as may be thought necessary or expedient for such efficient management and administration respectively.

6. To authorize the bodies so to be incorporated, from time to time, to make, annul, or alter statutes, bye-laws, rules, and regulations for the respective purposes of the said Deeds of Foundation and Variation, and for the proper and effectual administration of the trusts thereof. To provide for the exemption wholly or in part of the buildings and estates to be vested in such Corporations from all county, borough, or parochial rates or cesses.

7. To extend and modify (so far as may be necessary or desirable for any of the before mentioned purposes) all or any of the provisions of the said Deeds of Foundation and Variation, and particularly to authorize the Trustees to be incorporated as aforesaid to act in conjunction with the Trustees of a certain Indenture dated the 15th day of February 1869, being the Foundation Deed of "Crowley's Orphanage for Poor Girls," and in conjunction with any other trustees having the same or like object, in the erection or maintenance or erection and maintenance, on such terms and conditions and under such title as shall be mutually agreed upon between the said persons to be incorporated, and the Trustees for the time being of the said Crowley's Orphanage, or such other Trustees or persons, in the establishment or maintenance of Orphanages or branch Orphanages, or in making any other arrangements for the

mutual benefit of such institutions, and to vary or extinguish all powers, rights, privileges, and exemptions which may in any way interfere with the objects of the Bill.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1881.

Dated this 14th day of November, 1881.

*Johnson, Barclay, and Johnson, 36, Waterloo-street, Birmingham, Solicitors for the Bill.*

*Geo. Norton, 22, Great George-street, Westminster, Parliamentary Agent.*

#### Oswaldtwistle Local Board.

Sanction of Arrangement between the Board and Persons claiming to be Creditors in reference to defaults of their late Clerk; and Provisions for Raising Money and otherwise carrying the same into effect; 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 or sanction and confirm an arrangement or several arrangements between the Local Board of the District of Oswaldtwistle (hereinafter referred to as "the Board") and certain persons claiming to be creditors, and holding or claiming to be entitled to mortgages or other securities of the Board for the settlement of such claims, and to authorize the Board to raise by mortgage or other securities upon their rates and revenues, all such sums of money as may be required to give full effect to such arrangement or arrangements; and to pay off and discharge all costs, charges, and expenses incurred or which may be incurred by the Board in reference thereto and to release or indemnify the Board from all further liabilities or claims in reference to the subject matter of the said arrangement or arrangements, or otherwise arising out of the acts or defaults of their late Clerk, or any of their officers or servants; and to confer upon all trustees, executors, and other persons having limited interests or control with respect to any mortgages or other securities or moneys advanced for the purpose of investment in any such mortgages or securities as aforesaid, and the guardians and committees of all or any infants or persons of unsound mind interested in any such mortgages or securities as aforesaid, full power and authority to enter into, or otherwise have the full benefit and advantage of, any such arrangement or arrangements as aforesaid, and to be bound thereby, and to do and take all such acts and proceedings with reference to their several and respective claims, and any such arrangement or arrangements as aforesaid as they might have done or taken if absolutely entitled in their own right to the mortgages, securities, or moneys to which their claims respectively relate.

And it is proposed to authorize the Board to levy rates and duties, and to alter existing rates and duties.

Also to amend the Oswaldtwistle Local Board Act, 1869, and all other Acts (if any), and all Provisional Orders and other Instruments relating to the Board.

Printed copies of the Bill for the said Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1881.

Dated 15th November, 1881.

*T. J. and H. Backhouse, 27, Victoria-street, Blackburn, Solicitors for the Bill.*

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

In Parliament.—Session 1882.

Windsor, Aldershot, and Portsmouth Railway.  
 (Incorporation of Company—Construction of Railways—Quay wall, Street, and Street Widening—Compulsory Purchase of Lands, &c.—Working and other Agreements and Arrangements—Running Powers and Facilities—Powers to Corporation of Portsmouth—Abandonment of Southsea Railway—Tolls, Rates, and Charges—Amendment of Acts).

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

To incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the railways, quay wall, street, and other works hereinafter described, or some of them, or some part or parts 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 Railway (No. 1), commencing in the parish of Clewer by a junction with the Windsor Branch of the Great Western Railway at the southern end of the bridge carrying that branch over the River Thames near Windsor, and terminating in the Parish of Finchampstead, by a junction with the Reading and Reigate Branch of the South Eastern Railway, at a point distant 2 chains or thereabouts, measured in a northerly direction, along such branch railway from the bridge carrying the public road over that branch at Wellington College Station, which intended Railway (No. 1) will pass from, in, through, or into the parishes and places of Windsor or Old Windsor, New Windsor-with-Dedworth, Clewer, Bray, Winkfield, Warfield, Bracknell, Easthampstead, Sandhurst, Wokingham, and Finchamstead, or some of them, in Berkshire;

2. A Railway (No. 2), wholly in the said parish of Clewer, commencing by a junction with the Windsor Branch of the Great Western Railway at a point distant 16½ chains or thereabouts, measured in a south-easterly direction along the said branch railway from the southern end of the bridge carrying that branch railway over the River Thames near Windsor, and terminating by a junction with Railway No. 1, before described, at a point distant 7 chains or thereabouts, measured due west from the north-western corner of Gardner's-cottages;

3. A Railway (No. 3), commencing in the said parish of Clewer, at a point distant 4 chains or thereabouts measured due west from where the retaining wall in Thames-street, Windsor, joins the northern face of the Curfew Tower of Windsor Castle, and terminating in the said parish of Clewer, by a junction with Railway No. 1 before described, at a point on the southern side of the Clewer-road distant 7 chains or thereabouts eastward of the junction of that road with Parsonage-lane, which intended Railway (No. 3) will pass from, in, through, or into the said parishes of Old Windsor and Clewer, or one of them;

4. A Railway (No. 4), commencing in the parish of Winkfield by a junction with the intended Railway (No. 1) before described, at a point distant 7 chains or thereabouts, measured in a southerly direction, from the junction of Larges-lane, with the public road leading from Bracknell to Bullbrook and Ascot, and terminating at a point on the south side of the last-mentioned public road 15 chains or thereabouts south-westward of the south-western corner of the main

building of the Royal Ascot Hotel, near Ascot-heath, which intended Railway (No. 4) will pass from, in, through, or into the parishes or places of Warfield, Winkfield, and Sunninghill, all in Berkshire;

5. A Railway (No. 5), wholly in the parish of Ash and Normandy, in the county of Surrey, commencing by a junction with the Reading and Reigate branch of the South Eastern Railway, at a point near the North Camp Station thereon distant 28 chains or thereabouts measured in a northerly direction along that Branch Railway from the bridge, which carries the London and South Western (Pirbright, Aldershot, and Farnham Branch) Railway over the said Reading and Reigate Branch Railway, and terminating by a junction with the said Pirbright, Aldershot, and Farnham Branch Railway at a point distant 39 chains or thereabouts, measured in a south-westerly direction along the last-mentioned Branch Railway, from the centre of the said bridge.

6. A Railway (No. 6), commencing in the parish of Farnham, in the county of Surrey, by a junction with the Guildford, Alton, and Winchester line of the London and South Western Railway, at a point distant 11 chains or thereabouts, measured in a south-westerly direction along that line from the south-western face of the bridge which carries the public road (supposed Pilgrims way) leading from Farnham to Guildford, over the said line of railway, and terminating in the parish of Portsea, in Hampshire, on the northern side of Fitzherbert-street, at a point distant 5 chains or thereabouts from the junction of that street with Commercial-road, Portsmouth, which intended Railway (No. 6) will pass from, in, through, or into the parishes and places of Farnham, Waverley, Frensham, or some of them, in the county of Surrey, and Frensham, Headley, Kingsley, Hartley-Mauditt, Selborne, Newton-Valence, East Tisted, Farringdon, Colemore, West Tisted, Titchborne, Privett, Froxfield, East Meon, West Meon, Warnford, Exton, Corhampton, Meonstoke, Droxford, Soberton, Hambledon, Catherington, Waterloo, Waterloo Ville, Southwick, urbrook, Farlington, Widley, Wymering, Great Salterns, Landport, Southsea, Portsea, Portsmouth, in Hampshire;

7. A Railway (No. 7), wholly in the said parish of Farnham, commencing by a junction with the said Guildford, Alton, and Winchester line of the London and South Western Railway at a point near Snailinch Farm distant 44 chains or thereabouts measured in a south-westerly direction along that line from the south-western face of the bridge which carries the public road (supposed Pilgrims way) leading from Farnham to Guildford over such line of Railway, and terminating by a junction with Railway No. 6 before described, at a point distant 6 chains or thereabouts measured due north-east from the north-eastern corner of Culverlands House;

8. A Railway (No. 8), commencing in the said parish of Wymering, in Tipner Lake, Portsmouth Harbour, by a junction with the intended Railway (No. 6) at a point distant 18 chains or thereabouts measured due east from the south-eastern corner of the Farm House on Great Horsea Island, and terminating in the parish of Portsea, on the northern side of Albert-road, Southsea, at a point distant four chains or thereabouts westward of the junction of that road with Lazy-lane, which intended Railway (No. 8) will pass from, in, through, or into the parishes and places of Wymering, Great Salterns, Copnor, Southsea, New Southsea, Portsea, or some of them, in Hampshire.

9. A Railway (No. 9), commencing by a junc-

tion with Railway (No. 8), before described, at a point on the public road distant about four chains northward of Rose-villa, at Copnor, and terminating by a junction with the London and South Western (Portsmouth Branch) Railway at a point distant 21 chains or thereabouts measured northward along that Branch Railway from the railway level crossing at the western end of Tangier-lane, which intended Railway (No. 9) will pass from, in, through, or into the parishes and places of Copnor, Great Salterns, and Portsea, or some of them, in Hampshire;

10. A quay wall and embankment in Portsmouth Harbour, in the said parish of Portsea, commencing at the northern corner of Flathouse Wharf, thence proceeding in a northerly direction along the foreshore for a distance of about 63 chains, and terminating at a point distant 14 chains or thereabouts due west of the western end of Strode-road;

11. A new street in the said parish of Portsea, commencing at Clarence-street, thence passing eastward through the grounds of the Royal Portsmouth, Portsea, and Gosport Hospital, on the southern side thereof, and terminating by a junction with Commercial-road;

12. A widening of Sydney-place on the east side for the whole length thereof, and also a widening of Clarence-street on the east side thereof from the intended new street before described northward to Fitzherbert-street.

The Bill will authorise the Company to exercise all or some of the following powers, viz:—

To deviate from the lines and levels shown on the plans and sections hereinafter mentioned to such extent as may be prescribed by the Bill;

To cross, stop up, remove, alter, or divert, temporarily or permanently, all such railways, tramways, canals, navigations, rivers, streams, watercourses, turnpike and other roads, highways, bridges, sewers, drains, pipes, buildings, erections, or other works within the before-mentioned parishes and places as it may be

necessary to cross, stop up, remove, alter, or divert, for the purposes of the intended railways and works;

To stop up and discontinue for public traffic Great Prospect-road, Regent-place, Herbert-street, Pitt-street, and Fitzherbert-street, in Portsmouth, in the parish of Portsea, and to vest in the Company the sites and soil of the streets so to be stopped up;

To deepen, dredge, scour, cleanse, alter, and improve from time to time the bed, shores, and channel of that part of Portsmouth Harbour adjoining or near to the proposed quay wall, and so far as may be necessary for the purpose of forming an uninterrupted means of access to the intended quay wall from the sea;

To make and maintain from time to time all necessary and convenient sidings, junctions, turntables, stations, approaches, roads, gates, warehouses, sheds, buildings, wharves, wharf walls, retaining walls, river walls, embankments, shipping places, staiths, stages, cranes, drops, dolphins, moorings, buoys, beacons, and other works, buildings, and conveniences connected with or adjacent to the proposed quay wall;

To abolish all rights of wharfage or other rights which now exist at Bishop's Quay and any other quay or wharf along the foreshore of Portsmouth Harbour which will be enclosed or otherwise interfered with by the proposed works;

To purchase by compulsion and also by agreement, lands, houses, and other property, and any estate, right, or easement in or over the same for the purposes of the intended railways, quay wall, street, and street widenings, and works, and to vary or extinguish all easements, rights, and privileges in any manner connected with the lands, houses, and property so purchased;

To take for or in connection with the purposes aforesaid certain lands, being or reputed to be commons or commonable lands, of which the following are the particulars:—

Works for which the Lands will be taken.	Name by which the Lands are known.	Where the Lands are situate. Parish.	Estimated quantities to be taken.
Lines in Surrey	Ash-common .....	Ash and Normandy....	$\frac{1}{2}$ an acre
	Tilford-common .....	Farnham .....	$\frac{6}{6}$ acres
	Frensham-common .....	Frensham .....	11 acres
Lines in Hampshire	Broxhead-common .....	Headley .....	1 acre
	Kingsley-common .....	Kingsley .....	1 acre
	Shortheath-common .....	Selborne .....	5 acres
	Anthill-common .....	Southwick .....	$\frac{1}{2}$ an acre

To demand, take, and recover tolls, rates and duties upon or in respect of the intended railways, quay wall, and works connected therewith, or any part or parts thereof respectively, and upon the railways and portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use, as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, or in respect thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively;

To authorise the Company to enter into agreements with the Lords Commissioners of the Admiralty and Her Majesty's Secretary of State for War as to forming junctions with existing railways and tramways belonging to the Admiralty or War Department, and running powers over such railways and tramways, and other purposes:—

The Bill will authorise the Mayor, Aldermen,

and Burgesses of Portsmouth (herein called "the Corporation") to guarantee interest or dividend on some part of the Company's share and loan capital, and to appoint Directors of the Company, and to subscribe for, take, and hold shares in the capital of the Company, and contribute towards the expense of constructing the intended railways, quay wall, and other works, and for such purpose to apply their existing funds and to raise further moneys by borrowing on the security of their corporate property, borough fund, and general or district or other rates, and to vary and levy such rates accordingly;

The Bill will authorise and sanction agreements between the said Corporation and the Company with respect to the construction of the intended works, or any part or parts thereof, and with respect to the cost and maintenance thereof; and the purchase and appropriation of land required for the purposes of either of the contracting

parties, and the Bill will provide for the maintenance and management of the proposed quay wall, new street, and street improvements being vested in the Corporation at such period and on such terms and conditions as may be provided for by the Bill.

The Bill will 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, the railways and portions of railway and stations hereinafter mentioned, that is to say :

- (a.) The whole of the Windsor Branch of the Great Western Railway Company, including the stations at Slough and Windsor ;
- (b.) So much of the Reading and Reigate Branch of the South Eastern Railway Company as lies between the stations at Reading and Guildford respectively, including those stations ;
- (c.) So much of the Pirbright, Aldershot, and Farnham Branch of the London and South Western Railway Company as lies between the termination of Railway No. 5 and Farnham, including Aldershot Town Station.
- (d.) So much of the Guildford, Alton, and Winchester line of the London and South Western Railway Company as is situated between the Reading and Reigate Branch of the South Eastern Railway and Farnham Station, including that station ;
- (e.) So much of the Portsmouth Branch of the London and South Western Railway as lies between the termination of Railway No. 9 and Portsmouth Town Station, including that station ;
- (f.) The Portsmouth Harbour Extension of the London and South Western and London, Brighton, and South Coast Railway Companies, including the Portsmouth Harbour Station, together with the use of all other stations, sidings, platforms, points, signals, junctions, approaches, roads, water, water engines, engine sheds, standing room for engines and carriages, booking and other offices, warehouses, buildings, machinery, works, and conveniences connected with the said railways and portions of railway and stations so to be run over and used ;

The Bill will authorise and require the abandonment and relinquishment of the railways and works authorised by "The Southsea Railway Act, 1880," and provide for the release and repayment of the deposit made in respect of the application to Parliament for the last-mentioned Act, and of any interest or dividends thereon, and the Bill will provide for the dissolution of the Southsea Railway Company, and the winding-up of their affairs, and the discharge of their debts and liabilities.

The Bill will authorise the Company on the one hand, and the Great Western Railway Company, the Metropolitan District Railway Company, the Hounslow and Metropolitan Railway Company, the Windsor and Metropolitan Railway Company, the South Eastern Railway Company, the Metropolitan Railway Company, the London and South Western Railway Company, and the London, Brighton, and South Coast Railway Company, or any one or more of those Companies, on the other hand, to enter into and carry into

effect contracts, agreements, and arrangements, for or with reference to the working, use, management, and maintenance of the intended railways and works of the Company, or any part thereof, the supply of rolling and working stock and plant, and of officers and servants, for the conduct 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.

The Bill will vary or extinguish all rights and privileges which would or might interfere with the objects and purposes thereof, and it will incorporate all or some of the provisions of "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," "The Railways Clauses Act, 1862," and "The Harbours, Docks, and Piers Clauses Act, 1847," with such modifications or exceptions as may be deemed expedient ; and it will alter, amend, extend, and enlarge, and, if need be, repeal all or some of the powers and provisions of the following local and personal Acts (that is to say) : 4 and 5 William IV., cap. 88 ; 2 and 3 Vic., cap. 28 ; 7 and 8 Vic., caps. 5, 63, and 86, and all other Acts relating to the London and South Western Railway Company and their undertaking ; 9 and 10 Vic., cap. 283, and any other Acts relating to the London, Brighton, and South Coast Railway Company or their undertaking ; the Act 5 and 6 Wm. IV., cap. 107, and all other Acts relating to the Great Western Railway Company or their undertaking ; and the Act 6 and 7 Wm. IV., cap. 75, and all other Acts relating to the South Eastern Railway Company or their undertaking ; 16 and 17 Vic., cap. 186, and all other Acts relating to the Metropolitan Railway Company or their undertaking ; 27 and 28 Vic., cap. 322, 40 and 41 Vic., cap. 233, and all other Acts relating to the Metropolitan District Railway Company or their undertaking ; the Hounslow and Metropolitan Railway Act, 1880, and the Act 7 Geo. IV., cap. 64, 6 and 7 Vic., cap. 35, and 27 and 28 Vic., cap. 83, and all other Acts relating to the Corporation of Portsmouth, and the Southsea Railway Act, 1880.

And notice is hereby given, that on or before the 30th day of this present month of November, duplicate plans and sections of the intended railways, quay wall, new street, and other works showing the lines and levels thereof, and the lands, houses, and other property proposed to be taken for the purposes thereof, with a book of reference to such plans, and an Ordnance map with the lines of the intended railways delineated thereon ; and a copy of this notice as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the county of Berks, at his office at Abingdon ; the Clerk of the Peace for the county of Surrey, at the Sessions House, Newington-cum-seway ; and the

Clerk of the Peace for Hampshire, at his office at Winchester, 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 each parish in or through which the intended railway and works will be made to 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 adjoining parish, at his residence.

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

Dated this 12th day of November, 1881.

*Edgcombe, Cole, and Hellyer*, Portsmouth, Solicitors.

*Gunner and Renny*, Bishops Waltham and Portsmouth, Solicitors.

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

In Parliament.—Session 1882.

Mid-Metropolitan Railway.

(Incorporation of Company; Construction of Railways upon the Pneumatic principle from the Uxbridge-road, near the West London Junction Railway, to the Minories; from Uxbridge-road (Clarendon-place) to Eastbourne-terrace and Bridge-street, Westminster, and from Oxford-street (Park-lane) to Cromwell-road, near South Kensington Museum; Subway at Hyde Park-corner; Alteration of levels of part of eastern footway of Grosvenor-place; Compulsory purchase of lands; Special provisions as to streets, lands, and houses affected; Tolls; Special provisions for securing uninterrupted communication between the stations, &c., of the Company and the stations, &c., of other Railway Companies; Agreements with, subscriptions by, and other provisions affecting the Metropolitan Board of Works, the Corporation of the City of London, the Commissioners of Sewers for the City of London, and District Boards, Vestries, and Local Authorities; 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):—

To incorporate a Company (hereinafter called "the Company") for the purposes of the intended Bill.

To enable the Company to make and maintain the railways (on the pneumatic principle), subway, and other works hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all necessary and convenient rails, sidings, junctions, turntables, tunnels covered ways, tubular ways, pneumatic and hydraulic engines and machinery, stations, fences, sewers, drains, pipes, engine-houses, and other machinery, approaches, roads, buildings, yards, and all other works and conveniences (that is to say):—

1. A Railway (No. 1), commencing in the parish of Hammersmith, in the county of Middlesex, at a point on the eastern side of the West London Junction Railway, and 1 chain south of the Uxbridge-road, and terminating in the parish of St. Botolph Without, Aldgate, in the city of London, at a point on the western side of the Minories, and 2 chains 50 links south of the junction of the Minories with High-street, Whitechapel.

The intended Railway No. 1 will be made

or pass from, in, through, or into the parishes and extra-parochial places following, or some of them (that is to say):—Hammersmith, St. Mary Abbott, Kensington; St. Mary, Paddington; St. George, Hanover-square; St. Marylebone; St. James, Westminster; St. Anne, Soho; St. Pancras; St. Giles in-the-Fields; St. George, Bloomsbury; St. Andrew's, Holborn-above-Bars; The Liberty of Saffron-hill, Hatton-garden, Ely-place, and Ely-rents, and the Liberty of Glasshouse-yard, all in the county of Middlesex, and St. Andrew, Holborn; the Liberty of Thavies-inn; St. Sepulchre, Christchurch, Newgate-street; St. Michael-le-Guerne; St. Vedast, Foster-lane; St. Peter, West Cheap; St. Matthew, Friday-street; St. Michael, Wood-street; St. Mary, Magdalen, Milk-street; St. Matthew, All Hallows, Bread-street; All Hallows, Honey-lane; St. Mary-le-Bow, Cheapside; St. Mary Colechurch, St. Mildred, Poultry; St. Pancras, Soper-lane; St. Mary, Woolchurch; St. Christopher-le-Stock, St. Bartholomew Exchange; St. Michael, Cornhill; St. Peter, Cornhill; St. Martin, Outwich; St. Andrew, Undershaft, St. James, St. Catherine Cree, St. Catherine Coleman, and St. Botolph Without, Aldgate, all in the city of London.

2. A Railway (No. 2), wholly in the parish of St. Mary, Paddington aforesaid, commencing at or near the south-eastern corner of Clarendon-place, Hyde Park-gardens, at its junction with the Uxbridge-road, and terminating in the roadway of Eastbourne-terrace at a point about 2½ chains north of the junction of Charles-street with Eastbourne-terrace.
3. A Railway (No. 3), commencing in the parish of St. George, Hanover-square aforesaid, at a point on the south side of the Uxbridge-road opposite the south-eastern corner aforesaid of Clarendon-place, and terminating in the parish of St. Margaret, Westminster, in the roadway of Bridge-street, at a point about 1 chain, or thereabouts, eastward of the junction of that street with Parliament-street.

The intended Railway No. 3 will be made or pass from, in, through, or into the parishes of St. George, Hanover-square, St. Martin-in-the-Fields, and St. Margaret, Westminster, all in the county of Middlesex, or some of them.

4. A Railway (No. 4), commencing in the parish of St. George, Hanover-square, on the south side of Oxford-street, at or near the junction therewith of Park-lane, and terminating in the parish of St. Mary Abbott, Kensington, in Cromwell-road, at a point at about 2 chains eastward from the east side of Exhibition-road.

The intended Railway No. 4 will be made or pass from, in, through, or into the parishes of St. George, Hanover-square, St. Margaret, Westminster, and St. Mary Abbott, Kensington, all in the county of Middlesex, or some of them.

5. A subway or tunnel for foot passengers in the parishes of St. Martin-in-the-Fields and St. George, Hanover-square aforesaid, or one of them, commencing in the east side of Grosvenor-place, opposite or nearly opposite the junction therewith of Grosvenor-crescent, and terminating (in an intended station of the Company) at a point about 100 feet eastward from the south-eastern corner of the gateway to Constitution-hill from Hyde Park-corner.

6. An alteration in the parishes of St. George, Hanover-square, and St. Martin-in-the-Fields, or one of them, of the levels of the eastern footway of Grosvenor-place, from the northern end of that footway at Hyde Park-corner to a point about 200 feet southward from the commencement of the intended subway as above described.

To authorise the Company to cross, stop up, close for traffic, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths or places, railways, tramways, rivers, canals, tunnels, bridges, wharves, quays, landing places, market places, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic tubes, or other works, conveniences, and appliances, within or adjoining the aforesaid parishes and places, or any of them; and to appropriate and use the same or the subsoil and under-surface thereof for the purposes of the intended works, and to appropriate and use the under-surface of any lands, streets, roads, squares, passages, and places, under, along, or across which any of the proposed works are intended to be made.

To authorise the construction and maintenance of shafts or openings from the surface of any road, land, street, square, or public place to any portion of the proposed railways and works constructed under the surface thereof, subject to such provisions and limitations as may be mentioned in the Bill.

To authorise the Company to deviate from the lines or situations of any of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, or as may be defined by the Bill, and to deviate from the levels of any of the works shown on the sections hereinafter mentioned to such extent as may be authorised by or determined under the powers of the Bill, and in either case, whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, or works which may be rendered insecure or affected by any of the intended works, and which houses, buildings, or works may not be required to be taken for the purposes thereof.

To authorise the Company to purchase by compulsion or agreement, lands, houses, and other property for the purposes of the intended works, and notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take by compulsion or agreement any land, vaults, cellars, arches, or other offices, or parts of or attached to or belonging to any houses, buildings, manufactory, or other premises, without being required or compelled to purchase the whole of such house, building, manufactory, or premises; and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property.

To authorise the Company to sell, convey, demise, and lease or otherwise dispose of lands, tenements, and hereditaments purchased or acquired under the powers of the Bill, and so far as may be necessary or expedient to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To enable the Company to levy and recover tolls, rates, and charges upon and in respect of the said intended railways and other works and conveniences, and to confer, vary, or extinguish

exemptions from the payment of such tolls, rates, and charges respectively.

To authorise the Company where any of the intended railways pass under or along side of or near to the station of any other railway company to make such ways, stairs, and communications as may be necessary for enabling passengers and their luggage to pass from any such station to any station of the Company, and for that purpose to enter upon the lands, stations, platforms, and works of such other railway company, and to alter any such platform and to make openings in the same, and in any walls and any necessary protective works; and the Bill will or may make such provision as will secure to the public and to officers and servants of the Company free and uninterrupted access by means of such ways, stairs, communications, and openings between any station of the Company and any station of any other railway company as aforesaid.

To empower the Company on the one hand, and the Metropolitan Board of Works (hereinafter called "the Board"), the Mayor and commonalty and citizens of the City of London (hereinafter called "the Corporation"), and the Commissioners of Sewers for the City of London (hereinafter called "the Commissioners"), or any of them, or any district Board of Works, Vestry, or other Local Authority having the control or management of the streets or roads, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction or maintenance of the intended railways, subway, alteration of levels and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith; the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters; and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and to confer upon the Corporation, the Board, the Commissioners, and any district Board of Works, Vestry or other Local Authority as aforesaid respectively, or any or either of them, in furtherance of any such agreement, all or any of the powers of the Bill, including powers of construction, maintenance, and purchasing lands.

To authorise or require the Board, the Corporation, the Commissioners, and any district Board of Works, Vestry, or other Local Authority as aforesaid, or any or either, or some or one of them, to subscribe and contribute funds towards the making and maintaining of the intended works, or any or some of them, or any or some part or parts thereof respectively, and to empower them, or some or one of them, to take and hold shares in the capital to be created under the powers of the Bill, and to guarantee the payment of interest, dividend, annual or other payment in shares or stock, and the principal and interest of any loan of the Company; and for all or any such purposes to empower and, if need be, require them to apply any existing rates, dues, or other revenues, which they are already authorised or may by the Bill be authorised to raise, and to raise further money from time to time by rates, or by borrowing on the security of any corporate property belonging to them, or any of their rates, dues, or revenues, and on mortgage or bond, debenture stock, or otherwise.

To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of the capital or any of the funds of the Company, from time to time, interest or dividends on any shares or stock of the Company.

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

To alter, amend, extend, and if need be, repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament and Orders following (that is to say): The Metropolis Local Management Acts, 1855 and 1856, and all other Acts relating to the Metropolitan Board of Works and the local management of the metropolis; the London City Improvement Act, 1847, and 57 Geo. III., cap. 29, and all other Acts relating to the Corporation or the Commissioners of Sewers of the City of London.

And notice is hereby also given, that on or before the 30th day of November instant plans and sections of the works proposed to be authorised by the Bill, showing the lines and levels thereof, the plans showing also 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 Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and with the Clerk of the Peace for the city of London, at his office at the Sessions House, Old Bailey, in that city; 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 or acquired compulsorily under the powers of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows (that is to say):—In the case of the parish of St. Peter and St. Paul, Hammersmith, with the Clerk of the Board of Works for the Fulham district, at his office at the Broadway, Hammersmith; 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, Kensington, in that parish; in the case of the parish of St. Mary, Paddington, with the vestry clerk of that parish at his office at the Vestry-hall, Harrow-road, in that parish; in the case of the parish of St. George, Hanover-square, with the vestry clerk of that parish, at his office at the Board-room, Mount-street, Grosvenor-square, in that parish; in the case of the parish of St. Marylebone with the vestry clerk of that parish, at his office at the Court-house, Marylebone-lane, in that parish; in the case of the parish of St. James, Westminster, with the vestry clerk of that parish, at his office at the Vestry-hall, Piccadilly, in that parish; in the case of the parish of St. Anne, Soho, with the clerk of the Board of Works for the Strand district, at his office at No. 5, Tavistock-street, Strand; in the case of the parish of St. Pancras, with the vestry clerk of that parish, at his office at the Vestry Hall, Pancras-road, St Pancras, in that parish; in the case of the parishes of St. Giles-in-the-Fields and St. George, Bloomsbury, with the clerk of the Board of Works for the St. Giles district, at his office, at No. 199, High Holborn, W.C.; in the case of the parish of St. Andrew, Holborn-above-Bars, the Liberty of Saffron-hill, Hatton-garden, Ely Rents and Ely-place, the Liberty of Glasshouse-yard, and the parish of St. Sepulchre, in the county of Middlesex, with the clerk of the Board of Works for the Holborn district; in the case of the parish of Christchurch, with the clerk of the Board of

Works for the St. Saviour's district; in the case of the parish of St. Martin-in-the-Fields, with the vestry clerk of that parish, at his office at the Vestry Hall, St. Martin-in-the-Fields, in that parish; in the case of the parish of St. Margaret, with the clerk to the Board of Works for the Westminster district; and in the case of each other parish, with the parish clerk thereof, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 17th day of November, 1881.

*Cope and Co.*, 3, Great George-street,  
Westminster, Solicitors for the Bill.

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

In Parliament.—Session 1882.

Rhondda and Swansea Bay Railway.  
(Incorporation of Company; Construction of Railways between the Rhondda Valley, Port Talbot, Briton Ferry, and Swansea; Compulsory Purchase of Lands; Special Powers to Limited Owners; Purchase of Cwmafon Railway and Provisions relating thereto; Power to Company to maintain and use Cwmafon Railway and to take Tolls thereon; Tolls; Running Powers over Cwmafon Railway and to New Wharf, Port Talbot; Compulsory Facilities by Swansea Harbour Trustees; Working Agreements with Taff Vale, Great Western, Midland, and London and North Western Railway Companies, and with Swansea Harbour Trustees; Agreements with and Special Powers to said Trustees; Payment of Interest 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 (in this notice called "the Company") to make and maintain the railways and works hereinafter mentioned, or some part thereof, all in the county of Glamorgan, together with all necessary and convenient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

Railway No. 1, commencing in the parish of Ystradyfodwg, near the Treherbert Railway Station, by a junction or junctions with the Rhondda Fawr branch of the Taff Vale Railway, at a point on that branch railway about  $9\frac{1}{2}$  chains, measuring in a south-easterly direction along that railway, from the mile post thereon denoting 24 miles from Cardiff, and passing thence through or into the following parishes, townships, and places, or some of them, that is to say, Ystradyfodwg, Glyncoerrwg, Llangynwyd (otherwise Llangonoyd), Michaelston-super-Avon, Margam, Baglan, Treherbert, Cwmafon, and borough of Aberavon, and terminating in the parish of Baglan, at the sea-wall and embankment forming the northern boundary of the piece of land numbered 635 in the tithe commutation map of the said parish of Baglan, at a point on that wall and embankment about 12 chains west of a point on the centre line of the South Wales line of the Great Western Railway Company, 17 chains (measured

along the said South Wales line) south-eastwards of the mile post on that line denoting 205 miles from London, which point of termination is also  $14\frac{1}{2}$  chains southward of the said mile post.

Railway No. 2, wholly in the parish of Baglan, commencing by a junction or junctions with the intended Railway No. 1 at the termination thereof before described, and terminating by a junction or junctions with the South Wales line of the Great Western Railway Company, at a point 12 chains, or thereabouts, measuring in a north-westerly direction, along that line of railway from the mile post thereon denoting 205 miles from London.

Railway No. 3, commencing by a junction or junctions with the intended Railway No. 1, at the termination thereof before described, and passing thence through or into the following parishes, townships, and places, or some of them, that is to say, Baglan, Neath, Briton Ferry, Cadoxton-juxta-Neath, Llan-samlet, Swansea, and the hamlet of St. Thomas, and terminating in the said hamlet of St. Thomas, in the parish of Swansea, by a junction or junctions with the Railway No. 1, authorised by the Swansea Harbour Act, 1874, at a point shown on the plans deposited in November, 1873, for and referred to in the said Act of 1874, about 10 chains, measured along the said authorised railway, in a westerly direction from its authorised termination.

Railway No. 4, wholly in the parish of Cadoxton-juxta-Neath, commencing by a junction or junctions with the intended Railway No. 3, at a point on the roadway leading from the Jersey Marine Hotel to Briton Ferry by the Burrows,  $40\frac{1}{2}$  chains or thereabouts (measuring along that roadway towards Briton Ferry) from the centre of the road bridge over the Swansea and Neath Railway of the Great Western Railway Company at the western end of the Briton Ferry-road Station on that railway, and terminating by a junction or junctions with the said Swansea and Neath Railway, at or about the eastern end of the passenger platforms of the said Briton Ferry-road Station.

Railway No. 5, situate wholly in the parish of Margam, commencing by a junction or junctions with the intended Railway No. 1, in the roadway (numbered 3 on the 25-inch published Ordinance map of the parish of Margam) leading from the southern end of Oakwood-row, past the school building at Pontrhydyfen of the Cwmafon Estate and Works Company (Limited) to the high road from Pontrhydyfen to Maesteg, at or about a point in the said roadway opposite to the north-westernmost corner of the said school building, and between that school building and the parsonage house, Pontrhydyfen, and terminating by a junction or junctions with the Cwmafon Railway at or near a point thereon about 14 chains, measuring in a north-easterly direction along the Cwmafon Railway from the centre of the bridge carrying that railway over the River Afon, which bridge is about 4 chains north-eastward of the point where the said Cwmafon Railway crosses Tymaen-street, Cwmafon.

Railway No. 6, commencing in the said parish of Margam, by a junction or junctions with the intended Railway No. 5, at a point on the Oakwood Tramway 10 chains or thereabouts (measuring along the said tramway

and the tramway leading therefrom to Tewgoed in a south-westerly direction (from the south end of the bridge carrying the said last-mentioned tramway from the Oakwood Tramway over the River Afon to Tewgoed, and terminating in the parish of Michaelston-super-Avon on the said tramway leading from the Oakwood Tramway to Tewgoed, at a point thereon 1 chain or thereabouts, measuring along the said tramway to Tewgoed in a northerly direction, from the north-western side of the high road leading from Pontrhydyfen to Cwmafon, where it crosses the said tramway to Tewgoed, which said intended railway will be situate in the parishes of Margam and Michaelston-super-Avon.

2. To authorise 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.

3. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes, townships, extra-parochial and other places as aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

4. To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railways and works, and of the Bill, and notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and acquire any part or parts of any house, building, manufactory, or premises, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased or taken.

5. To enable and authorise any tenant for life of, or other person having a limited estate or interest in, any lands which would or might be benefited or improved in value by, or would derive facilities or accommodation from, the construction or working of the intended railways, or any of them, or any part or parts thereof respectively, or from any stations, sidings, roads, approaches, buildings, works, or conveniences connected therewith, to subscribe to and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon, such lands and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railways, or any of them, or any part thereof, or any such station, siding, road, approach, building, works, or conveniences connected therewith, either without payment or other consideration, or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been or may be made between any such person and the Company, or any person or persons on their behalf respectively, with respect to any of the matters aforesaid.

6. To enable the Company, in addition to any

other lands which they may acquire under the powers of the intended Bill, to purchase and acquire by compulsion or otherwise, for station purposes or any other purposes of their undertaking, the whole or any part of certain land in the parish of Margam, belonging to Christopher Rice Mansel Talbot, Esquire, M.P., and in the occupation of Robert Blake Byass and Co., which land is bounded on the north-west by the Cwmafon Railway, on the south-west in part by the turnpike-road leading from Aberavon to Taibach, and in part by the easternmost boundary of the coal yard hereinafter mentioned, on the north-east by a line drawn in a south-easterly direction, and at right angles to the said Cwmafon Railway from a point thereon 12 chains (measured along the said railway) north-eastward of the point of crossing of the aforesaid turnpike-road by the said railway, on the east by other land belonging to the said Christopher Rice Mansel Talbot, Esquire, M.P., and in the occupation of the said Robert Blake Byass and Co., and on the south-east in part by the South Parade and the tramway leading from Margam Tin-plate Works to a certain coal yard occupied by Samuel Jones, and in part by the north-western fence of that coal yard.

7. To enable the Company to purchase and acquire, and if need be by compulsion, the railway or tramway in the parishes of Margam, Michaelston-super-Avon, Aberavon, and Baglan, known as the Cwmafon Railway, or so much of that railway or tramway as lies between the junction therewith of the intended Railway No. 5, at its termination hereinbefore described, and the termination of the said Cwmafon Railway on the south side of Port Talbot Docks, including the junction or junctions of the said Cwmafon Railway with the South Wales line of the Great Western Railway Company, and all works, junctions, sidings, lands, houses, and property, rights, duties, privileges, and immunities connected with the said Cwmafon Railway, and, if thought fit, to stop up and discontinue the use of the said Cwmafon Railway, or any part thereof, and to abrogate and abolish all privileges or rights of the public in and over, or with respect to, the Cwmafon Railway or any part or parts thereof.

8. To authorise the Company to maintain and use as part of their railways and undertaking the Cwmafon Railway, or any part or parts of that railway, as already constructed, together with all stations, approaches, bridges, level crossings, sidings, junctions, works, and conveniences connected therewith, and to make and maintain new or additional stations, approaches, bridges, sidings, junctions, works, and conveniences in connection therewith, and to empower the Company to execute and do all such works, matters, and things upon, or in connection with, the said Cwmafon Railway, or any part or parts thereof as may be necessary or expedient for effecting such objects.

9. To empower the Company, or any other Company, person, or persons to demand, take, and recover tolls, rates, and charges for, or in respect of, the use of the said Cwmafon Railway and the junctions, works, stations, sidings, and conveniences connected therewith, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

10. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railways or tramways, and portions of railways or tramways, stations, junctions, and works which it is proposed to authorise the Company to run

over, work, and use as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, or in respect thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

11. To empower the Company, and any Company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the following railways or tramways, or portions of railways or tramways, or some of them, or some part or parts thereof respectively; that is to say:—

The aforesaid portions of the Cwmafon Railway between the said junction therewith of the intended Railway No. 5 and the said termination of the Cwmafon Railway, on the south side of Port Talbot Docks (including the junctions of the said Cwmafon Railway with the South Wales line of the Great Western Railway Company) and

The railways or tramways leading from the Cwmafon Railway aforesaid to the New Wharf at Port Talbot,

Together with all stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, weighing machines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways or tramways, or portions of railways or tramways, and to enable the Company to execute and do on the said railways and tramways, or portions of railways or tramways, all such works, matters, and things as may be necessary or expedient for facilitating the exercise of such running powers as aforesaid.

12. To require and compel the Swansea Harbour Trustees upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to receive, book through, and forward, and to ship and tranship all passengers, goods, animals, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by "The Regulation of Railways Act, 1873") to, or from, or over the whole or any part of the railways, sidings, docks, wharves, quays, and other works belonging to them from or to the railways of the Company, or any of them, or any part or parts thereof respectively, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and (if need be) to alter and vary the tolls, rates, and charges which the said Trustees are now authorised to receive and take upon their railways, sidings, docks, wharves, quays, and other works, or for or in respect of the shipment and transshipment of, or otherwise in relation to passengers, goods, animals, minerals, and traffic, and to confer, vary, or extinguish exemptions from such tolls, rates, and charges.

13. To empower the Company on the one hand, and the Swansea Harbour Trustees on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements, for or with respect to the construction and maintenance of the intended railways and works, or any part or parts thereof, the contribution of funds and execution of works and the

exercise of any of the powers of the Bill by the Company or the said Trustees, and to sanction and confirm any contracts, agreements, or arrangements which may have been or may be made with reference to all or any such matters, and to confer upon the said Trustees in furtherance of any such contract, agreement, or arrangement, all or any of the powers of the Bill, including powers of construction and maintenance, and the Bill will enable the said Trustees for all or any of the purposes of the Bill, or of such contribution as aforesaid, to raise further moneys by rates and on mortgage, or bond or otherwise.

14. To empower the Company on the one hand, and the Taff Vale, Great Western, Midland, and London and North Western Railway Companies, and the Swansea Harbour Trustees, or any or either of those Companies, or the said Trustees (who are in this clause included in the expression "the Companies"), on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting companies, or any 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, or any of the railways, of the contracting companies, or any of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting companies, or any of them, or any part thereof, and the employment of officers and servants.

15. To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of capital or any funds of the Company from time to time interest or dividend, on any shares or stock of the Company.

16. To sanction and confirm any contract, agreement, or arrangement which may have been or may hereafter be entered into for all or any of the purposes in this notice mentioned.

17. 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.

18. And it is intended so far as may be requisite or desirable for any of the purposes of the Bill to alter, amend, extend, or if need be repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following, that is to say:—6 William IV, cap. 82, and any other Act or Acts relating to the Taff Vale Railway Company; 5 and 6 William IV, cap. 107, and any other Act or Acts relating to the Great Western Railway Company; 7 and 8 Vict., cap. 18, and any other Act or Acts relating to the Midland Railway Company; 3 and 4 William IV, cap. 36, and 9 and 10 Vict., cap. 204, and any other Act or Acts relating to the London and North Western Railway Company; 20 and 21 Vict., cap. 142, and any other Act or Acts relating to the Swansea Harbour Trustees.

19. And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the works proposed to be authorised by the Bill, showing the situations and levels thereof, the plans showing also the lands

intended to be taken for the purposes 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 Glamorgan, at his office at Cardiff, in that county, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said works, or any part thereof, are, or is, intended to be made, or will be situate, or in which any lands intended to be taken for the purposes of the Bill are situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 17th day of November, 1881.

*Stricks and Bellingham*, Swansea, Solicitors for the Bill.

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

In Parliament—Session 1882.

Metropolitan Railway.

(Provisions for Metropolitan Railway Company to make part of Railway No. 1, authorised by Metropolitan and District Railways (City Lines and Extensions) Act, 1879, and District Company the other part subject to Conditions as to Raising Capital, Commencing Works, &c.; Consequential Provisions as to Powers of Joint Committee, Purchase of Lands, Raising Capital, &c.; Provisions with Reference to Construction of Railways No. 2, 3, and 4; Railways as made to be Joint Undertakings upon certain Terms; Extension of Time for Compulsory Purchase of Land and Completion of Works; Agreements with Corporation of London and other Public Bodies; Purchase of Land; Acquisition by the Metropolitan Company of all Outstanding Shares of St. John's Wood Company, and Dissolution of that Company; Power to make Ventilating Shafts; Provisions in Relation to Capital and Borrowing Powers, Tolls, Rates, and Charges; Extending Powers of South Eastern Railway Company; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session for an Act to fix and define what portion of the railway authorised by the Metropolitan and District Railways (City Lines and Extensions) Act, 1879 (hereinafter called "The Joint Act, 1879") and therein and hereinafter called Railway No. 1, the Metropolitan Railway Company (hereinafter called "the Company") were, by the Metropolitan Railway Act, 1881, authorised to make, without the concurrence of the Metropolitan District Railway Company (hereinafter called "the District Company," between Trinity-square, Tower Hill, and Aldgate High-street Station; and as regards the remaining portion of Railway No. 1, between Trinity-square and Mansion House Station, to authorise the Company, without the concurrence of the District Company, or of the Joint Committee under the Joint Act, 1879, to make the eastern section thereof (hereinafter called "the eastern half") between Trinity-square and a point to be

agreed upon between the said two Companies, or failing agreement to be settled by arbitration; and to authorise the District Company, without the concurrence of the Company, or of the said Joint Committee, to make the remainder or western section of Railway No. 1 (hereinafter called "the western half") between the point aforesaid and Mansion House Station, but subject to the provisions hereinafter contained with reference to the raising of capital and commencement of the works.

And it is proposed to provide that the District Company shall, within a period to be fixed by the intended Act, create and issue so much of the capital which they were by the Joint Act, 1879, authorised to raise, and which will be required for the construction of the western half (including purchase of lands and buildings), and shall also within the same period commence and proceed with the construction of the works on the western half, or, on the failure of the District Company so to do, that the Company may—instead of the District Company, and without their concurrence or the concurrence of the Joint Committee—make the western half as well as the eastern half.

Also to provide that in the event of the District Company failing to create and issue their proportion of the capital authorised to be raised by the Joint Act, 1879, within a period to be fixed by the intended Act, the Company may, without the concurrence of the District Company or of the Joint Committee, make the other railways authorised by the Joint Act, 1879, and therein respectively referred to as Railways No. 2, No. 3, and No. 4.

And it is proposed with reference to all those parts of the joint undertaking which the Company may be empowered to make without the concurrence of the District Company or of the Joint Committee, whether under the said Act of 1881 or of the intended Act, to transfer to and vest in the Company all or certain of the powers and rights of the Joint Committee, whether in relation to the purchase of lands by compulsion or agreement, the construction of works, or otherwise. And to provide that all notices given and acts done by the Joint Committee shall have the same force and effect for all purposes as if given or done under the powers of this Act by the Company, and that all lands and buildings purchased by the Joint Committee shall vest in the Company.

Also to enact similar provisions on behalf of the District Company with respect to the western half, if that Company shall be empowered pursuant to the provisions of the intended Act to make that half without the concurrence of the Company or of the Joint Committee.

Also to provide that each Company may raise, under the powers of the Joint Act, 1879, the Metropolitan Railway Act, 1880, the said Act of 1881, and the intended Act, or of any or either of them, as the case may be, so much of the capital authorised by the Joint Act of 1879 as will be required for the construction of the railways or section or sections of railway to be made by them respectively as aforesaid, without the concurrence of the other Company or of the Joint Committee, and may exercise the borrowing powers conferred by the said Acts, or any of them, to the extent of one-third of the amount of the capital which they may be so entitled to raise.

Also to provide with reference to each section or railway, as and when the same shall respectively be constructed by the Company or the District Company, that the two Companies shall

become joint owners thereof, with equal rights and powers in and over the same or otherwise, as may be provided for by the intended Act, and that within a period after the completion of each such section or railway, to be fixed by the intended Act, the District Company shall repay to the Company or (as the case may be) the Company shall repay to the District Company one-half of the entire cost, including interest, of the section or railway so completed, or otherwise shall then and thenceforth pay interest upon the amount of one-half of such entire cost, and the principal moneys or interest so payable shall be secured in the same or the like manner as is provided by Section 34 of the Metropolitan Railway Act, 1880, or in such other manner as may be provided by the intended Act.

Also to extend the respective times limited by the Metropolitan and District Railways (City Lines and Extensions) Act, 1881, for the compulsory purchase of lands and completion of the works authorised by the Joint Act, 1879.

And it is proposed to authorise the two Companies, or one of them, and all parties interested, to enter into, alter, or vary agreements with the Corporation of London, the Metropolitan Board of Works, the Commissioners of Sewers of the City of London, the Whitechapel District Board of Works, the Commissioners of Woods and Forests, and the Corporation of Trinity House, or some or one of them, as to the construction of the railways, streets, and works authorised by the Joint Act, 1879, and the said Acts of 1881, or any of them; and also as to the use and occupation of lands, and the erection of any works and conveniences, and the receiving and forwarding of merchandise at, to, or from any fish market or markets at Smithfield, Billingsgate, or elsewhere, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed to authorise the Company to purchase by agreement or compulsion the following lands and buildings, or some or one of them, or some part or parts thereof (that is to say):—

1. Certain lands, houses, and buildings in the parish of St. Peter and St. Paul, Hammersmith, in the county of Middlesex, on the southern side of and near to the Hammersmith Station of the Hammersmith and City Railway, and partly adjoining the Broadway and the road leading from the Broadway past the said station to the Grove, Hammersmith, and other lands, houses, or buildings, in the same parish, on the east side of and adjoining the line of the Hammersmith and City Railway, and on the north side of and adjoining the yards and carriage sheds of such railway.
2. Certain lands, houses, and buildings, partly in the parish of St. Peter and St. Paul, Hammersmith, and partly in the parish of St. Mary Abbott, Kensington, in the county of Middlesex, fronting to the Latimer-road, and adjoining the property of the Hammersmith and City Railway.
3. Certain lands, houses, and buildings, in the parish of St. Mary Abbott, Kensington, in the county of Middlesex, partly fronting to the Bramley-road on the east side, and abutting on and adjoining lands of the Hammersmith and City Railway Company.
4. Certain lands, houses, and buildings lying together in the parish of Holy Trinity the Less, in the city of London, abutting on the station and lands of the Metropolitan District Railway Company on the south side

thereof, and partly fronting Little Trinity-lane.

And it is proposed to amend the provisions of the Metropolitan Railway Act, 1877, as to the transfer of the Metropolitan and St. John's Wood undertaking to the Company, and to authorise the Company to create and issue preference or ordinary stock of the Company in exchange for the preference and ordinary shares of the Metropolitan and St. John's Wood undertaking, and to provide further for the acquisition by the Company, by purchase or otherwise, as may be provided for or defined in the intended Act, of all or any shares or stock of the Metropolitan and St. John's Wood Railway Company not already vested in the Company, and for the complete dissolution of the Metropolitan and St. John's Wood Railway Company.

Also to enable the Company to make openings and ventilating shafts into public roads, or spaces, and at such spots as shall be agreed with the local authorities, having authority over such roads or spaces, or in default of agreement as shall be prescribed by an arbitrator, to be appointed by the Board of Trade or otherwise as may be provided by the intended Act.

Also to consolidate and convert the existing  $4\frac{1}{2}$  per Cent. Debenture Stocks and the  $4\frac{1}{4}$  per Cent. Debenture Stocks of the Company into 4 per Cent. Debenture Stock, and to authorise holders of Preference Stocks of the Company to vote at meetings of the Company and to regulate their voting powers.

Also to vary the provisions of Sections 65 and 68 of the Joint Act of 1879 as to the creation of Debenture Stock and the exercise of the borrowing powers of the Company, and to enable each Company to borrow on mortgage or create Debenture Stock to the extent of one-third of the capital for the time being raised by them under the said Act.

Also to empower the Company to raise more money by the creation and issue of shares or stock upon such terms, and either as preference or ordinary shares or stock, and with such borrowing powers as may be defined in the intended Act; and to authorise the Company to apply to the general purposes of their undertaking any capital raised or to be raised, and to levy tolls, rates, and charges, to alter existing tolls, rates, and charges, and enable the Company to charge in respect of parcels and passenger traffic carried over their railway and the extensions thereof as for the actual distance traversed, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

Also to amend and extend the provisions contained in Section 11 of the South Eastern Railway Act, 1874, and to enable the South Eastern Railway Company to exercise the powers conferred upon them by that section with respect to part of the Company's undertaking to certain other parts or the whole of such undertaking.

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

Also to amend and incorporate with the intended Act the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and to repeal or amend Section 6 of the Joint Act, 1879, and certain of the provisions of the following Acts, or some of them (that is to say): the Acts hereinbefore respectively referred to, also Acts relating to the Metropolitan Railway Company passed in each and every of the years 1854 to 1857, 1859 to 1875, and 1877 to 1881 all inclusive; Acts relating to the Metropolitan and St.

John's Wood Railway Company, and bearing its name passed in the years 1864, 1865, 1866, 1868, 1870, 1873, and 1874; also the Acts relating respectively to the Hammersmith and City Railway Company, 24 and 25 Vic., cap. 161; the Great Western Railway Company, 5 and 6 Will. 4, cap. 107; the District Railway Company, 27 and 28 Vic., cap. 322; and the South Eastern Railway Company, 6 Will. 4, cap. 75; also the Great Western Railway Acts, 1865 and 1866; and all other Acts relating to the said Companies and railways respectively, or any of them.

A plan in duplicate showing all lands which may be subject to the compulsory powers of taking lands to be conferred by the intended Act, and a book of reference to the plan, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the city of London, at the Sessions House, in the Old Bailey, and a copy of so much of the said plan and book of reference as relates to the parish of St. Peter and St. Paul, Hammersmith, will be deposited with the Clerk of the Fulham District Board of Works, at his office in the Broadway, Hammersmith, and as to so much as relates to lands in the parish of Saint Mary Abbott, Kensington, with the Vestry Clerk of that parish, at his office at the Vestry Hall, High-street, Kensington, and as relates to any parish in the city of London, will be deposited with the parish clerk of that parish, 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.

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 18th November, 1881.

*Burchells*, 5, Broad Sanctuary, Westminster, } Solicitors  
*Robt. Wm. Perks*, 147, } for the Bill.  
Leadenhall-street, E.C., }  
*Sherwood and Co.*, 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

East and West Yorkshire Union Railways.  
(Incorporation of Company; Construction of Railways from near Ardsley to the Hull, Barnsley, and West Riding Junction Railway at Drax, with Junctions with other Railways, and a Branch to Robin Hood Colliery and Quarries; Compulsory Purchase of Lands; Special Powers to Limited Owners; Running Powers against and Agreements with other Railway Companies; Tolls; Payment of Interest out of Capital, &c.; Amendment of Acts.)

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

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, which will be wholly situate in the West Riding of the county of York, 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 East Ardsley, at or near the signal-post on the Great Northern Railway, on the south-east side of Ardsley Station, distant 26 chains, or thereabouts, from and on the south-east side of a bridge which carries the road leading from Thorpe-on-the-Hill to East Ardsley, known as Mill-lane, over that railway, together with a junction there with the Great Northern Railway, and terminating in the township of Oulton-with-Woodlesford, in the parish of Rothwell, at or near the south-west side of the Aire and Calder Navigation, at a point distant 24 chains, or thereabouts, measured in a north-westerly direction from the bridge called Fleet Bridge, which carries the road from Fleet Mills to Oulton over the said Navigation.
- (1A.) A Railway No. 1A, wholly in the township of Lofthouse-with-Carlton, in the parish of Rothwell, commencing at or near the east side of the Leeds and Wakefield-road, at a point about 5 chains south of the Old Halfway House, and about 1 chain north of Robin Hood Bridge, and terminating by a junction with the intended Railway No. 1, at or near the south side of the road leading from Howlett Cross to Carlton, near where the said road joins Leadwell-lane and Matty-lane.
- (2.) A Railway No. 2, commencing by junctions with Railway No. 1 at the termination thereof as above described, and also with the intended Railway No. 4, hereinafter described at the termination thereof, and terminating in the parish of Drax, by a junction with the Railway No. 3, authorised by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880, at or near the south side of Brigg-lane.
- (3.) A Railway No. 3, commencing in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield, by a junction with the Great Northern Railway, at a point distant about 24 chains from and on the south-east side of the bridge which carries that railway over Lawns-lane, and terminating in the township of Lofthouse-with-Carlton, in the parish of Rothwell by a junction with the intended Railway No. 1, in a field called "Great Castlehead," in the occupation of William Dawson, and situate on the north side of and adjoining Castlehead-lane, at a point about 8 chains north of the last-mentioned lane.
- (4.) A Railway No. 4, situate wholly in the township of Oulton-with-Woodlesford, in the parish of Rothwell, commencing by a junction with the Midland Railway at a point about 44 chains from and on the north-west side of the bridge which carries that railway over the road from Fleet Mills to Oulton, known as Fleet-lane, and terminating by a junction with the intended Railway No. 2, at the commencement thereof as above described.
- (5.) A Railway No. 5, situate wholly in the township of Burton Salmon, in the parish of Monk Fryston, commencing by a junction with the North Eastern Railway at a point about 8 chains from and on the north-east side of the bridge which carries the Doncaster and Tadcaster road over that railway at or near to the Burton Salmon Station, and terminating by a junction with the intended Railway No. 2, on the west side of Hillam-lane, at a point about 26 chains north-east of the junction of that lane with Ledgate-lane.

The said intended railways will be made or pass from, in, through, or into the following parishes,

townships, extra-parochial and other places, or some of them, that is to say: East Ardsley (township and parish), Wakefield, Wrenthorpe, Stanley-cum-Wrenthorpe, Lofthouse, Carlton, Lofthouse-with-Carlton, Thorpe, Rothwell (township and parish), Rothwell Haigh, Woodlesford, Stye Bank Quarry, Oulton, Oulton-with-Woodlesford, Swillington (township and parish), Great and Little Preston, Allerton Bywater, Kippax (township and parish), Ledstone, Ledsham (township and parish), Newton, Fairburn, Fryston, or Water Fryston, Ferry Fryston (township and parish), Monk Fryston (township and parish), Burton Salmon, Brotherton (township and parish), Hillam, Birkin (township and parish), West Haddesey, Gateforth, Brayton (township and parish), Burn, Snaith, Carlton, Camblesforth, Drax (township and parish), Barlow and Long Drax, all in the West Riding of the county of York.

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

3. To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, footpaths, pipes, sewers, canals, towing-paths, navigations, rivers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, and telegraphic apparatus within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works or of any of them, or of the Bill.

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

5. To enable and authorise any tenant for life of, or other person having a limited estate or interest in, any lands which would or might be benefited or improved in value by or would derive facilities or accommodation from the construction or working of the intended railways, or any of them, or any part or parts thereof respectively, or from any stations, sidings, roads, approaches, buildings, works, or conveniences connected therewith, to subscribe to and hold shares in the undertaking of the Company and to raise the moneys necessary for that purpose by mortgage of and to charge the same upon such lands and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railways, or any of them, or any part thereof, or any such station, siding, road, approach, building, works, or conveniences, either without payment or other consideration or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which have been or may be made between any such person and the Company, or any person or persons on their behalf respectively, with respect to any of the matters aforesaid.

6. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon or in respect of the railways,

stations, and works hereinafter mentioned belonging to other railway or other companies, and to alter the tolls, rates, and duties which are now authorised 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.

7. 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 portions of railway following (that is to say):—

(a) Such parts of the Great Northern Railway as lie, or will lie, between the junction therewith of the intended Railway No. 1 and Ardsley Station, together with that station, and between the junction therewith of the intended Railway No. 3 and Wakefield Station, together with that station.

(b) So much of the Midland Railway as lies, or will lie, between the junction therewith of the intended Railway No. 4 and Woodlesford Station, together with that station.

(c) So much of the North Eastern Railway as lies, or will lie, between the junction therewith of the intended Railway No. 5 and Burton Salmon Station, together with that station.

And (d) so much of the Railway No. 3 authorised by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880, as lies, or will lie, between the junction therewith of the intended Railway No. 2 and any station which may be made on the said Railway No. 2 in the parish of Drax.

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.

8. To empower the Company on the one hand, and the Hull, Barnsley, and West Riding Junction Railway and Dock Company, the Midland Railway Company, the Great Northern Railway Company, and the North-Eastern Railway Company, or any 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 following matters, or any of them (that is to say):

The point at which the mode in which and the terms and conditions upon which any junction or junctions of the intended railways, or any of them, with the railways, or any of the railways of the said several Companies, or any of them shall be made.

The alteration, reconstruction, use, management, and maintenance of any of the stations, platforms, sidings, works, and conveniences of the aforesaid Companies, or any of them.

The construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the railways of the said Companies, or any of them.

9. To empower the Company on the one hand and the Hull, Barnsley, and West Riding Junction Railway and Dock Company, the Midland Railway Company, the Great Northern Railway Company, and the North Eastern Railway Company, or any or either of those Companies on the other

hand, from time to time to enter into and carry into effect, and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either or them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the contracting companies, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committee for carrying into effect every or any such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

10. 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 stocks of the Company.

11. 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 or privileges.

12. 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):—9 and 10 Victoria, cap. 41, and all other Acts relating to or affecting the Great Northern Railway Company; 7 and 8 Victoria, cap. 18, and all other Acts relating to or affecting the Midland Railway Company; 10 and 11 Victoria, cap. 218, and all other Acts relating to or affecting the North Eastern Railway Company; and 43 and 44 Victoria, cap. 199, and all other Acts relating to or affecting the Hull, Barnsley, and West Riding Junction Railway Company.

13. 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 West Riding of the county of York, at his office, at Wakefield, in that Riding, 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 or 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 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 at 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.

*Teale and Appleton*, Leeds, Solicitors for the Bill.

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

In Parliament.—Session 1882.

Didcot, Newbury, and Southampton Junction Railway.

(New Railways in the Counties of Berks and Southampton, and Town and County of the Town of Southampton, extending the Company's Railway to Southampton and Aldermaston; Construction of River Wall or Embankment and Roadway at Southampton; New Street or Road of Access from near the Western Shore Road at Southampton to the Royal Pier; Widening or Reconstruction of Bargate-street, formerly Orchard-street, Southampton; Compulsory Purchase of Lands; Taking of Common, or Commonable Lands; Power to take parts of Houses, Buildings, and other Premises; Special Powers of Vesting, Sale, or Lease of Lands; Abandonment of Portions of Authorised Railways; Alteration of Terminus of the Southern Section of Company's Undertaking; Tolls; Additional Capital; Constituting New Railways and Works a separate Undertaking; Running Powers over portions of the London and South Western Railway (Basingstoke and Salisbury Line) near Whitechurch and use of the Whitechurch Station; Running Powers over Railways or Tramways belonging to the Southampton Harbour Board and the Southampton Dock Company respectively; Working and other Agreements with the Southampton Harbour Board and Southampton Dock Company; Compulsory Traffic Facilities over the Railways of the London and South Western Railway Company and the Railways or Tramways of the Southampton Harbour Board and the Southampton Dock Company; Suspension of Powers to Construct certain portions of intended Railways; Increase of Number and Qualification of Directors; Agreements with and Special Powers to Contribute to the Undertaking by Corporations of Southampton, Winchester, and Newbury, the Southampton Harbour Board, and Southampton Dock Company; Power to Corporations to appoint Directors; Amendment or Repeal of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Didcot, Newbury, and Southampton Junction Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") for the following purposes, or some of them (that is to say):

1. To authorise the Company to make and maintain the railways, river wall or embankment, roadway, streets, and other works hereinafter described, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):

(1.) A Railway (No. 1), commencing in the parish of Burghclere, in the county of Southampton, by a junction with the Railway (No. 1) authorised by "The Didcot, Newbury, and Southampton Junction Railway Act, 1880" (hereinafter called "the Act of 1880"), at or near a point marked twenty-four miles seven furlongs on the plans of that Railway deposited with the respective clerks of the peace for the counties of Berks and Southampton with reference to the Act of 1880, such distance denoting twenty-four miles seven furlongs from the commencement of that railway, and terminating in the parishes of Holy Rood, Saint John, and Saint Michael, or some or one

of them, in the town and county of the town of Southampton, or on the foreshore adjoining those parishes or some or one of them, at a point fifty-eight yards or thereabouts, measuring in a direction due west from the south-west corner of the Royal Pier;

- (2.) A Railway (No. 2), commencing in the parish of Saint Michael, in the town and county of the town of Southampton, by a junction with the intended Railway (No. 1) above described, at a point twenty-one yards or thereabouts, measuring in a direction due west from the southern corner of the building used as a bath house belonging or reputed to belong to the Corporation of Southampton, and in their occupation, and one-hundred yards or thereabouts, measuring in a north-westerly direction, from the centre of the public gateway or entrance to the Royal Pier, and terminating in the parish of Saint John, in the town and county of the town of Southampton, by a junction with the existing railway or tramway of the Southampton Harbour Board opposite or nearly opposite the south end of French-street.
- (3.) A Railway (No. 3), wholly situate in the parish of Saint Mary, in the town and county of the town of Southampton, commencing by a junction with the existing railway or tramway of the Southampton Harbour Board at a point one hundred yards or thereabouts, measuring along that railway or tramway in a westerly direction, from a point thereon opposite and immediately to the north of the western corner of the existing boundary wall of the Southampton Docks, and terminating at or near the entrance gate of the Southampton Docks, seventeen yards or thereabouts, measuring in a southerly direction along that boundary wall, from the said western corner thereof;
- (4.) A Railway (No. 4), commencing in the parish of Whitechurch and county of Southampton by a junction with the intended Railway (No. 1) above described at a point four hundred and seventy three yards or thereabouts, measuring in a westerly direction, from the point of intersection of the road, known as the Harrow way (leading in a north-easterly direction from Newbarn Farm past Dirty Corner) by the road leading from Newbury to Whitechurch, known as the Newbury and Whitechurch-road, such point of intersection being seven hundred and seventy yards or thereabouts, measuring in a northerly direction along the Newbury and Whitechurch-road, from the mile-post on that road denoting one mile north from Whitechurch, and terminating in the same parish and county by a junction with the London and South Western Railway (Basingstoke and Salisbury Line), at a point on that railway two hundred and twenty yards or thereabouts, measuring along that railway in a westerly direction, from a point opposite and immediately to the north of the north-west corner of the building used as the booking office of the London and South Western Railway Company at Whitechurch Station;
- (5.) A Railway (No. 5), commencing in the parish of Burghclere and county of Southampton, by a junction with the intended Railway (No. 1), at a point hereinbefore described as the commencement thereof, and

terminating in the parish of Beenham and county of Berks, by a junction with the Great Western Railway (Berks and Hants Extension) at a point on that railway five hundred and forty yards or thereabouts, measuring along that railway in an easterly direction, from a point opposite and immediately to the south of the distance post on that railway denoting forty-five miles from London;

(6.) A river wall or embankment, and roadway, commencing in the parish of all Saints, in the town and county of the town of Southampton, or on the foreshore adjoining that parish, at a point on the footpath running alongside and on the south side of the Southampton and Dorchester Branch of the London and South Western Railway one hundred and thirty yards or thereabouts, measuring in a westerly direction, from the west end of the southern platform at the Southampton West Station of the said Branch Railway, thence proceeding in a southerly direction for a distance of nine-hundred and thirty yards or thereabouts, thence proceeding in an easterly direction for a distance of one hundred and three yards or thereabouts, and terminating in the parish of St. Michael, in the town and county of the town of Southampton, at the Western Shore Road, thirty-seven yards or thereabouts, measuring in a northerly direction, from the south-west corner of the West Quay Tavern belonging or reputed to belong to the Corporation of Southampton, and in the occupation of George Hayward, and two-hundred and seventy yards or thereabouts, measuring in a southerly direction, from the junction of Bargate-Street (formerly Orchard-street) with the Western Shore Road;

(7.) A street or road of access in continuation of the Western Shore Road, commencing thereon at a point two hundred and fifty yards or thereabouts, measuring in a southerly direction from the junction of Bargate-street (formerly Orchard-street) with the Western Shore Road, and terminating at or near the north end of the Royal Pier, all in the parish of Saint Michael, in the town and county of the town of Southampton;

(8.) The widening and reconstruction throughout its entire length of Bargate-street (formerly Orchard-street), in the parishes of All Saints and Saint Lawrence or one of them, in the town and county of the town of Southampton;

2. The said intended railways, river wall or embankment, roadway, streets, and other works will pass from, in, through, or into, or be situate within the parishes, townships and extra-parochial and other places following, or some of them (that is to say): Litchfield, Crawley, Whitchurch, Tufton, Freefolk, Longparish, Bullington, Wonston, Stoke Charity, Kings Worthy, Headbourne Worthy, Martyr Worthy, Easton, Winnal, Saint Bartholomew Hyde (Winchester), Saint John (Winchester), Saint Peter Cheesehill (Winchester), Milland, (Winchester), Chilcomb, Twyford, Compton, Otterbourne, North Baddesley, South Baddesley, North Stoneham, South Stoneham, Chilworth, Nursling, Hursley, Bishopstoke, Eastleigh, Shirley, Freemantel, Allbrook, Millbrook, All Saints (Southampton), Saint Lawrence (Southampton), Saint Michael (Southampton), Saint John (Southampton), Holy Rood (Southampton),

Saint Mary (Southampton), Nursling, Morestead, Weeke (Winchester), Saint Faith (Winchester), Littleton, Barton Stacey, Micheldever, Hurstbourne Priors, Saint Mary Bourne, Burghclere, Sydmonton, Ecchinswell, Kingsclere, Brimpton, Thatcham, Midgham, Aldermaston, Woolhampton, Wasing, Beenham, and Padworth, in the counties of Berks and Southampton, and the town and county of the town of Southampton or some of them:

3. For the purposes of the intended Railway (No. 1), a portion, estimated to contain two acres or thereabouts, of Bullington Common, in the parish of Bullington, in the county of Southampton, and for the purposes of the same railway a portion estimated to contain seven acres or thereabouts of the common or commonable lands known as Boyatt Mead, in the parish of Otterbourne, in the same county, are intended to be taken by the Company:

4. To authorise the Company to deviate laterally from the lines of the intended railways, river wall or embankment, roadway, streets, and other 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:

5. To cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, landing-places, piers, quays, footways, ways, and rights of way, ferries, railways, tramways, canals, aqueducts, rivers, navigations, streams, sewers, drains, watercourses, gas, water, telegraph, electric, and other pipes and telegraphic and electrical apparatus which it may be necessary to cross, stop up, alter, divert, or interfere with for the purposes of the intended Act:

6. To purchase by compulsion or agreement lands, buildings, tenements, and hereditaments, 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:

7. To authorise the Company, notwithstanding the ninety-second section of "The Lands Clauses Consolidation Act, 1845," to purchase and take, by compulsion or agreement, any vaults, cellars, arches, or other offices attached or belonging to, or any other part of any house, building, manufactory, or other premises, which they may require for the purposes of the intended Act, without being required or compelled to purchase the whole of such house, building, manufactory, or premises:

8. To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, or any part or parts thereof respectively, and upon the railways and portions of railways, tramways, stations, and works which it is proposed to authorise the Company to run over, work, and use, as hereinafter mentioned, 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:

9. To authorise and require the Company to abandon the making of so much of the Railway No. 1, authorised by the Act of 1880, as lies between a point in the parish of Burghclere, in the county of Southampton, marked twenty-four miles seven furlongs on the plans of that railway, deposited with the respective clerks of the

peace for the counties of Berks and Southampton, with reference to that Act, such distance denoting twenty-four miles seven furlongs from the commencement of that railway, and the authorised junction of that railway with the London and South Western Railway (Main Line) in the parish of Overton, in the county of Southampton, shown on the plans deposited as aforesaid; and also the Railways numbered 4 and 5 respectively authorised by and described in section four of that Act; and to release the Company from all liabilities, penalties, and obligations for the non-completion thereof respectively, and to modify or alter, or to cancel and declare null and void, all contracts, agreements, and arrangements entered into by or on behalf of the Company, with reference to the said railways and portion of railway.

10. To provide that the southern section of the Company's undertaking shall for all purposes be deemed to terminate in the parish of Burghclere, in the county of Southampton, at the point marked twenty-four miles seven furlongs on the plans of the said Railway No. 1 authorised by the Act of 1880, deposited with the respective clerks of the peace for the counties of Berks and Southampton with reference to that Act:

11. To enable the Company, for the purposes of the intended Act, and for the general purposes of their undertaking, to raise 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:

12. To provide for the formation of the intended railways, embankment, and other works into one or more separate undertakings of the Company, and that the capital to be appropriated to and the moneys to be borrowed on mortgage of such undertakings respectively, and the revenues to be derived therefrom, shall be kept separate as regards each undertaking, and to provide for the keeping of all such separate accounts and for all other such matters as may be necessary or proper for carrying out the objects of the Company with respect to such separate undertakings or undertaking, or as may be defined by the intended Act:

13. To enable the Company on the one hand and the Southampton Harbour Board and the Southampton Dock 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 by the Company of the railways or tramways of the Southampton Harbour Board and the Southampton Dock Company respectively, on such terms as may be agreed on or as may be determined by arbitration, or as may be provided by the intended Act, and to confirm any agreements which may have been or may be entered into between the Company and the said Harbour Board and Dock Company, or either of them, and, if need be, to alter, modify, or rescind existing agreements entered into between the said Harbour Board and Dock Company, or either of them, and the London and South Western Railway Company in regard to the use of the said railways or tramways respectively:

14. To authorise the Company, and all companies and persons lawfully working or using the said 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, so much of the London and South Western Railway (Basingstoke and Salisbury line) as lies between the junction of the intended Railway No. 4

therewith and the Whitchurch Station and that station; also the railways or tramways belonging to the Southampton Harbour Board and the Southampton Dock Company respectively; and all 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 portion of railway and railways or tramways 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:

15. To provide, if need be, for the suspension of the construction of so much of the intended Railway No. 1 as is situate between the point of junction therewith of the Railway No. 2 above described, and the intended termination of Railway No. 1 also above described, and also the whole of the intended Railways Nos. 2 and 3 above described, or so much thereof as will be situate on property belonging, or reputed to belong, to the Southampton Harbour Board, or to the Southampton Dock Company, and for the making of arrangements and agreements between the said Board and Dock Company respectively, and the Company in respect of the construction of so much of the said intended railways as aforesaid, and the working and use of the same, or any part thereof, by the Company:

16. To make provision for vesting in the Company the fee simple, and inheritance of all, or some part of the land to be reclaimed by the intended river wall or embankment, and of the site and soil of the roads or highways which shall be stopped up and discontinued under the powers of the intended Act, and to authorise the Company to demise and lease any lands, superfluous or otherwise, for the time being belonging to the Company, for such periods, and upon such terms (pecuniary and other) and conditions as the Company think fit, and the intended Act will, so far as may be necessary or expedient, exempt all or some of such lands, and the Company in respect thereof, from the operation of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands:

17. To extend and apply to the intended railways, or some part thereof, and to the Company, all or some of the powers conferred on the Company by sections fifty-six and fifty-seven of the Act of 1880, and all or some of the provisions of those sections with respect to the interchange, transmission, and accommodation of traffic with and over the London and South Western Railway Company and their railways.

18. To empower the Company on the one hand, and the Mayor, Aldermen, and Burgesses of the borough of Southampton, and the Mayor, Aldermen, and Citizens of the city of Winchester, and the Mayor, Aldermen, and Burgesses of the borough of Newbury (hereinafter called "the Corporations"), the Southampton Harbour Board, the Southampton Dock Company, or any of them, and any other local authority having the control and management of any streets or roads on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction and maintenance of the intended railways, river wall or embankment, roadway, streets, and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds, the execution of works, and the exercise of any of the powers of the intended

Act by the Company, or by the Corporations, the Harbour Board, the Dock Company, or such other local authority, and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any of such matters, and to confer upon the Corporations, the Harbour Board, the Dock Company, and every other local authority aforesaid respectively, or any or either of them, in furtherance of any such agreement, all or any of the powers of the intended Act, including powers of construction and maintenance and purchase of lands, and contribution of funds towards the intended undertaking, and to authorise or provide for the vesting in the Corporations, the Harbour Board, the Dock Company, or any such local authority aforesaid, or any or either of them, of the intended river wall or embankment, roadway, lands, streets, and works, or any of them, or any part or parts thereof respectively, and to enable the Corporations, the Harbour Board, the Dock Company, and any such local authority as aforesaid respectively, for all or any of the purposes of the intended Act, to raise further moneys by rates or on mortgage, bond, or debentures, annuities, or otherwise: and the intended Act may or will provide for the dedication of the new or reconstructed streets to and their repair by the public:

19. To authorise the Corporations, or any of them, from time to time to appoint and remove directors of the Company:

20. To repeal, vary, or amend section forty-seven of the Act of 1880, and also section sixteen of "The Didcot, Newbury, and Southampton Junction Railway Act, 1873," and to increase or vary the number of directors of the Company, and their qualification, and to make further provisions in relation thereto:

21. To vary or extinguish all rights and privileges which would in any manner interfere with the objects and purposes of the intended Act, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges:

22. And powers will 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): "The Didcot, Newbury, and Southampton Junction Railway Acts, 1873, 1876, and 1880," and any other Acts relating to or affecting the Didcot, Newbury, and Southampton Junction Railway Company; the Act 4 and 5 Will. IV. cap. 88, and any other Acts relating to or affecting the London and South Western Railway Company; the Act 5 and 6 Will. IV. cap. 107, and any other Acts relating to or affecting the Great Western Railway Company; the Act 22 and 23 Vict. cap. 105, and any other Acts relating to or affecting the Berks and Hants Extension Railway Company; "The Southampton Docks Act, 1871," and any other Acts relating to or affecting the Southampton Dock Company; "The Southampton Harbour Act 1863," and any other Acts relating to or affecting the Southampton Harbour Board:

23. And notice is hereby also given, that a plan and section in duplicate of the intended railways, river wall or embankment, roadway, streets, 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 Berks at his offices at Abingdon and Reading; with the Clerk of the Peace for the town and county of the town of Southampton at his office at Southampton; and with the Clerk of the Peace for the county of 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 30th day of November, 1881, and will be accompanied by a copy of this Notice:

24. 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 16th day of November, 1881.

*Lake, Beaumont, and Lake, 10, New Square, Lincoln's Inn, London;*  
*Pearce, Paris, and Smith, Southampton;*  
Solicitors for the Bill.

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

In Parliament—Session 1882.

Cranbrook and Paddock Wood Railway.

(Extension to Hawkhurst).

(Construction of Railway in Kent; Extension of Time for the Purchase of Land; Completion of Works under Act of 1877; Extension of Time for Compulsory Purchase of Land and Completion of Works under Act of 1879; Compulsory Purchase of Lands; Working Agreements with the South Eastern Railway Company; Tolls; Additional Capital; Application of Funds; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Cranbrook and Paddock Wood Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following among other purposes (that is to say):—

To authorise the Company to make and maintain the railway and other works hereinafter described, with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications connected therewith respectively (that is to say):—

A railway wholly situate in the county of Kent, commencing in the parish of Cranbrook by a junction with the Company's authorised railway at the point where deviation No. 3 of the deviations authorised by the Cranbrook and Paddock Wood Railway Act, 1879, commences or thereabouts, and passing through that parish into the parish of Hawkhurst, and terminating in that parish at the eastern side of the highway which leads from Hartley to Hawkhurst at a point  $9\frac{1}{2}$  chains or thereabouts measured along the said highway towards Hartley from the brook which passes underneath the said highway in its course from Slipmill to Hartnoke Bridge.

To enable the Company to deviate laterally from the lines of the intended railway and works within the limits to be 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 authorise the purchase by the Company, either compulsorily or by agreement of lands,

houses, buildings, and hereditaments within the parishes and places aforesaid for the purposes of the intended railway and works connected therewith.

To authorise the Company to levy, demand, and recover tolls, rates, and duties for or in respect of the use of the said intended railway 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 empower the Company to cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footways, 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, and to extinguish all rights of way over the same, and to appropriate to the purposes of the Company so much of the same as may be necessary for the construction and maintenance of the proposed railway and works.

To authorise the Company to apply to the purposes of the Bill any capital or funds belonging to them, or which they have power to raise for such purposes, and for the general purposes of the Company to raise additional capital by the creation and issue of new shares or stock, and by borrowing, and by the creation and issue of debenture stock, or by either of those means, and to attach to all or any of such new shares or stock any guaranteed or preferential dividend, and any other rights or privileges, and to make other provisions with respect to the capital of the Company, and to enable the South Eastern Railway Company to take and hold shares in the undertaking of the Company, and to guarantee the payment of interest or dividend upon the capital or some part of the capital of the Company.

To extend the period limited by the Cranbrook and Paddock Wood Railway Act, 1877, for the completion of the railways authorised by that Act, except as to such portions thereof as were directed to be abandoned by the Cranbrook and Paddock Wood Railway Act, 1879, and to extend the respective periods limited by the Cranbrook and Paddock Wood Railway Act, 1879, and for the compulsory purchase of lands, and for the completion of the railways, railway deviations, and works authorised by the said Act of 1879.

To vary or extinguish all rights and privileges connected with the lands purchased or taken under the powers of the Bill, or which would in any manner interfere with the objects thereof, on such contracts, agreements, or arrangements aforesaid, and to confer, vary, and extinguish other rights and privileges.

To empower the Company on the one hand and the South Eastern Railway Company on the other hand from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their railway, railway stations, refreshment rooms, 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, stations, and works aforesaid of the contracting companies, or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collecting, payment, appropriation, apportionment, and distribution of the tolls, rates, income and profits arising from the respective railways, stations, and other

works of the contracting companies, or either of them, or any part thereof, and the employment of officers and servants, and to confirm, sanction, and give effect to any agreements which have been or may be made touching any of the matters aforesaid.

And it is intended, so far as may be required or desirable for any of the purposes of the Bill, to amend or enlarge the provisions, or some of them, of the several local and personal Acts of Parliament following, that is to say:—

6th William 4th c. 75, and all other Acts relating to the South Eastern Railway Company, the Cranbrook and Paddock Wood Railway Act, 1877, and the Cranbrook and Paddock Wood Railway Act, 1879, and the Bill will incorporate with or without modification the necessary provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Acts, 1845 and 1863, and the Company's Clauses Acts, 1863 and 1869.

And notice is hereby given, that plans and sections of the works proposed to be authorised by the Bill, showing the lines and levels thereof, and plans showing also the lands intended to be taken compulsorily under the powers of the Bill, with a book of reference to such plans respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands so to be taken, together with in each case a copy of this notice as published in the "London Gazette," will, on or before the 30th day of November, 1881, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and that on or before the said 30th day of November a copy of so much of the said plan, section, and book of reference as relates to each parish and extra-parochial place in or through which the said railway, or any part or parts thereof, is intended to be made, or will be situated, or in which any lands to be taken compulsorily under the powers of the Bill are situated, together with a copy of this notice as published in the "London Gazette," will be deposited for public inspection in the case of each such parish with the parish clerk thereof, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1881.

*Robert W. Perks*, 147, Leadenhall-street,  
London, Solicitor.

*C. E. Mortimer*, 22, Abingdon-street,  
Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

London River-side Fish Market.

(Incorporation of Company; Construction of Market, Shops, Buildings, and other Buildings and Approaches; Purchase of Lands and Houses; New Street and Street Improvements; Levying of Tolls, Rents and Stallages; Bye-laws; Regulating Landing, &c., of Fish; Powers to Metropolitan Board and Corporation of London, Limehouse Board of Works and the Vestries of St. George-in-the-East and Mile-End Old Town, and other Local Authorities; Incorporation and Amendment of Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to

incorporate a Company (hereinafter referred to as "the Company") and to confer upon the Company all or some of the powers following (that is to say):—

To establish a market in the parish of St. Paul, Shadwell, and borough of the Tower Hamlets, in the county of Middlesex, and to erect and maintain all suitable market-houses, buildings, wharves, landing-places and approaches in connection therewith, for the landing, disposal and sale of fish upon the lands and property hereinafter mentioned, or some part or parts thereof.

To purchase or acquire by compulsion or agreement, or to take on lease with or without powers of purchasing the reversion thereof, for the purposes of the intended market, the following property, to wit:—

Certain lands, buildings, and hereditaments situated in the parish of St. Paul, Shadwell, and borough of the Tower Hamlets, in the county of Middlesex, bounded on the north by a portion of High-street, Shadwell, on the east by the boundary between the parish of St. Paul, Shadwell, and the hamlet of Ratcliff (such boundary running from a point in the southern frontage of High-street, 4 yards or thereabouts eastward of the north-eastern corner of Bell Wharf-hill or lane to a point in the river frontage of a wharf on the northern side of the Thames, in the occupation of Messrs. Charrington, Sells, Dale, and Company, 22 yards or thereabouts, measured in a north-easterly direction from the south-eastern corner of Bell Wharf-stairs), on the south-east by the River Thames, on the south-west and south by the approach to Shadwell Dock-stairs, a portion of Lower Shadwell-street, a portion of Labor-in-Vain-street, and by New-road, and on the west by Glamis-road.

To erect and maintain such buildings, shops, warehouses, offices, cellars, with suitable approaches thereto, as may be conveniently holden and enjoyed in connection with the market.

To authorise the formation of the new street, and widening and improvement of existing streets hereinafter mentioned, in the said borough and county (that is to say):—

- (A) A new street in the said parish of St. Paul, Shadwell, commencing on the south side of Cable-street, immediately opposite Devonport-street, and terminating on the north side of High-street, Shadwell, at a point distant 64 yards or thereabouts, measured in a westerly direction along High-street from the south-western corner of Love-lane.
- (B) A widening of High-street, Shadwell, in the same parish, on the southern side thereof, from the western side of Market-hill, to the eastern side of Bell Wharf-hill or lane.
- (C) A widening of the northern end of Hardinge-street, on the western side thereof, such widening to commence in the parish of Saint George-in-the-East, at a point distant 57 yards or thereabouts from the north-western corner of that street, and to terminate in the hamlet of Mile-end Old Town at the junction of Hardinge-street with Commercial-road East.
- (D) A widening of part of Devonport-street, on the western side thereof, in the said hamlet of Mile-end Old Town, such widening extending from the northern end of Devonport-street to the junction of that street with Steel's-lane.
- (E) A widening and improvement of the public landing-place known as Bell Wharf Stairs, in the said parish of St. Paul, Shadwell.

To deviate from the lines and levels of the in-

tended new street and street widenings and improvements shown on the plans and sections hereinafter mentioned, to such extent as may be authorised or defined by the Bill.

To authorise the purchase, by compulsion or agreement, of lands, houses and other property, and any estate, right or easement in or over the same, for the purposes of the intended works, and notwithstanding the 92nd Section of "The Lands Clauses Consolidation Act, 1845," to empower the Company to purchase and take, by compulsion or agreement, any vaults, cellars, arches or other offices or parts attached to or belonging to any house, building, manufactory or other premises, without being required or compelled to purchase the whole of such house, building, manufactory or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories and property.

To authorise the crossing, stopping-up, altering, removing, diverting, and otherwise interfering with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths, stairs or places, tramways, wharves, quays, landing places, market places, sewers, culverts, subways, drains, pipes, telegraphs or other works and conveniences within or adjoining the aforesaid parishes and places, or any of them, and the appropriating and using of the same for the purposes of the intended works, and in connection with the intended street, widening of streets or any of them, and as part of the works, the making and maintaining within the parishes and places before mentioned, or any of them, of junctions and communications with any existing streets which may be intersected or interfered with, by or be contiguous to the line of the intended street, widening of streets, or any of them, and the altering of the lines or levels of any existing streets, roads, or ways, for the purpose of connecting the same with the intended street, widening of streets, or any of them.

To stop up and discontinue for public traffic and appropriate the sites of the following streets, alleys, footpaths, highways and places, for the purposes of the intended Market namely:—

Market-hill .....	Waterhouse-lane.
Monmouth-street....	Waterhouse-lane.
Leading-street .....	Three Cups-alley.
Portion of Labor-in- Vain-street .....	Broadbridge.
Brewhouse-street....	
Pope's-hill.....	Shadwell-green.
Middle Shadwell- street .....	Gould's-hill.
Public Landing- place, known as Coal-stairs.....	Garth (late Dean) street.
	Bell Wharf Hill or Lane.
	Lower Shadwell-street.

Together with all other streets, alleys, footpaths, stairs, highways, rights of way, landing places or stairs, and other places upon or within the boundaries of the property hereinbefore described to be purchased for the purposes of the intended Market, and to construct all such other or new streets, roads and approaches in and upon such property as may be found convenient.

To empower the Company to levy and collect rents, rates, tolls, stallages, dues and charges in or in respect of the Market, market places, market houses, wharves, shops, warehouses, offices and cellars, and other works and conveniences to be established and regulated under the powers of the Bill, and to confer, vary or extinguish exemptions from the payment thereof, and of any existing tolls, stallages, rates and dues leviable within the area of the property to be acquired as aforesaid, and to confer, vary or extinguish other rights or privileges.

To enable the Company to raise the capital necessary for their undertaking by shares preferential and ordinary, and by borrowing, or by all or any of those means.

To grant leases, licences or otherwise, to dispose of any houses, shops, stalls, wharves, holdings, rights or conveniences connected with the Market undertaking and buildings, and to sell or lease the undertaking or any part thereof.

To regulate the landing, shipping and conveyance of fish into and out of the said Market, and in or through any of the streets, roads, approaches and thoroughfares leading thereto.

To make bye-laws and regulations for the government and regulation of the Market and approaches, and of persons frequenting and using the same, and to make provision and impose penalties for enforcing such bye-laws and regulations.

To vest the new street and street widenings, when completed and fit for public traffic, in the road or street authority of the parish or district within which the same shall be respectively situate for the purpose of being thereafter lighted, maintained, repaired, cleansed and watered by such authority.

To authorise the Metropolitan Board of Works and any Vestry District Board or other local authority to subscribe and contribute funds towards the making and maintaining of the intended street and works or any of them, or any part or parts thereof respectively.

To empower the Company on the one hand, and the Metropolitan Board of Works (hereinafter called "the Board"), the Mayor and Commonalty and Citizens of the City of London (hereinafter called "the Corporation"), the Limehouse District Board of Works, the Vestry of St. George-in-the-East and Vestry of Mile-end Old Town, or any of them, on the other hand, to enter into and carry into effect contracts, agreements and arrangements for, or with respect to, the construction and maintenance of the intended Market and approaches, new street, and street widenings and works or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters, and to sanction and confirm any contracts, agreements or arrangements which have been or may be made with reference to all or any such matters, and to confer upon the Board, the Corporation, the Limehouse District Board of Works and the said Vestries, or any or either of them, in furtherance of any such agreement, all or any of the powers referred to in this notice, including powers of construction, maintenance, and purchasing lands, and to authorise or provide for the vesting in the Board, the Corporation, the said District Board and Vestries, or any one or more of them, upon terms to be agreed on or prescribed by the Bill, of the intended Market undertaking, approaches, new street, and the portions to be widened and improved of existing streets, and any lands or other property purchased or acquired under the powers of the Bill and the maintenance, thereof by them and the application of their respective funds, rates and revenues thereto.

The Bill will exempt the intended Market, Market Houses, Buildings and Approaches from the provisions of the Metropolitan Building Act, 1855, the Metropolis Local Management Act, 1855, and of any Act or Acts amending those Acts respectively, and also from the provisions of any other Act, Charter, Grant, or Custom which may interfere with any of the objects and purposes of the Bill, and amend, alter, or repeal

all such Acts or Charters accordingly, and exclude or extinguish all existing rights and privileges which would or might impede or interfere with such objects and purposes or any of them.

To incorporate in the Bill, either wholly or in part, "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," the "Markets and Fairs Clauses Act, 1847," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869;" and other General Acts, with such alterations and modifications as may be deemed necessary.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed new works and plans of the lands, houses and other property to be acquired for the purposes of the Bill, with a book of reference to such plans containing the names of the owners, lessees, and occupiers of those lands, houses and other property, and a copy of this Notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex at his office at the Sessions House, Clerkenwell-green, and that on or before the same day a copy of the said plans, sections and book of reference, and a copy of this Notice as published in the London Gazette, will be deposited with the Clerk of the Limehouse District Board of Works, at the office of that Board in Whitehorse-street, Ratcliff; with the Clerk of the Vestry of the parish of St. George-in-the-East, at the Vestry Hall in Cable-street in that parish; and with the Clerk of the Vestry of Mile-end Old Town, at the Vestry Hall of the said Hamlet in Bancroft-road, Mile-end-road.

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 19th day of November, 1881.

*Dollman and Pritchard*, 45, Cornhill,  
London, Solicitors.

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

Board of Trade—Session 1882.

Bridlington Promenade Pier.

(Application for Provisional Order for Powers to erect a Pier at Bridlington; and to levy Tolls; and for other purposes).

**A**PPPLICATION is intended to be made to the Board of Trade on or before the 23rd day of December next, to make a Provisional Order pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," and to confer on the Company the following powers, or some of them, that is to say:—

To construct and maintain a Promenade Pier, jetty and landing-place, with all proper works, sea walls, terraces, approaches, toll-houses, toll-gates, buildings and other conveniences connected therewith, for the embarking and landing of passengers and for other purposes, in the parish of Bridlington Quay, in the county of York, and on the foreshores and bed of the sea adjoining that parish commencing at the public footpath fronting the Beaconsfield Estate, opposite the new road leading from the Promenade to the sea, called York-road, and extending thence seaward in a south-easterly direction for a distance of 1000 feet, or thereabouts, where it terminates.

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

To levy tolls, rates and duties upon or in

respect of such pier and works; to confer, vary, or extinguish exemption from the payment of such tolls, rates or duties; or to confer, vary or extinguish other rights and privileges.

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

To empower the promoters to sell, lease or let the whole or any part of the said undertaking, or the tolls, rates and duties to be levied in respect thereof, and to authorise any local authority or other parties to purchase or take the same on lease.

On or before the 30th day of November instant, plans and sections of the proposed pier and works, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley, at the Custom House, Bridlington, and at the Board of Trade, Whitehall Gardens, London.

On and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished at the price of One Shilling each to all persons applying for the same at the offices of the undersigned.

Dated this 16th day of November, 1881.

*W. T. Manning*, Parliamentary Agent,  
2, Westminster-chambers, Victoria-street.

In Parliament.—Session 1882.

London and St. Katharine Docks Company.

(Further Capital and Borrowing Powers; Power to maintain and to continue as a Double Line the Railway in parishes of West Ham and East Ham, Essex, and North Woolwich, Kent; Tolls; Working Agreements; Amendment or Repeal of Acts.)

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

To authorize the London and St. Katharine Docks Company (in this notice called "the Company") to raise further money for the purposes of the Company by the creation and issue of new stock, and by debenture stock, and by borrowing on mortgage or otherwise, and to attach to any stock so to be created any preference or priority of dividend or interest, or other special privileges, and to define and regulate the capital and borrowing powers of the Company.

To empower the Company to maintain and use for the conveyance of passengers the passenger railway already constructed by the Company in the parishes of West Ham and East Ham, in the county of Essex, and of North Woolwich, in the county of Kent, which railway commences in the said parish of West Ham by a junction with the North Woolwich Branch of the Great Eastern Railway at or near the junction in that parish of the Beckton Railway with the said North Woolwich Branch Railway, and terminates in the parish of North Woolwich at a point at or near high-water mark of the River Thames, and adjacent to the Galleons Entrance of the Royal Albert Dock, with all stations, approaches, bridges, sidings, junctions, works, and conveniences connected therewith; and to authorize the Company to continue the said railway as a double line throughout, and from time to time, as occasion may require, to lay down and maintain additional lines of rails upon, along, or by the side of their said railway, and to make and maintain new or additional stations, approaches, bridges, sidings, junc-

tions, works, and conveniences in connection with such railway.

To empower the Company, or any other Company, person, or persons to demand, take, and recover tolls, rates, and charges for or in respect of the use of the said railway and the works, stations, and conveniences connected therewith, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges.

To enable the Company and the Great Eastern Railway Company to enter into, execute, and rescind contracts, arrangements, and agreements with reference to the working, use, management, and maintenance of their respective railways, works, and undertakings, or any part or parts thereof respectively; the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for, their respective undertakings; the supply of rolling stock, engines, and machinery, and of officers and servants, for the conduct of such traffic; the fixing, collection, payment, appropriation, and distribution of the tolls, rates, charges, and profits arising from the said respective undertakings of the Company and the Great Eastern Railway Company, or any part or parts thereof; and the payments, allowances, or rebates to be made and conditions to be performed with respect to any of the matters aforesaid by either of the said Companies, and to confirm any agreements which may have been or may hereafter be entered into touching any of the matters aforesaid.

To vary or extinguish all existing rights and privileges which would or might interfere with any of the objects of the said Bill, and to confer other rights and privileges.

To vary, extend, or amend, and if need be repeal, all or some of the provisions of "The London and St. Katharine Docks Act, 1864," "The London and St. Katharine Docks Company Act, 1875," "The London and St. Katharine Docks Act, 1878," and any other Act or Acts relating to the Company, "The Eastern Counties Railway (North Woolwich Railway Branches) Act, 1853," "The Great Eastern Railway Act, 1862," and any other Act or Acts relating to the Great Eastern Railway Company.

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

Dated this 16th day of November, 1881.

*W. M. Hacon*, 18, Fenchurch-street, E.C.,  
Solicitor for the Bill.

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

In Parliament.—Session 1882.

Milford Docks.

(Extension of Time for Completion of Works; Power to Construct short Line to Milford Railway; Compulsory Purchase of Lands; Additional Capital; Borrowing Powers, Levying Tolls, &c.; Working Arrangements with Great Western, Milford and Milford Haven Dock and Railways; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Milford Docks Company (hereinafter called the Company) for an Act for the following among other purposes:—

1. To extend the time limited by the Milford Docks Acts, 1874, 1875, and 1880, hereinafter called the Acts of 1874, 1875, and 1880, or either or any of them, for the construction and completion of works authorised by all or any of those Acts.

2. To confer upon the Company all or some of the following powers:—

To construct and maintain a short connecting railway, with all necessary sidings and conveniences, wholly situate in the township and parish of Steynton, in the county of Pembroke, commencing by a junction with the Milford Railway at or near the southern end of the Milford Station of that railway, and terminating at the north eastern or Milford corner of the sea-wall of the Milford Docks.

3. To acquire by agreement or compulsion lands and easements for the purposes of the said new railway and works, and, so far as may be necessary for the same, to cross, divert, alter or stop up, permanently or temporarily, all roads, highways, streets, bridges, railways, streams, sewers and pipes in Steynton aforesaid, and to deviate laterally from the lines and vertically from the levels shown on the plans and sections hereinafter mentioned, and to levy tolls, rates, dues and charges in respect thereof, and to confer, vary, extinguish exemptions from tolls, rates, duties and charges, and to alter the same.

4. To raise further sums of money by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing and by the creation of debenture stock or by any of such means, and to apply the same for the general purposes of the Company and for the purposes of the Bill, or either of them, as well as any capital or funds belonging to the Company or which they have power to raise.

5. And powers will be taken in the Bill to extend the provisions of Sections 67 to 70, both inclusive, of the Milford Docks Act, 1874, with reference to authorising working arrangements and agreements between the Company and the Great Western Railway Company, the Milford Railway Company and the Milford Haven Dock and Railway Company, or either of them, to the said intended connecting railway and works, as though the same formed part of the Milford Docks undertaking authorised by the last mentioned Act.

6. The Bill will alter, amend, and enlarge, or in part repeal, so far as may be necessary, some of the provisions of the following Acts (local and personal), 5th and 6th Wm. 4th, cap. 107; the "Great Western Railway (South Wales Amalgamation) Act, 1863;" the "Great Western Railway Acts, 1869, 1872, and 1876," and other Acts relating to the Great Western Railway Company; the Milford Railway Acts, 1856, 1862, and 1878; the Milford Docks Acts, 1874, 1875, and 1880; and the Milford Haven Dock and Railway Acts, 1860, 1870, and 1881; and powers will also be taken to vary and extinguish all rights and privileges which will interfere with the objects of the intended Act, and to confer other rights and privileges.

7. And powers will be taken in the Bill to incorporate with the intended Act the necessary provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Harbours, Docks and Piers Act, 1847;" and "The Railways Clauses Acts, 1845 and 1863."

8. Duplicate plans and sections describing the situation and levels of the said intended railway and works, and the lands through which the same will be made, together with a book of reference to the said plans and Ordnance map with the intended line of railway delineated thereon, and a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November, 1881, be deposited with the Clerk of the Peace for the county of Pembroke, at his office at Haverfordwest, and (excepting

the Ordnance map) with the parish clerk of the parish of Steynton at his place of residence.

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

Dated this 12th day of November, 1881.

John Jordan, 3, Westminster Chambers,  
Victoria Street, S.W., Solicitor and Par-  
liamentary Agent.

In Parliament.—Session 1882.

Portmadoc and Beddgelert Railway.  
(Incorporation of Company—Construction of  
Railway from Portmadoc to Beddgelert—  
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 effecting all or some of the following purposes, viz. :—

To incorporate a Company (hereinafter called "the Company") and to authorise the Company to make and maintain the railway hereinafter described, or some part or parts thereof, with all proper stations, sidings, junctions, approaches, bridges, yards, buildings, works, and conveniences connected therewith (that is to say) :—

A railway commencing in the parish of Ynyscynhaiarn, in the county of Carnarvon, by a junction with the main line of the Cambrian Railways Company at a point near the Portmadoc Station, thence passing through the several parishes, townships, and places following, that is to say, Ynyscynhaiarn, Penmorfa, Llanfihangel, Pennant, and Beddgelert, in the county of Carnarvon; and Glaslyn, Beddgelert, Nantmor, in the county of Merioneth, and terminating one hundred and fifty yards south of Gelet's Grave, in the hamlet of Nantmor, in the said parish of Beddgelert.

To authorise the Company to deviate laterally from the lines of the intended railway and works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be prescribed by the Bill.

To authorise the Company to purchase by compulsion, and also by agreement, lands, houses, and other property for the purposes of the intended railway and works, and to vary or extinguish all easements, rights, and privileges in any manner connected with the lands, houses, and property so purchased.

To empower the Company to cross, stop up, remove, alter, or divert, temporarily or permanently, all such railways, tramways, canals, navigations, rivers, streams, water-courses, turnpike and other roads, highways, bridges, sewers, drains, pipes, buildings, erections, or other works within the before-mentioned townships, parishes, and places as it may be necessary to cross, stop up, remove, alter, or divert for the purposes of the intended railway and works.

To authorise the Company to levy tolls, rates, and charges upon or in respect of the intended railway and works; to alter the tolls, rates, and charges which those Companies are respectively authorised to take; and to confer exemptions from the payment of tolls, rates, and charges.

To empower the Company on the one hand, and the Cambrian Railways Company on the other hand, to enter into and carry into effect contracts and agreements for or with reference to the working, use, management, and maintenance of the intended railway and works, or any part thereof, the supply of engines and working stock and plant, and of officers and servants, for the conduct and conveyance of the traffic on the intended railway, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, 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.

To empower the Company and all Companies and persons lawfully using or working the railway of the Company, or any part thereof, either by agreement or otherwise, to run over, work, and use with their engines, carriages, and waggons, officers, and servants, for the purposes of traffic of all kinds, and upon such terms and conditions, and on payment of such tolls, rates, or charges as may be mutually agreed upon or settled by arbitration or prescribed by the Bill, so much of the Cambrian Railway as is situate between the junction therewith of the intended railway and the Portmadoc Station, 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 portion of railway and station 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.: 16 and 17 Vic., cap. 143; 19 and 20 Vic., cap. 22, and all other Acts relating to the Cambrian Railways Company or their undertaking.

And notice is hereby further given, that on or before the 30th day of this present month of November duplicate plans and sections of the intended railway and works, showing the line and levels thereof, and the lands to be taken for the purposes thereof, with a book of reference to such plans, and an Ordnance map with the general course and direction of the intended railway shown 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 Carnarvon, at his office at Carnarvon; and with the Clerk of the Peace for the county of Merionethshire, at his office at Dolgelly; and

on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railway and works will be made or pass, with a copy of this notice published as aforesaid, will be deposited with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place with the parish clerk of some immediately adjoining parish, at his residence.

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.

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

In Parliament.—Session 1882.

City of London Court.

(Compulsory Purchase of Lands; Erection of New Court House and Buildings; Application of Moneys; Incorporation and Amendment of Acts.)

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

1. To authorise the Mayor and Commonalty and Citizens of the City of London (hereinafter referred to as "the Corporation"), for the purpose of enlarging and improving the City of London Court, to purchase compulsorily or by agreement certain lands, houses and premises situate in the parishes of St. Lawrence Jewry and St. Michael Bassishaw, or one of them, in the City of London, and known as the Land Tax Rooms, occupied and used by the Land-Tax Commissioners for the City of London, and the public-house adjoining thereto called or known as the "Guildhall Stores," and so much of the roadway or gateway between those buildings as lies under the Land-Tax Rooms, and to stop up the said roadway and to vest the site and soil thereof in the Corporation freed and discharged from all public or private rights over or affecting the same.

2. To authorise the Corporation, on the lands to be acquired under the powers of the intended Act, and also on the site of the existing City of London Court, or partly on one and partly on the other, to erect and maintain a new Court House and buildings for the use of the said City of London Court, and the judge and officers thereof.

3. To empower the Corporation, for the purposes of the intended Act, to apply the General Fund of the Sheriff's Court of the City of London, created by the London (City) Small Debts Extension Act, 1852, or any other moneys belonging to them, and to exercise all such other powers as may be necessary for the purposes of the intended Act.

4. To incorporate with the intended Act all or some of the provisions of the London City Improvement Act, 1847, and the Acts incorporated therewith, with such variations, modifications and exceptions as the intended Act may prescribe.

5. To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the intended Act, the provisions or some of the provisions of the London (City) Small Debts Extension Act, 1852, and all other Acts relating to or affecting the City of London Court.

And notice is hereby further given, that on or before the 30th day of November instant, plans of the lands and property to be taken under the powers of the intended Act, together with a book of reference to such plans, containing the names

of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and property, and a copy of this notice, as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the City of London, at his office at the Sessions House, Old Bailey, London, and with the respective parish clerks of the said parishes of St. Lawrence Jewry and St. Michael Bassishaw, at their respective residences.

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

Dated this 16th day of November, 1881.

*T. J. Nelson*, Acting Remembrancer, Guildhall, London, E.C.

In Parliament—Session 1882.

East Warwickshire Waterworks.

(Incorporation of Company; Construction of Works; Supply of Water to Nuneaton, Hinckley, Atherstone, Bedworth, and other parishes, townships, and places in the counties of Warwick and Leicester; Compulsory purchase of Lands; Rates, Rents, and Charges; Power to purchase Waterworks at Atherstone; Agreements with Local Authorities, &c.)

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

To incorporate a Company, and to enable the Company to be incorporated (hereinafter called "the Company,") to make and maintain the following works, with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, outfalls, valves, wells, pumps, drains, filters, and other conveniences and appliances connected therewith respectively, that is to say:—

1. A well, shaft, or boring, with a reservoir and pumping station (No. 1.) with pumping engines, engine and boiler houses, and other works, buildings, and conveniences, to be situated near Nuthurst Heath, in the parish of Ansley, in the county of Warwick, in a field or paddock abutting on the west side of the road leading from the village of Ansley to Brown's Farm, which field is numbered 596 on the tithe map of the said parish, and belonging, or is reputed to belong, to the trustees of Smith's Charity.

2. A well, shaft, or boring, with a reservoir and pumping station (No. 2) with pumping engines, engine and boiler houses, and other works, buildings, and conveniences, to be situated in a field or paddock belonging, or reputed to belong, to the Reverend J. Nutt Adams, at or near Nuthurst Heath, in the parish of Ansley aforesaid, which last-mentioned field or paddock abuts on the road leading from Nuthurst Heath to Ansley Village, and is numbered 626 on the tithe map of the parish of Ansley.

3. A conduit, aqueduct, or line of pipes (No. 3) commencing at the reservoir and pumping station No. 1, passing thence in an easterly and northerly direction through the parishes, townships, and places of Ansley, Nuneaton, Hartshill, Mancetter, and Atherstone, and terminating in the town of Atherstone, at a point in the Watling-street, there called Long-street, opposite the principal entrance to the Atherstone Union Workhouse.

4. A conduit, aqueduct, or line of pipes (No. 4) commencing at the reservoir and pumping station No. 1, passing thence in an easterly direction through the parishes, townships, and places of

Ansley, Chilvers Coton, Stockingford, and Nuneaton, and terminating at the eastern end of Queen-street, in the Market-place, in the town of Nuneaton.

The aforesaid works will be situated in the parishes, townships, and places of Ansley, Chilvers Coton, Hartshill, Mancetter, Atherstone, Stockingford, and Nuneaton, all in the county of Warwick.

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.

To empower the Company to break up, alter, divert, or stop up, either temporarily or permanently, any turnpike or other roads, streets, highways, footpaths, bridges, canals, towing paths, streams, water-courses, sewers, drains, railways, and tramways, within all or any of the parishes, townships, and places aforesaid, which it may be necessary or convenient to break up, alter, divert, or stop up for the purposes of the intended works or of the Bill.

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

To enable the Company to supply water for public and private purpose to and within the following, or some of the following parishes, townships, extra-parochial, and other places, that is to say:—Ansley, Chapel End, Hartshill, Mancetter, Atherstone, Polesworth, Merevale, Baddesley, Ensor, Dordon, Chilvers Coton, Nuneaton, Stockingford, Attleborough, Griff, Bedworth, and Bulkington, in the county of Warwick, and Hinckley and Burbage, in the county of Leicester.

To empower the Company to supply and to require their customers to take water by meter for trade and other purposes, and to authorize the Company to sell meters or let them on hire.

To authorize and empower the Company to demand, take, and recover rates, rents, and charges for the supply of water and for the hire of meters, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges.

To authorize the Company to acquire by agreement any waterworks, mains, or pipes, and all lands, waters, sources of water, agreements, rights, and privileges at Atherstone, belonging or reputed to belong to the Local or Sanitary Authority for the district, and to confer upon the said Local or Sanitary Authority all necessary powers for the carrying of any such sale into effect, and to enable them, or any of them, to accept and hold shares or stock in the capital of the Company, or other securities of the Company, and the Bill will or may sanction, confirm, and give effect to agreements made or to be made for any of the objects aforesaid.

To empower the Company from time to time to sell and dispose of, or let on lease, or otherwise, any of their works, lands, houses, and property for the time being.

To enable the Company to enter into and carry into effect contracts and arrangements for the supply of water in bulk or otherwise, with any Local Board of Health, Urban or Rural Sanitary

Authority, or other Local Authority, and the trustees of any turnpike or other road, or any Highway Board, or any surveyors of any highway, and any Railway Company, and any other companies, bodies, or persons, and to vary, suspend, or rescind any such contracts or arrangements, and to enter into and carry into effect other contracts or arrangements in lieu thereof or in addition thereto, and the Bill will confer all necessary powers in that behalf upon all such corporations, boards, local authorities, trustees, surveyors, companies, bodies, and persons, and will enable all parties to any such contracts or arrangements to apply for the purposes thereof any funds or moneys which they have raised or may raise under any Act of Parliament or otherwise.

To make special provision for the protection of the works, property, and water supply of the Company, and for defining and regulating their supply, and for preventing frauds and abuses of their supply, and for imposing penalties in respect of all or any such matters.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the works proposed to be authorized 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 of Warwick, at his office, at Leamington, and on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of the 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 9th day of November, 1881.

*John Henry Bland*, Nuneaton, Solicitor.

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

In Parliament.—Session 1882.

Westgate and Birchington Gas.

(Compulsory Purchase of Lands and Construction and Maintenance of New Works; Manufacture and Storage of Gas and Residual Products; Additional Capital; Other Powers; Amendment or Repeal of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Westgate and Birchington Gas Company (hereinafter called "the Company") for leave to bring in a Bill for the following or some of the following among other purposes (that is to say):—

1. To authorise the Company to purchase by compulsion or agreement the lands and hereditaments hereinafter described, or some part or parts thereof respectively, situate in the parish of Birchington, in the county of Kent. (that is to say):—

(a) Certain lands situate near the Birchington Station of the London, Chatham, and Dover Railway, and belonging or reputed to belong to St. John's College, Cambridge, and in the

occupation of John Walter Rammell, and bounded on the north by the London, Chatham, and Dover Railway, on the east by a malthouse and land belonging or reputed to belong to, and in the occupation of Edmund Blyth Bushell, and on the south and west by the road leading from station-road, near the said Birchington Station, past Upper Gore End Farm to Lower Gore End Farm.

(b) Certain lands situate near Eppele Bay, on the east side of Green-road, and bounded on the west by that road, on the south by the London, Chatham, and Dover Railway, on the north by an imaginary line commencing in the said Green-road, at a point 150 yards, or thereabouts, from and to the northward of the point where that road crosses the London, Chatham, and Dover Railway, then running in an easterly direction for a distance of 300 yards, or thereabouts, then running in a southerly direction for a distance of 150 yards, or thereabouts, to the London, Chatham, and Dover Railway, and which lands, as to part thereof, belong or are reputed to belong to and are in the occupation of Frederick Searle Parker and William Searle Parker, and as to other part thereof, belong or are reputed to belong to the Churchwardens of Birchington, and as to the remaining part thereof, belong or are reputed to belong to Thomas Porter, and are in the occupation of Harris.

2. To authorise the Company, on the lands hereinbefore described, or any part or parts thereof respectively, to erect, make, maintain, alter, improve, enlarge, extend, and renew and discontinue new gasworks, retorts, gasometers, receivers, purifiers, drains, sewers, mains, pipes, meters, machinery and other apparatus, works and conveniences, for the manufacture, conversion, utilization, storage, and supply of gas, coke, and other residual products obtained in the manufacture of gas and matters producible therefrom, and to make, store, and supply gas, and to manufacture, convert, store, sell, supply, and deal in coke, tar, pitch, lime, ammoniacal liquor, oil, and other residual products arising or resulting from the manufacture of gas and matters producible therefrom, and also meters, tubes, pipes, burners, fittings, apparatus, and other articles and things in any way connected with the supply of gas, and to erect, fit up, maintain, and let houses, cottages, and dwellings for the officers and servants of the Company.

3. To authorise the Company to purchase by agreement and hold and to take on lease and to take grants of easements over additional lands, houses, and other hereditaments which may be required for the purposes of their existing and intended gasworks, or otherwise requisite or desirable for the general purposes of the undertaking of the Company, and from time to time to sell, let, or otherwise dispose of any lands, buildings, works, houses, or other property belonging to them, which may not be required for the purposes of their undertaking.

4. To authorise the Company to increase their share and loan capital and to raise further money for the purposes of the Bill, and for the general purposes of their undertaking, by the creation of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and if thought fit in one or more classes and by borrowing and by the creation of debenture stock or by any or either of such means, and to apply to such purposes any capital or funds now belonging to them or which they have power to raise.

5. To confer upon the Company all other rights, powers, privileges, and authorities necessary or

convenient for carrying into complete and full effect the object and purposes of the Bill, and to vary and extinguish all rights and privileges which would in any manner impede or interfere with those objects and purposes, and to confer other rights and privileges.

6. To incorporate with the Bill, with such variations and modifications as may be deemed expedient, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1868;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Gasworks Clauses Act, 1847;" "The Gasworks Clauses Act, 1871;" and to alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of the Westgate and Birchington Gas Act, 1881, and all other Acts (if any) relating to the Company, or which may relate to or be affected by any of the objects of the Bill.

And 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 Kent, at his office at Maidstone, and with the parish clerk of the parish of Birchington, at his residence, and

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

Dated this 16th day of November, 1881.

*Parkers*, 17, Bedford-row, London, Solicitors.

*John Charles Ball*, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

Dartmouth Harbour Improvement.

(Construction of Quay Wall or Embankment, with Approaches, Shipping Places, Wharves and other Works in and adjoining Dartmouth Harbour; Power to Dredge and Deepen parts of Dartmouth Harbour; Acquisition of Lands; Levying of Tolls; Alteration of Tolls; Raising of Additional Capital; Powers for Owners of adjoining Land to Raise Moneys; Power for Corporation of Dartmouth, and Urban Sanitary Authority for the District, or Town, or Borough of Dartmouth to Contribute and Construct Works, and to Exercise Powers of Bill Arrangements with Corporation of Dartmouth; Urban Sanitary Authority for the District or Borough of Dartmouth, and Great Western Railway Company; and Powers of Contribution and Raising and Application of Funds; other Powers; Amendment or Repeal of Acts and Orders.)

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

1. To confer upon the Dartmouth Harbour Commissioners, hereinafter sometimes called the Commissioners, all necessary powers for making and maintaining the works hereinafter described (that is to say):—

A quay or river wall or embankment on the shore of the River Dart, with a road thereon, extending along the front of the town of Dartmouth for about 600 yards in length, commencing on the south at a point called "Tipper's" Corner at the Dartmouth and Kingswear Ferry, in the parish of "Saint Petrox," passing through the parish of

"Saint Saviour's," Dartmouth, and terminating on the north at a point near the gas works corner, at about 50 feet riverward thereof, in the parish of "Townstall," with all suitable and necessary approaches to the intended quay and embankment.

The filling up or reclaiming the mud banks on the foreshore of the River Dart, in front of the town of Dartmouth to the northward, and southward of the "New Ground" in the parishes of "Townstall," "Saint Saviour's," and "Saint Petrox," Dartmouth, and excavating and dredging of and along the foreshore of the said river, adjoining the parish of Kingswear.

The intended quay, river wall, or embankment dredging and excavation, and the works and conveniences connected therewith, and lands to be acquired, will be wholly made and situate in the parishes of "Townstall," "Saint Saviour's," and "Saint Petrox" (within the borough of Clifton Dartmouth Hardness, otherwise Dartmouth), and Kingswear, some or one of them in the county of Devon, and on the foreshore contiguous to the said parishes in the said county of Devon.

2. To authorise the Commissioners to enclose, reclaim, and convert to the purposes of their undertaking, or any other purpose, the whole or any part of the bed and foreshore of the River Dart or Dartmouth Harbour, and any other lands and foreshore that will be enclosed by the proposed quay, wall, or embankment.

3. To authorise the Commissioners from time to time to dredge, scour, and deepen so much of the bed of the River Dart or of Dartmouth Harbour as may be necessary for the intended works, and for the improvement of such harbour.

4. To authorise the Commissioners in connection with the said proposed works, or any portions thereof, to make, provide, and maintain all necessary and proper shipping places, quays, wharves, landing places, stairs, walls, roads, approaches, communications, drains, culverts, and other works and conveniences.

5. To cross, stop up, alter, or divert, whether temporarily or permanently, roads, footpaths, towing-paths, railways, rivers, navigations, streams; sewers, pipes, drains, culverts, and other works, so far as may be necessary in constructing and maintaining the said intended works, and to authorise deviations laterally and vertically, from the lines and levels of the intended works as shown on the plans and sections hereinafter mentioned.

6. To purchase and take by compulsion or agreement, lands, foreshore, houses, and property, including easements over private roads, required for the purposes of the intended works, or for the purpose of obtaining material for the same; to levy tolls, rates, dues, wharfage, and other charges on shipping and on goods, animals, and persons for the use of the harbour, intended works and conveniences; to alter the existing harbour tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties, and to compound for the same.

7. To authorise the Commissioners to apply to the purposes of the Bill, or any of them, any funds, moneys, rates, or rents now belonging to them, or which they have power to raise for those purposes, and for other the purposes of the Commissioners, to borrow money on mortgage of the whole or any part of their property, tolls, and undertaking, or on bonds or otherwise.

8. To make provision for the management, use, regulation, and protection of the intended works and conveniences, the regulation and control of shipping, persons, animals, and goods frequenting or using, or approaching to, or departing therefrom, and the placing of dolphins, buoys, lights, beacons, chains, posts, and other conveniences

relating thereto, and for laying down and placing buoys, dolphins, and mooring places in and about the said harbour and works, and for taking and levying tolls or payments for the use of the same, and the making of bye-laws and regulations, and the imposition of penalties and restrictions for the purpose of, or with reference to, any of the matters aforesaid.

9. To authorise the owners of all or any part of the foreshore or property adjoining the proposed works to contribute to the cost of the same, and to agree with the Commissioners for the commutation of any tolls chargeable for the use of the same by payment of a sum in gross or otherwise, with powers for owners having a limited interest or otherwise to raise the amount required for such contribution or commuted payment by charge, either as a rent or otherwise, on such adjoining property.

10. To authorise the Corporation of Dartmouth and the Urban Sanitary Authority for the district of Dartmouth to apply to the purposes of the Bill, or any of them, any funds, moneys, rates or rents, now belonging to them, or which they may have power to raise, and to raise additional funds for all or any of the purposes of the Bill, by borrowing on the security of their property and on the tolls, rates, and rents now leviable, or which the said Corporation or the Urban Sanitary Authority have power to levy, or by mortgage of the borough funds, or borough rates, or by bonds, or by way of annuity, or by debenture stock charged on their property, rates, and revenues, or by all or any of the aforesaid means, and to lend money to the Commissioners, or to guarantee interest on some portion of the money raised or to be raised by the Commissioners, and to make provision for the repayment of the sums borrowed or raised under the Bill, 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 authorise the Commissioners to sell, assign, or lease to the Corporation of Dartmouth, or the Urban Sanitary Authority for the district of Dartmouth, or to any other corporation, person or persons, or grant the use or occupation of any warehouses, buildings, quay, wharves, yards, cranes, machines, and other works and conveniences, or any part or parts thereof, or all or any part of the roadway to be constructed on the said intended embankment, and of the quay or embankment, at such rents, and upon such terms and conditions, and for such period or periods as the Commissioners think fit, and from time to time to sell, grant, or otherwise dispose of any lands, warehouses, buildings, quays, wharves, yards, cranes, machines, and other works and conveniences belonging to them, or any part or parts thereof, to the said Corporation or Sanitary Authority, or any other corporation, person, or persons.

12. To confer upon the Corporation of Dartmouth, upon such terms and conditions as may be defined by the Bill, the exercise of all or any of the powers of the Bill with reference to the proposed quay, embankment, and roadway, or any of them, or any part thereof respectively.

13. To enable the Commissioners and the Great Western Railway Company, the Corporation of Dartmouth, and the Urban Sanitary Authority for the District of Dartmouth respectively, from time to time to enter into and to carry into effect, contracts, agreements, and arrangements for, or with respect to the construction, maintenance, use, and management of the intended works, or any part or parts thereof, and for the conduct of the traffic thereof, and the payments to be made and the conditions to be performed with respect to such construction, maintenance, use, and management, and for other the objects and pur-

poses of the Bill, and to authorise the Great Western Railway Company to contribute towards the costs of the proposed works, or any of them, and for such purposes to apply any funds now belonging to them or which they have power to raise.

14. To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Commissioners Clauses Act, 1847," "The Harbours, Docks, and Piers Clauses Act, 1847," and "The General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act," with such variations, modifications, and exceptions as may be contained in the Bill.

15. To confer upon the Commissioners all such rights, powers, privileges, and authorities as are or may become necessary for carrying the powers of the Bill into complete and full effect, to vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

16. To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the provisions, or some of the provisions, of the several local and personal Acts following, or some of them (that is to say):—

The Pier and Harbour Orders Confirmation Act, 1863, and the Pier and Harbour Orders Confirmation Act, 1870 (No. 1), so far as the same affect or relate to the Dartmouth Harbour Order, 1863, and the Dartmouth Harbour Order, 1870, and also such Orders and any Act or Acts of Parliament or charter relating to or affecting the Corporation of Dartmouth; 5 & 6 William IV, cap. 107; 26 & 27 Vic., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company, and any other Acts which may relate to or be affected by the objects of the Bill.

17. And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the said intended works, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, and with the Clerk of the Peace and the Town Clerk of the borough of Dartmouth, at their offices at Dartmouth; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the works are proposed to be made, or in which any lands or houses intended to be taken are situate, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and as to any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

18. 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 10th day of November, 1881.

*Wm. Smith*, Dartmouth, Solicitor.

*J. B. Batten and Co.*, 32, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1882.

Pontypridd, Caerphilly, and Newport Railway. (Construction of New Railway; Abandonment of Part of Authorised Railway; Confirmation of Agreement with Rhymney Railway Company; Widening of Portion of Brecon and Merthyr Tydfil Junction Railway, and Transfer of Caerphilly Branch of that Railway to Company; Powers to and Agreements with Brecon and Merthyr and Rhymney Companies; Extension of Time for Land and Works; Additional Lands; Tolls; Increase of Capital; Amendment of Acts.)

**N**OTICE is hereby given, that the Pontypridd, Caerphilly, and Newport Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to enable the Company to exercise the powers and effect the objects following, or some of them (that is to say):—

To confirm and give effect to or otherwise to carry out certain heads of agreement, dated 5th August, 1881, made by or on behalf of the Rhymney Railway Company on the one hand, and by or on behalf of the Company on the other hand, providing for the repair, maintenance, and eventual widening by the Rhymney Railway Company of a portion of their Caerphilly Branch Railway, and the user thereof by the Company and all Companies and persons using the Company's railway, and to authorise the Company and the Rhymney Railway Company to carry out the several matters mentioned or referred to in such heads of agreement, and from time to time to make and carry into effect such further agreements for the working, management, and maintenance of the said portion of the Caerphilly branch of the Rhymney railway, and of such other portion of the railways of the said two Companies respectively as may be deemed expedient or as may be defined by the Bill.

To abandon the construction of Railway No. 2 described in and authorised by the Pontypridd, Caerphilly, and Newport Railway Act, 1878, which Railway No. 2 was intended to extend or be made from the Rhymney Railway Company's Walnut Tree Branch, in the parish of Eglwysilan, in the county of Glamorgan, to the Brecon and Merthyr Tydfil Junction (Caerphilly Branch) Railway, near Caerphilly, in the parish of Bedwas, in the same county, and to provide for the release, retransfer, and payment out of the Chancery Division of the High Court of Justice of so much of the stock deposited or transferred and impounded by the said Act of 1878 as security for the completion of the railways authorised by that Act as represents 5 per cent. on the estimated expense of the said Railway No. 2, with the dividends, if any, on such stock remaining unpaid.

To authorise the Company and the Brecon and Merthyr Tydfil Junction Railway Company, or either of them, by agreement or otherwise, to make and maintain the railway next hereinafter described, with all proper stations, sidings, junctions, approaches, and other works and conveniences connected therewith, namely:—

A railway (being a deviation of the existing Brecon and Merthyr Tydfil Junction Railway) wholly in the parish of Machen, in the county of Monmouth, commencing by a junction with the Brecon and Merthyr Tydfil Junction (Caerphilly Branch) Railway at or near the north-eastern end of the tunnel or bridge carrying the turnpike road leading from Machen to Caer-

philly over the said branch railway, and terminating by a junction with the Brecon and Merthyr Tydfil Junction Railway at a point about 42 yards measured along that railway in the direction of Newport from the signal-box adjacent to and to the westward of the repairing shops of the Brecon and Merthyr Tydfil Junction Railway Company at Machen.

To widen, alter, and improve and lay down an additional line or additional lines of rails upon that portion of the Brecon and Merthyr Tydfil Junction Railway which is situated between Caerphilly and Bassaleg, in the parishes of Bedwas and Rudry, in the county of Glamorgan, and the parishes of Machen and Bassaleg, in the county of Monmouth, and to apply their respective corporate funds and revenues for that purpose, and to define the rights of user and other rights of the Brecon and Merthyr Tydfil Junction Railway Company and of the Company respectively in such additional line or lines of rails, and the terms and conditions, pecuniary and otherwise, on which the two Companies, or either of them, shall have the right to use the same and to provide for the maintenance thereof, or otherwise to require the Brecon and Merthyr Tydfil Junction Railway Company to widen and improve the said portion of their railway, and in default thereof to authorise the Company to do so, and the Bill will confer all needful powers with reference to such widening on the Brecon and Merthyr Tydfil Junction Railway Company.

To authorise the Company and the Brecon and Merthyr Tydfil Junction Railway Company, or one of them, to deviate laterally from the line of the intended railway 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 Brecon and Merthyr Tydfil Junction Railway Company, or one of them, to cross, open, or break up, divert, alter, stop up, or interfere with, temporarily or permanently, all such turnpike or other roads, highways, canals, rivers, bridges, railways, tramways, streams, watercourses, aqueducts, sewers, drains, culverts, pipes, and telegraph apparatus within the parishes and places aforesaid, or any of them, as it may be necessary or convenient to interfere with, for any of the purposes of the Bill.

To authorise the Company and the Brecon and Merthyr Tydfil Junction Railway Company, or one of them, to demand, take, and recover tolls, rates, and charges upon or in respect of the intended railway, and also upon or in respect of the portions of the Rhymney Railway and Brecon and Merthyr Tydfil Junction Railway to be used, widened, or improved as aforesaid.

To authorise the Company and the Brecon and Merthyr Tydfil Junction Railway Company, or one of them, to purchase and take for the purposes of the intended railway and works, lands, houses, and hereditaments, and any estates, rights, interests, or easements in, over, or affecting the same, and to vary or extinguish all rights and privileges connected with any such lands, houses, or hereditaments.

To empower the Company for enlarging and extending their station and siding accommodation, and for junctions and other purposes of their undertaking, to purchase and acquire by agreement or otherwise the lands and property hereinafter mentioned, or some of them, or some part or parts thereof, and also to purchase and extinguish any rights, interests, or easements in,

over, or affecting any such lands and property (that is to say):

- (1.) Land in the parish of Llantwit Vardre, in the county of Glamorgan, belonging or reputed to belong to the Rev. Hely Hutchinson Keating Rickards, and leased to the Aberdare and Plymouth Iron Company, which land is situate to the northward of and adjoining the Company's railway near Pontypridd.
- (2.) A cottage and garden in the said parish of Llantwit Vardre, belonging or reputed to belong to the Rev. Hely Hutchinson Keating Rickards, and leased to Henry Aston and the Aberdare and Plymouth Iron Company, such cottage and garden adjoining the southern boundary of the Company's railway near Pontypridd.
- (3.) Land in the parish of Eglwysilan, in the county of Glamorgan, abutting upon the north side of the Caerphilly Branch of the Rhymney Railway, and near to the point of junction with that branch railway of Railway No. 1 described in and authorised by the Pontypridd, Caerphilly, and Newport Railway Act, 1878, as shown on the deposited plans referred to in that Act.

To empower the Company and the Brecon and Merthyr Tydfil Junction Railway Company, or one of them, for enlarging and extending their station and siding accommodation, and for junctions and other purposes of their undertaking, and also for widening and improving the aforesaid portion of the Brecon and Merthyr Tydfil Junction Railway, to purchase and acquire by agreement or otherwise the lands and property hereinafter mentioned, or some of them, or some part or parts thereof, and also to purchase and extinguish any rights, interests, or easements in, over, or affecting any such lands and property (that is to say):—

- (4.) Lands in the parishes of Bedwas and Rudry, in the county of Glamorgan, belonging or reputed to belong to John and Richard Homfray, adjoining the south side of the said Caerphilly Branch Railway between a point distant 13 chains or thereabouts measured in an easterly direction along such branch railway from the bridge carrying the road over that branch railway at Gwanny-barra Farm and a point distant 15 chains or thereabouts measured westward of such bridge.
- (5.) Land in the parish of Rudry, in the county of Glamorgan, and in the parish of Machen, in the county of Monmouth, belonging or reputed to belong to the Right Honourable Lord Tredegar and Crawshay Bailey, Esquire, situate on the south side of and adjoining the Caerphilly Branch of the Brecon and Merthyr Tydfil Junction Railway, between the bridge or tunnel carrying the turnpike road from Machen to Caerphilly over the said branch railway and the junction therewith of the sidings to the Waterloo Tinplate Works.
- (6.) Land and wood in the parish of Bassaleg, in the county of Monmouth, belonging or reputed to belong to the Right Honourable Lord Tredegar and Crawshay Bailey, Esquire, adjoining the south side of the Brecon and Merthyr Tydfil Junction Railway, and situate between the Brecon and Merthyr Tydfil Junction Railway Company's station at Bassaleg and a point distant 44 chains or thereabouts measured along such railway westward of such station.

To extend the time limited by the Pontypridd, No. 25041.

Caerphilly, and Newport Railway Act, 1878, for the construction and completion of the Railway No. 1 described in and authorised by that Act, and also to revive and extend the powers for the compulsory purchase of land for the same railway so far as regards certain lands and property situated at or near the junction of that authorised railway with the Rhymney Railway.

To authorise the Company for all or any of the purposes aforesaid, or for the general purposes of their undertaking, or of the Bill, to apply their funds and revenues, and to raise further moneys by the creation and issue of new shares or stock, ordinary or preferential, or both, and by borrowing.

To authorise the Company and the Brecon and Merthyr Tydfil Junction Railway Company to enter into and carry into effect contracts and arrangements with respect to the sale and transfer to and purchase by the Company of the Caerphilly Branch of the Brecon and Merthyr Tydfil Junction Railway, and the terms and conditions pecuniary and otherwise of such sale and purchase, and the Bill will enable the Company, after such purchase shall have been completed, to exercise all the powers, rights, and privileges of the present owners of the said branch railway, including the power of levying tolls, rates, and charges thereon, and to assume such duties and liabilities in respect thereof as may be defined by the Bill.

To confirm and give effect to any agreement or arrangement between the Company and the Brecon and Merthyr Tydfil Junction Railway Company which prior to the passing of the Bill may be made with reference to all or any of the matters aforesaid, or to any of the objects of the Bill, or incidental or necessary thereto, and to rescind, alter, vary, or enlarge the terms and conditions of any existing agreement between the two Companies with reference to the construction, alteration, working, maintenance, or use of their respective railways, or any part or parts thereof.

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

The Bill will incorporate with itself all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Act, 1863; the Railways Clauses Act, 1845, and the Railways Clauses Act, 1863; and so far as may be requisite for any of the purposes of the Bill to amend, vary, or repeal the provisions, or some of the provisions of the Pontypridd, Caerphilly, and Newport Railway Act, 1878, and the Pontypridd, Caerphilly, and Newport Railway Act, 1880; and the Acts 22 and 23 Vict., cap. 68, 23 and 24 Vict., cap. 17, and of any other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company, 20 and 21 Vict., cap. 140, and of any other Acts relating to the Rhymney Railway Company.

And notice is hereby given, that on or before the 30th day of November, 1881, plans and sections of the railway and works proposed to be authorised by the Bill, showing the lines and levels thereof, and plans of the lands to be purchased or acquired compulsorily under the powers of the Bill, with a book of reference to such plans respectively, an Ordnance map with the 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, and with the Clerk of the Peace for the county of Monmouth at his office at Usk; 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 in or through which the said railway and works are intended to be made, or in which any lands intended to be taken are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection 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 17th day of November, 1881.

*J. B. Cobb and J. Tudor*, Brecon, Solicitors.

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

In Parliament.—Session 1882.

Plymouth, Stonehouse, and Devonport Tramways.

(Construction of Additional Street Tramways in the Parish of St. Andrew's, Plymouth; Provisions as to User, Repair, &c., of Streets and Roads; Purchase of Lands; Tolls; User of Tramways; Additional Capital; Agreements with Street and Road Authorities; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for effecting the objects, or some of the objects following (that is to say):—To authorise and empower the Plymouth, Stonehouse, and Devonport Tramways Company (hereinafter called "the Company") to construct and maintain the street tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, all in the Parish of St. Andrew's, in the Borough of Plymouth, and County of Devon, with all necessary and proper works and conveniences connected therewith respectively.

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point in which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street, is to be taken (unless otherwise stated) as opposite the centre of the street.

The tramways proposed to be authorised by the Bill are the following:—

A tramway (No. 1), commencing by a junction with Tramway No. 2, authorised by "The Plymouth, Stonehouse, and Devonport Tramways Act, 1870," in Union-street, at a point about 22 feet west of the intersection of Union-street with Bank of England-place, proceeding thence in a south-easterly direction along Bank of England-place along the west side of the Memorial Clock Tower into and along Lockyer-street, thence in an easterly direction along St. Andrew's-terrace and the north side of Princess-square, thence in a north-easterly direction along Westwell-street into Bedford-street, and terminating in Bedford-street at or about the intersection of Bank-street with Bedford-street.

A tramway siding or passing place (No. 2), commencing in Union-street at a point about 58

feet west of the intersection of Union-street with Bank of England-place, by a junction with Tramway No. 2, authorised by "The Plymouth, Stonehouse, and Devonport Tramways Act, 1870," and terminating in Bank of England-place by a junction with the proposed Tramway No. 1, at a point about 76 feet south-east of the intersection of Union-street with Bank of England-place.

A tramway siding or passing place (No. 3), commencing in Lockyer-street by a junction with the proposed Tramway No. 1, at a point about 38 yards north-west of the intersection of Athænum-place with Lockyer-street, and terminating in St. Andrew's-terrace by a junction with the proposed Tramway No. 1, at a point about 16 yards south-east of the aforesaid point of intersection of Athænum-place with Lockyer-street.

A tramway siding or passing place (No. 4), commencing in Princess-square by a junction with the proposed Tramway No. 1, at a point about 37 yards south-west of the south-east corner of the Mechanic's Institute, and terminating in Westwell-street by a junction with the said Tramway No. 1, at a point about 10 yards north-east of the said corner of the Mechanic's Institute.

A tramway siding or passing place (No. 5), commencing in Westwell-street, by a junction with the proposed Tramway No. 1, at a point about 43 yards north-east of the intersection of Princess-street with Westwell-street, and terminating in Westwell-street, by a junction with the proposed Tramway No. 1, at a point about 55 yards north-east of the point of commencement of the said Tramway No. 5.

A tramway siding or passing place (No. 6), commencing in Westwell-street by a junction with the proposed tramway No. 1, at or about the intersection of Basket-street with Westwell-street, and terminating in Bedford-street by a junction with the proposed Tramway No. 1 at or about a point 6 yards south-east of the intersection of Bank-street with Bedford-street. Between the following points for a distance of 30 feet and upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of Tramway No. 1, that is to say, in Westwell-street, on the west side thereof, between a point 35 feet south-west of the intersection of Basket-street with Westwell-street, and a point 30 feet north-west of such point of intersection.

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

To enable the Company for all or any of the proposed works or of the Bill to purchase or acquire by compulsion or agreement or to take easements over lands and houses, and to erect offices, buildings, or other conveniences on any such lands.

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

To make provision as to the maintenance and

repair of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place, upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Company the exclusive right of using on the proposed tramways, carriages, with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit the running on the proposed tramways of carriages or trucks adapted for use upon railways.

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

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

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

To enable the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same, or any adjacent street, road, or thoroughfare in any parish, 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 the tramway, so removed or discontinued to be used or intended so to be.

To enable the Company, and the Mayor, Aldermen, and Burgesses of the borough of Plymouth, and any vestry, Local Board, District Board, trustees, or other bodies corporate, or persons respectively, having the duty of directing

the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements in respect to the laying down, maintaining, renewing, removing, repairing, working, and using of the proposed street tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To extend and apply to the proposed works and undertaking under the Bill the provisions, or some of the provisions, as the same may be altered or amended by the Bill of "The Plymouth, Stonehouse, and Devonport Tramways Acts, 1870 and 1874."

To empower the Company for the purposes of the proposed tramways and works, and other the purposes of the Bill, to apply their corporate funds and revenue, and to raise further moneys by the creation and issue of new shares or stock, whether preferential or otherwise or by borrowing.

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

And the Bill will, so far as may be necessary or expedient, repeal, alter, or amend the provisions of "The Plymouth, Stonehouse, and Devonport Tramways Acts, 1870 and 1874," and any other Act or Acts relating to or affecting the Company.

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.

And notice is hereby further given that duplicate plans and sections of the proposed street tramways and works, together with a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection with the Clerk of the Peace of the County of Devon, at his office in Exeter, in that county; and a copy of the said plans, sections, and book of reference, and also a copy of this Notice as published in the London Gazette, will on or before the said 30th day of November instant be deposited for public inspection with the parish clerk of the parish of St. Andrew's, Plymouth, at his residence.

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

Dated this 16th day of November, 1881.

*Ashurst, Morris, Crisp, and Co*, 6, Old Jewry, London, E.C., Solicitors for the Bill.

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

In Parliament—Session 1882.

Skipton and Ilkley Railway.  
(Incorporation of Company; Construction of Railway from Skipton by Bolton Abbey and Addingham to Ilkley; New Road at Skipton; Bunning Powers and Facilities over other Railways; Working and other Agreements with Railway Companies and Skipton Local Board; Compulsory Purchase of Land; Tolls and Charges; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill to incorporate a Company (in this notice referred to

as "the Company"), and to authorise the Company to make and maintain the railway and new road next hereinafter described, or some part or parts thereof, with all proper stations, approaches, works and conveniences connected therewith, that is to say:—

A railway, commencing in the township and parish of Skipton by a junction with the Midland Railway Company's line from Skipton to Colne at a point distant 190 yards or thereabouts, measured along that line in a westerly direction from the centre of the road known as Goldie-lane, where the same is crossed on the level by the said line of railway near the Skipton Railway Station, passing thence from, in, through or into the several parishes, townships, and places of Skipton, Skipton-in-Craven, Skibeden, Draughton, Halton-East, Bolton-bridge, Bolton Abbey, Beamsley, Skipton, Beamsley-in-Skipton (detached), Netherwood, Beamsley-in-Addingham, Addingham Nesfield-with-Langbar, Middleton and Ilkley, or some of them, in the West Riding of the county of York, and terminating in the township and parish of Ilkley by a junction with the line of railway from Otley to Ilkley, belonging to the North-Eastern and Midland Railway Companies, at the termination thereof at the town of Ilkley.

A road, in the said township and parish of Skipton, commencing at the junction of Broughton-road with Gawflat-lane, thence proceeding in a westerly direction between the Leeds and Liverpool Canal and Broughton-road to a point opposite the railway level crossing over Goldie-lane, thence crossing over the railway and following the course of Goldie-lane, and continuing in a south-easterly direction to and terminating at the junction of Carlton-lane with Carlton-road.

The Bill will empower the Company to exercise the following powers, viz.:—

To stop up and discontinue Goldie-lane aforesaid, and the level crossing before mentioned, and to appropriate and use the site thereof for the purposes of the intended new road, and also to alter the level of so much of Ings-lane as may be necessary to connect that lane with the said intended new road.

To cross, divert, alter or stop up, temporarily or permanently, streets, roads, highways, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway, road and works, and to deviate from the lines and levels shown on the plans and sections hereinafter mentioned to such extent as may be provided for by the Bill.

To purchase compulsorily and by agreement for the purposes of the intended railway, road and works, lands, houses and other property, and any estates, rights or easements in, over or affecting the same, and to vary or extinguish all rights and privileges connected therewith.

To levy tolls, rates and charges in respect of the said intended railway and works, and the conveyance of traffic thereon, to alter existing tolls, rates and charges, and to grant exemptions from the payment of tolls, rates and charges.

The Bill will empower the Company, and all other Companies lawfully using the intended railway, or any part thereof, to run over and use with their engines, carriages, wagons and trucks, and officers and servants, for the purposes of traffic of every description:—

So much of the Midland Railway as is situate between Skipton and the Lancashire and York-

shire Railway at Colne, including the stations at Skipton and Colne;

The terminal station at Ilkley of the Midland and North Eastern Railway Companies:

Together with the use of all other stations, sidings, buildings, offices, warehouses, sheds, approaches, water supplies, standing room for engines and carriages, telegraph signals, machinery, works and conveniences on or connected with the said portion of railway and terminal station respectively, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Companies interested, or, as in default of agreement, shall be determined by the Railway Commissioners, or by arbitration, and to require and compel the Companies owning or working the portion of railway and terminal and other stations so run over and used, to afford all requisite facilities for the user thereof by the Company and all such other Companies as aforesaid, and to authorise the Company, and such other Companies, to levy and receive tolls, fares, rates, and other charges, in respect of passengers, animals, and things conveyed by them over and into the before-mentioned portion of railway and stations respectively.

The Bill will empower the Company and the Skipton Local Board of Health and Urban Sanitary Authority (hereinafter called the Local Board) to enter into and carry into effect contracts, agreements and arrangements for or with respect to the construction and maintenance of the intended railway and road and works and conveniences connected therewith within the district of the Local Board, the acquisition and appropriation of lands, roads, streets, and other property, for cattle docks, cattle wharves, site for a market place and cattle market, and other purposes mentioned or referred to in Sections 166 and 167 of the Public Health Act, 1875; the contribution of funds, acquisition of land, execution of works, and any incidental matters; and the Bill will enable the Company and the Local Board to apply their respective funds and revenues to any of the purposes aforesaid.

The Bill will enable the Company on the one hand, and the Lancashire and Yorkshire Railway Company, the North Eastern 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 contracts and agreements with respect to the working, use, management, and maintenance of the said intended railway and works, or any part thereof; the supply of rolling and working stock and plant, and of officers and servants for the conduct and conveyance of the traffic of the intended railway, the payments and allowances to be made, and the conditions to be performed with respect to such working, use, management and maintenance; the interchange, transmission, accommodation and conveyance of traffic to, from and over the railways of the contracting Companies, and the fixing, collecting, division and appropriation of the tolls and other revenues arising from that traffic, and the Bill will confirm any agreement already made, or which 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 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 it will amend and enlarge

the powers and provisions of the Acts 1 and 2 Will. IV, cap. 60; 9 and 10 Vict. cap. 302; and 22 and 23 Vict. caps. 110 and 129, and of all other Acts relating to the Lancashire and Yorkshire Railway Company; 7 and 8 Vict. cap. 18, and of any other Acts relating to the Midland Railway Company; 17 and 18 Vict. caps. 164 and 211, and 35 and 36 Vict. cap. 141, and of any other Acts relating to the North Eastern Railway Company.

And notice is hereby given, that plans and sections showing the lines and levels of the proposed railway, road 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, an Ordnance map with the line of railway delineated thereon, and a copy of this notice as published in the London Gazette, will on or before the thirtieth day of the present month of November be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; and 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, road and works will be made, or in which any lands or other property intended to be taken are situate, and a copy of this notice 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 the adjoining parish at his residence.

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

Dated this 8th day of November, 1881.

*William Harper*, Bury, Lancashire; } Solicitors.  
*Richard B. Cragg*, Skipton; }  
*William Bell*, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1882.

Lydd Railway, Extensions, &c.  
(Constructions of Railways and other Works; Compulsory Purchase of Lands; Powers as to Refreshment Rooms and Hotels; Agreement with Her Majesty's Secretary of State for War; Working Agreements with South Eastern Railway Company; Running Powers over Portion of that Company's Line; Tolls; Additional Capital; Amendment and Incorporation of Acts, &c.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next Session thereof, by the Lydd Railway Company (hereinafter referred to as "the Company") for leave to bring in a Bill for the following among other purposes (that is to say):—

To authorise the Company to make and maintain the Railways, Railway Extensions, and other Works hereinafter described, or some of them, or some part or parts thereof respectively, with all suitable stations, sidings, approaches, bridges, roads, junctions, buildings and other Works, and conveniences connected therewith (that is to say):—

1. A railway (hereinafter referred to as the Headcorn, Tenterden and Appledore Railway), wholly situate in the county of Kent, commencing in the parish of Headcorn, by a junction with the rails of the main line of the South Eastern Railway Company, at or near a point 2 furlongs  $1\frac{1}{2}$  chains, or thereabouts, measured along the line towards Headcorn Station of that Company from the London

face of the bridge by which the highway from Headcorn to Biddenden is carried over the said South Eastern Railway near Headcorn Station, and terminating in the parish of Kennardington by a junction with the South Eastern Company's Ashford, Rye, and Hastings Branch Railway, at a point  $3\frac{1}{2}$  chains, or thereabouts, measured along that line towards Hastings, from the Hastings side of the public highway level crossing at Appledore Station, which said intended railway and works will be made in or pass from, in, through and into the several parishes extra-parochial and other places following:— Headcorn, Frittenden, Biddenden, Tenterden, Old Ebony, Appledore and Kennardington, or some or one of them.

2. A railway (hereinafter referred to as Railway No. 2), wholly situate in the county of Kent, commencing in the parish of Appledore, in a field known as "The House Field," and in the occupation of Richard Neve, by a junction with the intended Headcorn, Tenterden and Appledore Railway, at a point 13 miles, 1 furlong and  $6\frac{1}{2}$  chains, or thereabouts, from the commencement of that railway, and passing through the said parish of Appledore into the parish of Snargate, and terminating in that parish by a junction with the Company's Railway authorised by the Lydd Railway Act, 1881, at a point 4 furlongs or thereabouts, measured along that railway from its junction with the Ashford, Rye and Hastings Railway of the South Eastern Company.
3. A Railway, No. 3, wholly situate in the county of Kent, commencing in the parish of Lydd, by a junction with the Company's authorised railway, at a point 7 furlongs 7·30 chains, or thereabouts, measured along the railway towards Dengeness Lighthouse, from the easternmost face of the bridge by which the highway from Lydd to New Romney is carried over the Company's said Railway, and passing through the said parish of Lydd into the parish of New Romney, and terminating in that parish at the southern side of Gun-lane, and the north-eastern corner of a field abutting thereon belonging to the Mayor, Jurats and Commonalty of the town and port of New Romney, and in the occupation of John Humphrey.

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 section hereinafter mentioned.

To authorise the Company to purchase and take, either compulsorily or by agreement, lands, houses, buildings and hereditaments within the parishes, townships, extra-parochial and other places aforesaid, for the purposes of the intended railways, railway extensions and works connected therewith, or any or either of them, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, buildings, and hereditaments so purchased or taken.

To empower the Company to carry their authorised railway across and upon the level of the public road in the parish of Ivychurch, at a distance of 3 miles 5 chains measured from Appledore Station, and numbered 4 in the parish of Ivychurch, on the deposited plans referred to in the Act of 1881, and to construct and maintain all necessary works and conveniences in connection with such level crossing.

To empower the Company to erect, lease, hold and maintain refreshment rooms and hotels at Tenterden, Lydd, and New Romney, and to furnish, stock, manage and conduct the same and the business thereof, and to employ officers and servants therein or in connection therewith, and to apply their corporate funds to those purposes or any of them, and to acquire and hold lands for those purposes.

To authorise the Company to levy, demand, and recover tolls, rates, and duties, and other charges for or in respect of the said intended railways, railway extensions and works, and upon the railway and portions of railway stations and works hereinafter mentioned, belonging to the South Eastern Railway Company, and to alter the existing tolls, rates and duties, and to confer, vary or extinguish exemptions from the payment of such tolls, rates and duties, and other charges respectively.

To empower the Company and any Company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and upon such terms and conditions and on payment of such tolls and rates as may be agreed on, or may be settled by arbitration as provided by the Bill, to run over, work, maintain and use with their engines, carriages, waggons, officers and servants, whether in charge of engines and trains, or for any purpose whatsoever, and for the purposes of traffic of every description, the portion of railway and station hereinafter mentioned, or some part or parts thereof (that is to say);—

So much of the South Eastern Railway as lies or will lie between the commencement of the Headcorn, Tenterden and Appledore Railway, hereinbefore described, and the Paddock Wood Station, including that station, and all roads, platforms, points, signals, water, water engines, booking and other offices, warehouses, sidings, junctions, machinery, works and conveniences connected therewith.

To enter into further agreements with Her Majesty's Secretary of State for War, as to forming junctions with tramways belonging to Her Majesty's War Department, and as to the working and sale of shingle for ballast and other purposes.

To cross, stop up, alter, divert, or otherwise interfere with, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footways, ways, and rights of way, railways, rivers, navigation, streams, pipes, sewers, drains and watercourses which it may be necessary to cross, stop up, alter, divert, or otherwise interfere with for the purposes of the intended Act, and to extinguish all rights of way over the same, and to appropriate to the purposes of the Company so much of the same as may be necessary for the construction and maintenance of the proposed railways, railway extensions, and works, and the other purposes of the Bill.

To authorise the Company to apply to the purposes of the intended Act any capital or funds belonging to them, or which they have the power to raise for such purposes, and for the general purposes of the Company to raise additional capital by the creation and issue of shares, or stock, and by borrowing on mortgage or otherwise, and by the creation and issue of debenture stock, or by either of those means, and to attach to all or any of such new shares or stock any guaranteed or preferential dividend, and any other rights or privileges, and to enable the South Eastern Company to subscribe towards and to take and hold shares in the undertaking of the Company, and to guarantee the payment of

interest or dividend, annual or other payments) upon the capital or some part of the capital of the Company, and to make other provisions with respect to the capital of the Company.

To empower the South Eastern Railway Company, for all or any of the purposes of the Bill, to increase their capital and to raise money by the creation of new shares or stock, and by borrowing and by debenture stock, or by any such means, and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them or which they may have power to raise.

To empower the Company on the one hand and the South Eastern Railway Company on the other hand, from time to time to enter into and carry into effect and reseind contracts, agreements and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their respective railways, railway extensions, bridges, rails, turntables, stations, sidings, approaches, roads, junctions, buildings, refreshment rooms, hotels, and other works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, or either of them, the supply and maintenance of engines, stock and plant, the fixing, collecting, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways, railway extensions, stations, refreshment rooms, hotels, and other works of the contracting Companies, or any part thereof, and the employment of officers and servants, and to confirm, sanction and give effect to any agreements which have been or may be made touching any of the matters aforesaid.

To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

To incorporate, if thought fit, with the Bill, with or without modification or amendment, all or some of the clauses and provisions of "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Railways Clauses Consolidation Act, 1845."

And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions or some of them of the several local and personal Acts of Parliament, that is to say:—

6th William IV, cap. 75; 8 and 9 Vic., cap. 200, and all other Acts relating to the South Eastern Railway Company; the 44 Vic., cap. 5, and all other Acts relating to the Company, or some or one of the said Acts.

And notice is hereby given, that plans and sections of the works proposed to be authorised by the Bill, showing the lines and levels thereof, and plans showing also the lands intended to be taken compulsorily under the powers of the Bill, with a book of reference to such plans respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands so to be taken, together with in each case a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1881, be deposited for public inspection with the Clerk of the Peace for the county of Kent at his office at Maidstone; and that on or before the said 30th day of November, a copy of so much of the said plan, section and book of reference as relates to each parish

and extra-parochial place in or through which the said railway or any part or parts thereof is intended to be made, or will be situated, or in which any lands to be taken compulsorily under the powers of the Bill are situated, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1881.

*Robert W. Perks*, 147, Leadenhall-street,  
London, Solicitor.

*C. E. Mortimer*, 22, Abingdon-street,  
Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

East and West Junction Railway Company.

(Transfer of Arrears of Interest and Future Interest on the Company's First Debenture Stock to the Managers of their Undertaking appointed by the Chancery Division of the High Court of Justice, or to other Trustees; Formation of Interest Fund; Power to Managers, &c., to Borrow on Security of the Fund, and to issue Mortgages or Debentures to Company's Creditors; Transfers of Mortgages, &c.; Application of Borrowed Moneys; Amendment of Acts.)

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

1. To transfer to and vest in the Joint Managers appointed by the Chancery Division of the High Court of Justice of the Undertaking of the East and West Junction Railway Company (in this notice called "the Company"), and any future managers or manager of the said undertaking to be hereafter appointed by, or from time to time acting under any order in that behalf of the said Chancery Division, or to and in Trustees to be named in the Bill, or appointed by such Chancery Division or otherwise as may be provided by the Bill, all or some part of the interest now in arrear and hereafter to accrue due upon or in respect of the first debenture stock of the Company, and to provide for the application thereof by the managers (the said managers or manager or Trustees being in this notice referred to as and included in the expression "the Managers"), and to empower and entitle the managers from time to time to receive all such interest as aforesaid, and to give effectual discharges for the same.

2. To provide for the carrying of all such interest to a fund (hereinafter referred to as the "Interest Fund"), to be applicable solely for discharging the principal and interest from time to time due on mortgages and debentures to be granted by the managers upon the security of the said fund; and to empower the managers from time to time to borrow and re-borrow moneys at interest on mortgages of or by debentures charged and secured upon the interest fund; and to prescribe, if thought fit, the terms and conditions on which any such mortgages or debentures shall be issued, and to define, regulate, and prescribe the rights and priorities

of the respective holders of such mortgages and debentures.

3. To empower the managers to issue any such mortgages or debentures as aforesaid to creditors of the Company in or towards the discharge or satisfaction of their rights or claims, upon such terms and conditions as have been, or may be agreed, or as may be provided by the Bill, and to empower the managers to ascertain and agree or otherwise to provide for ascertaining the amount due to creditors of the Company.

4. To make provision with respect to the transfer of such mortgages and debentures, and if thought necessary or expedient, the registration of such mortgages or debentures and the transfers thereof, and with respect to the service of notices in respect thereto.

5. To provide for the application of the moneys raised by the managers on mortgages or debentures on the security of the interest fund, in payment of the costs, charges, and expenses of and relating to the intended Act, in paying and keeping down the excess of the Company's working expenditure over their receipts, in paying and discharging other debts, liabilities, and engagements of the Company, and in the improvement or for the development and benefit of the Company's railway and undertaking, including the providing additional rolling stock and the renewal of the Company's works, and the laying down of additional rails on the said railway, and the cost of doubling or laying additional rails upon, or otherwise improving the Northampton and Banbury Junction Railway, or for any other purposes which the managers may consider to be advantageous to the Company or their undertaking.

6. To provide for the payment and distribution of any balance eventually remaining in the hands of the managers.

7. And the Bill will vary, or extinguish, any rights inconsistent with, or which would interfere with its objects, and confer other rights and privileges, and will, so far as may be necessary, amend or repeal the provisions, or some of the provisions, of the following Acts relating to the Company, or some or one of them, that is to say:—27 and 28 Vic., cap. 76; 29 and 30 Vic., cap. 142; 29 and 30 Vic., cap. 239; 34 and 35 Vic., cap. 81; 37 and 38 Vic., cap. 198.

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

Dated this 17th day of November, 1881.

*Merrick and Co.*, 6, Old Jewry, E.C.,  
Solicitors for the Bill.

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

In Parliament.—Session 1882:

Wallasey Local Board.

(Construction of Embankment and Esplanade on the Leasowe Sand Hills, in Wallasey).

**N**OTICE is hereby given, that an application is intended to be made to Parliament in the ensuing session by the Wallasey Local Board (hereinafter called "the Local Board") for an Act for the following, or some of the following (among other) purposes, that is to say:—

To authorise agreements between the Local Board and James Harrison, of Dornden, near Tunbridge Wells, in the county of Kent, and the other owner or owners for the time being of any land contiguous or adjacent to the Leasowe Sand Hills, for the construction, maintenance, and user of an embankment and esplanade on the Leasowe Sand Hills, in the township and parish of Wallasey, in the county of Chester,

extending a distance of 2½ miles or thereabouts, and commencing at the western end by a junction with the Leasowe Embankment in the said township of Wallasey, and terminating at the eastern end at the Warren, belonging to the trustees of John North, deceased.

And to empower the said James Harrison and such other owner or owners, either alone or jointly with the Local Board, to exercise and carry into effect all or any of the powers or purposes of the intended Act, and to confirm any agreements already made, or hereafter to be made, between the Local Board and the said James Harrison, and such other owner or owners with reference to the matters aforesaid, or any of them.

And to alter or repeal the provisions of the 54 Geo. 3, cap. 87; 8 Vic. cap. 6; and 16 Vic. cap. 24, so far as they, or any of them, are inconsistent with such agreements, or any of them.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections, showing the lines, situations, and levels of the said intended embankment and esplanade, together with an ordnance or published map, with the lines of the intended embankment and esplanade delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited with the Harbour Department of the Board of Trade for public inspection, and duplicate plans and sections, together with a copy of this notice, as published in the London Gazette, will also be deposited for public inspection with the clerk of the peace for the county of Chester, at his office at Chester, in that county; and duplicate plans and sections, and also a copy of this notice, as published in the London Gazette, will be deposited with the rector of the parish of Wallasey, at his place of abode, there being no parish clerk of that parish.

And notice is hereby further given, that printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited at the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 18th day of November, 1881.

*Simpson and North*, Solicitors for the Bill.  
*H. E. Brown and Baker*, 22, Great George-street, Westminster, Parliamentary Agents.

#### In Parliament.—Session 1882.

##### Lamborne Valley (Light) Railway.

(Incorporation of Company; Construction of Railway; Working and Traffic Arrangements; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter called "the Company"), and to confer upon the Company the following, or some of the following, powers, viz.:—

To make and maintain the railway hereinafter described, with all necessary stations, approaches, sidings, works, and conveniences in connection therewith, namely:

A railway commencing in the parish of Lamborne, at a point in a field belonging, or reputed to belong, to Richard Hickman Murray, on the south side of the road called Fair Ground Hill, distant 85 yards, or thereabouts, eastward of a row of cottages or tenements at the top of the said hill, and 80 yards, or thereabouts, north-eastward of a house or building in the Fair Ground called the Hurdle House, and terminating in the parish or chapelry of Greenham, at a point in a court or

yard behind and appurtenant to certain cottages or tenements belonging, or reputed to belong, to Mrs. Fanny Loneragan, on the east side of a road or street called St. Mary's-hill, distant about 50 feet eastward of the said street or road, and 100 feet northward of the north post of the gate leading from St. Mary's-hill aforesaid to the goods yard of the Great Western Railway; which intended railway will be made or pass, from, in, through, or into the parishes and places following, or some of them, that is to say:—Lamborne, Eastbury, East Garston, West Shefford, East Shefford, Welford, Boxford, Speen, Newbury, and Greenham, all in the county of Berks.

To construct, subject to the provisions of the Regulation of Railways Act, 1868, the said railway on the light railway system.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, sewers, pipes, rivers, canals, navigations, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works; to deviate laterally from the lines and vertically from the levels shown on the plans and sections of the said railway and works; to purchase lands, houses, and other property, compulsory and by agreement, for the purposes of the said intended railway and works; to levy tolls, rates, and duties in respect thereof; to grant exemptions from the payment of tolls, rates, and duties; and to alter, vary, or extinguish existing tolls and duties.

The intended Act will vary or extinguish all rights and privileges which would interfere with any of the aforesaid objects, and confer other rights and privileges.

The intended Act will incorporate with itself all or some of the provisions of the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Acts, 1845 and 1863; and it will alter, amend, extend, and enlarge or repeal some of the provisions of the local and personal Acts 5 and 6 William IV., cap. 107, and any other Act relating to the Great Western Railway.

Duplicate plans and sections describing the line, situation, and levels, of the proposed new railway and works, and showing the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, an ordnance map with the lines of railway delineated thereon, 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 Berks, at his office at Abingdon, 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, or in which any lands, houses, and other property intended to be taken are situate, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place, with the parish clerk of some 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 9th day of November, 1881.

*H. Burke Godwin*, Newbury;

*J. B. Barnes*, Lamborne, Solicitors for the Bill.

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

In Parliament.—Session 1882.

Sutton Bridge Dock.

(Creation of Additional Capital and Borrowing Powers; Subscription by Great Northern Railway Company and Sale or Lease of the Undertaking to that Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Sutton Bridge Dock Company (hereinafter called "the Company") for a Bill (hereinafter called "the Bill") for the following purposes, or some of them (that is to say):—

To empower the Company for all or any of the purposes of the Bill, and for other the general purposes of the Company and their undertaking, 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, and with or without priority over the existing preference shares, and the other ordinary shares of the Company, and with or without other rights and privileges attached thereto, and by borrowing, and by the creation and issue of additional debenture stock, and with or without priority, for all such additional debenture stock as aforesaid, and the securities for additional loans over all or any existing debenture stock of or other charges upon the undertaking of the Company, or wholly or partly by one or more of such means as may be prescribed by the Bill, and to empower the Company to cancel any shares in their authorised capital from time to time issued, or which may from time to time be surrendered, or which the Company may be entitled to redeem, and to reissue the same, or any of them, and to attach thereto, and to any of their authorised mortgages, debentures, or debenture stock, a preference or priority over any of their authorised shares, debentures, debenture stock or other securities.

To authorise the Great Northern Railway Company to subscribe and contribute money towards the making of the authorised works 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 such purposes to apply their respective corporate funds, and to raise further money by the creation of new shares and stock in their undertaking, either ordinary or preferential, or both, and by borrowing, and by the creation of debenture stock or by any of such means.

To empower the Company to sell and transfer or let on lease to the Great Northern Railway Company, hereinafter called the Great Northern Company, and to enable the Great Northern Company to purchase and to accept a transfer of, or to take on lease the undertaking of the Company, or some part or parts thereof, for such consideration and upon such terms, pecuniary and otherwise, and subject to such conditions as have been or may be agreed between the two Companies, or as may be prescribed by or under the Bill, and to vest in and provide for the exercise by the Great Northern Company of all the rights, privileges, powers, and authorities of the Company, under their special Acts, or any of them, and to enable the Great Northern Company for the purposes of any such sale, transfer, lease, or agreement, to apply their corporate funds and revenues, and to raise further money by the creation and issue of new, ordinary, or preference stock or shares or by borrowing.

To provide for the dissolution and winding up

No. 25041.

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of the affairs of the Company in the event of a sale or transfer of their undertaking.

To vary or extinguish any rights and privileges in any way interfering with the objects of the Bill or inconsistent therewith, and to confer all powers, rights, and privileges necessary or expedient for effecting the objects of the Bill, or in relation thereto.

To alter, amend, enlarge, or repeal so far as may be necessary for the purposes aforesaid, the several local and personal Acts of Parliament following, or some of them, namely, the Sutton Bridge Dock Act, 1875; the Sutton Bridge Dock Act, 1876; the Sutton Bridge Dock Act, 1880; and the 9 and 10 Victoria, cap. 71; and all other Acts relating to or affecting the Great Northern Railway Company, and all other Acts that may relate to or be affected by the Bill.

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

Dated this 15th day of November, 1881.

*Tahourdins* and *Hargreaves*, 1, Victoria-street, Westminster, S.W.

In Parliament.—Session 1882.

Rothwell Gas.

(Dissolution of "The Rothwell Gas Light Company, Limited," Incorporation of New Company vesting in New Company of Undertaking of Dissolved Company, Regulation of Capital of New Company, Additional Capital, Maintenance and Extension of Works, Manufacture, Storage, and Supply of Gas, and other Artificial Light by Electricity or otherwise, and Residual Products, Acquisition and Disposal of Lands, District of Supply, Power to lay Mains and Pipes, Open Roads, &c., to acquire Patent rights, &c., Contracts with and Powers to Local and other Authorities, Bodies, and Persons, Gas, Rents, and Charges, Quality and Price of Gas, Dividends, Incorporation and Amendment of Acts, and other Powers and 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 an Act for all or some of the objects and purposes following (that is to say):—

To dissolve "The Rothwell Gas Light Company Limited" hereinafter called "the existing Company" and to cancel the Memorandum Articles of Association and Deed of Settlement and provide for the winding up of the existing Company and the discharge of their liabilities.

To incorporate into a Company (hereinafter called "the Company") the proprietors of the existing Company with or without other persons and Corporations under such name as may be prescribed by the intended Act.

To apply for the purposes of the intended Act the capital and funds of the existing Company and to define and regulate the undertaking capital and borrowing powers of the Company and the rights and privileges of the shareholders to authorize the Company to raise further capital to borrow on mortgage or otherwise and to create and issue debenture stock.

To vest in "the Company," the undertaking lands buildings, mains, pipes, plant, moneys rights powers privileges easements agreements and licenses of the existing Company.

To authorise the Company to hold use maintain alter improve enlarge extend and renew or discontinue the gas works and works for manufacturing and storing gas and for the manufacture and conversion of residual products and other

works of the existing Company and to erect lay down provide and from time to time maintain alter improve enlarge extend and renew or discontinue additional works for the manufacture storage distribution and supply of gas or other artificial light whether by electricity or otherwise and for the conversion utilization and distribution of materials used in and about the manufacture of gas or other artificial light and of residual products resulting from such manufacture together with all necessary retorts gasometers receivers drains cables wires sewers and other works and apparatus incidental thereto for the purpose of carrying on the business of a Gas and Artificial Light Company upon the lands and hereditaments described in the Schedule hereunder written and on the deposited plan therein referred to or some part thereof.

And to empower the Company upon the pieces or parcels of land described in the Schedule hereunder written or some part or parts thereof to manufacture and store gas or other means of producing artificial light and to manufacture convert utilize and distribute such materials and residual products as aforesaid and to erect houses works and other buildings.

To empower the Company for the purposes aforesaid to hold purchase take or lease or acquire by compulsion or otherwise such of the lands houses and hereditaments in the Schedule hereunder written or any of them or easements or rights in or over the same and to sell or lease any such lands houses and hereditaments.

To authorise the Company to supply gas or electricity or other means of producing artificial light for public and private purposes within the following limits, that is to say:

So much of the township of Rothwell in the parish of Rothwell as lies to the south-south-east or south-west of a line drawn from the point where a footpath leading from Ebor House to Bell Hill crosses the boundary between the townships of Rothwell and Middleton along such footpath to the Leeds and Wakefield turnpike road thence along the south-west side of such road to Carr-lane thence along a footpath to the Stourton Arms on the Barnsdale and Leeds road thence past Messrs. Charlesworth's coal wharf to the towing path of the Aire and Calder Navigation thence along the south side of the said towing path to Bullough Bridge thence along the east side of Bullough-lane to Pickpocket-lane and thence along the north side of Pickpocket-lane to the point in such lane (north-west of Windmill Houses) where the said township of Rothwell meets the township of Oulton with Woodlesford.

So much of the said township of Oulton with Woodlesford in the parish of Rothwell as lies to the south of a straight line drawn from the Spencer Pit in Royd's-green to Moss Carr House in Methley also so much of the said township of Oulton with Woodlesford being detached in the parish of Rothwell aforesaid as is numbered 5 6 9 10 14 18 11 19 and 20 on the Ordnance Survey and plan to be deposited.

So much of the township of Methley in the parish of Methley as lies to the west and south-west of a tram road between Nelson's pit Newmarket Colliery and the point where the said tram road touches the division between Methley aforesaid and Stanley cum Wrenthorpe and also so much of the township of Lofthouse cum Carlton in the parish of Rothwell as lies to the east-north-east and south-east of the site of a tram road formerly existing from Old Mill House in the township of Thorpe to Castle-head-lane in the said township of Lofthouse with Carl-

ton and to the east and south-east of a footpath from the said lane to Lingwell-gate in the township of Stanley cum Wrenthorpe aforesaid and to the north of a straight line drawn from the aforesaid site of a tramway road to a point 74 yards or thereabouts south of the Thorpe-lane pit. And also so much of the township of Thorpe in the parish of Rothwell as is adjacent to the said townships of Rothwell and Lofthouse cum Carlton and is divided from the residue of the said township of Thorpe by an irregular line drawn from the point where the road leading from Lingwell Gate to Thorpe on the Hill crosses the division between the said townships of Thorpe and Lofthouse cum Carlton to the junction of the footpath from Middleton House in the township of Middleton to Thorpe on the Hill with the Throstle Carr Beck all which are situate in the West Riding of the county of York or some or some parts of those parishes townships and places or of some of them which limits are also shown upon a map copies of which will be deposited in the Private Bill Office of the House of Commons and with the Clerk of the Peace of the West Riding of the County of York respectively and are thereon enclosed by a blue boundary line. To empower the Company to maintain alter and renew any existing mains pipes pillars and other works and conveniences within the limits to be supplied with gas or other means of producing artificial light as aforesaid and to lay down maintain and renew additional mains pipes pillars cables wires and other works in along through over and under and for those purposes to open break up cross alter and divert streets roads and other highways bridges canals navigations towing paths railways tramways open ground sewers drains mill streams water-courses passages and other places and telegraph posts wires pipes and other apparatus within the said limits to be supplied with gas or other means of producing artificial light.

To empower the Company to take purchase hold and use patent rights or licenses or authorities under letters patent for the use of inventions relative to the manufacture conversion utilization or distribution of gas or other means for the production of artificial light and of materials and residual products aforesaid.

To empower the Company to buy sell provide supply and deal in and dispose of gas or other artificial light and also all materials used in the manufacture of gas or other means of producing artificial light and the residual products or residuum of any materials employed in or resulting from the manufacture of gas or artificial light and to carry on the business usually carried on by Gas and Artificial Light Companies and to manufacture purchase or hire and sell let or supply meters and fittings for the use of gas and other means of producing artificial light and also gas stoves or other apparatus for heating by gas and to make such charges therefor as they may think fit.

To empower the Company to sell their undertaking to or to make contracts for the supply of gas or other artificial light with any Local Board urban or rural sanitary authority or other local authority and the trustees of any turnpike or other road or any highway board or any surveyor of any highways or other highway authority and any railway canal navigation dock or other Company bodies or persons and to vary or rescind any such contract and to enter into and carry into effect other contracts or arrangements in lieu thereof or in addition thereto and to confer all necessary powers for those purposes upon all such boards authorities trustees surveyors Com-

panies bodies and persons and enable them to levy and apply for the purposes of any such contracts or arrangements or for the purchase of the said undertaking any tolls rates or assessments which they may respectively be authorised to levy and any funds which they have raised or may raise by or on security of any tolls rates or assessments or by borrowing or otherwise under Act of Parliament or otherwise.

To empower the Company to demand and recover rents and charges for the sale and supply of gas or other artificial light and the sale and hire of gas meters and fittings gas stoves and other apparatus and the sale and supply of apparatus and materials used in the manufacture of gas or other artificial light and residual products and to confer vary and extinguish exemptions from the payment of such rates rents and charges and to confer vary and extinguish other rights and privileges.

To make provision with respect to and to regulate the price of gas to be charged by the Company and the quality of gas to be supplied by them and the amount of profit which may be divided among the shareholders of the Company.

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 Gas Works Clauses Act 1847" "The Gas Works Clauses Act 1871" and to alter vary or repeal all or some of the provisions of any Acts which it may be deemed necessary or expedient to alter vary or repeal for effecting the objects and purposes of the intended Act.

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 and plans books of reference and copies of the Gazette Notice will be deposited in the Private Bill Office of the House of Commons and in the office of the Clerk of the Parliaments and with the Clerk of the Peace of the West Riding of the County of York at his office at Wakefield and plans and books of reference of so much of the parishes hereinbefore or hereinafter named as relate to such parishes respectively and copies of the Gazette Notice will be deposited with the parish clerks of the Parishes of Rothwell and Methley all in the West Riding of the County of York on or before the 30th day of November 1881.

#### Schedule.

A piece of land forming the site of the present Gas Works of the Rothwell Gas Light Company Limited situate in the Township of Rothwell in the parish of Rothwell in the West Riding of the County of York containing 2 roods 2 perches or thereabouts and bounded on the west by land in the occupation of Mr. William Holt and of which the Honourable Mrs. Meynell Ingram is owner or reputed owner, on the north by the Rothwell Beck, on the east by 4 parcels of land in the occupation of Benjamin Blackburn Stephen Taylor Thomas Fowler and George Wilson respectively and of which Mr. John Dickinson is owner and on the south by a piece of land of which the said Mr. John Dickinson is also owner by a piece of land of which Mr. David Brook is owner and by the road leading from the works to Commercial-street in Rothwell aforesaid. Three pieces of land containing respectively 246, 260 and 216 square yards or thereabouts in the occupations of Benjamin Black-

burn, Stephen Taylor and Thomas Fowler respectively and of which Mr. John Dickinson is owner bounded on the west by the said land of the limited Company on the north by the Rothwell Beck and on the east by land in the occupation of Thomas Lunn and of which Mr. Joseph Wright is owner and on the south by land in the occupation of Mr. George Wilson and of which Mr. John Dickinson is owner.

A piece of land containing 611 square yards or thereabouts in the occupation of Thomas Lunn and of which Mr. Joseph Wright is owner and bounded on the west by the said 3 pieces of land last mentioned on the north by the Rothwell Beck and on the east and south by other land in the occupation of the said Joseph Wright and Thomas Lunn of which Mr. Joseph Wright is owner.

Also a piece of land with a stable washhouse and coal-shed thereon of which Mr. David Brook is owner and occupier situate on the east side of the private road leading from the works of the limited Company to Commercial Street Rothwell aforesaid and a piece of land adjoining thereto with three cottages thereon of which Martha Britton Ann Jane Schofield and Jabez Taylor respectively are occupiers and Mrs. Eliza Copley is owner abutting on the said private road.

Also a piece of land with conveniences and ashpits thereon in the occupation of the said Martha Britton Ann Jane Schofield and Jabez Taylor and of which Mrs. Eliza Copley is owner also abutting on the said private road all of which said pieces of land are adjacent to the present gas works of the limited Company.

Dated this 12th day of November 1881.

Tennant and Barret Leeds and Rothwell  
Solicitors for the Bill.

Jacobs and Vincent 20 Budge-row London  
Parliamentary Agents.

In Parliament—Session 1882.

Leamington Corporation.

(Powers to Purchase a Site in the Borough of Royal Leamington Spa; and to Provide a Public Library, Museum, School of Art, and other Public Buildings; make Bye-Laws; Levy Rates; Power to Borrow; Alteration in Collection of Rates; Expenses of Act; Incorporation of Acts; Amendment of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen and Burgesses of the Borough of Royal Leamington Spa, in the county of Warwick (hereinafter called the Corporation) intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes, or some or them, that is to say:—

To confer on the Corporation all or some of following powers:—

To provide, erect and maintain public buildings on the lands to be acquired under the Bill, with all necessary conveniences, comprising a Free Public Library, Museum, School of Art and Assembly Rooms, to be used for all or any of those or similar purposes, and for those purposes to purchase by agreement lands, houses, and easements thereon, and to pull-down and remove buildings, and to construct and maintain streets, approaches, ways and conveniences to such public buildings.

From time to time to make and alter bye-laws in relation to the management, admissions to, and closing of the said buildings, and to any other matters connected with the control and regulations thereof; and to any of the objects or purposes aforesaid, and to enable the Corporation to impose and enforce penalties for the breach

or non-observance of any such bye-laws, and to make such other provisions with reference to bye-laws, and to the matters aforesaid, or any of them, as the Bill will provide.

To apply their corporate funds and borough fund and borough rate, and any moneys from time to time in their hands, or which they may hereafter borrow upon the credit of the said funds and rates, or any or either of them, or otherwise to all or any of the purposes of the Bill, including payment of the costs, charges and expenses in relation to the Bill.

To borrow moneys, and from time to time to re-borrow additional moneys for the purposes of the Bill on mortgage, debenture bonds, debenture stock, annuity or otherwise, on the security of their estates, property, rates and funds, or by either or any of those means, and if found expedient to fund the debt so to be created, and to make, levy and recover other rates and assessments for the repayment of such moneys and of interest thereon.

To levy and collect the borough rate either in connection with or separately from the district rate, and for such purpose to do all such things, and appoint, employ and remunerate all such persons as may be expedient for the carrying out those objects.

The Bill will incorporate with itself, with or without modification or amendment, all or any of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, "The Towns Improvement Clauses Act, 1847," "The Town Police Clauses Act, 1847," and, so far as may be necessary or expedient for any of the purposes of the Bill; will vary, alter, or amend some of the provisions of the Municipal Corporation Acts, 5 and 6 William IV, cap. 76, and any Acts amending that Act, the Public Health Act, 1875, and The Public Libraries Acts, 29 and 30 Vic., cap. 114, and 40 and 41 Vic., cap. 54.

The Bill will confer upon the Corporation such other powers as may be necessary for carrying into effect the objects of the Bill, and will alter, or vary, or extinguish all rights and privileges inconsistent with, or which would or might in any way prevent, impede, or interfere with any of the objects aforesaid, or of the Bill being carried into effect, and will confer, vary, or extinguish, all other rights and privileges necessary or expedient for effecting the said objects, or relating thereto.

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

Dated this 10th day of November, 1881.

*H. Consett Passman*, Solicitor, Leamington.  
*John Jordan*, 3, Westminster Chambers,  
Victoria-street, S.W., Parliamentary  
Agent.

In Parliament.—Session 1882.

Millwall Dock.

(Additional Lands; 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 a Bill for the purposes or some of the purposes following (that is to say):—

1. To empower the Millwall Dock Company (in this notice called "the Company"), for any of the purposes of their undertaking, to purchase, by compulsion or by agreement, the lands, tenements, or hereditaments hereinafter mentioned, or some of them, or any estates, rights, or easements therein, thereunder, or thereover, the whole being situate in the parish of All Saints, Poplar, in the county of Middlesex, in addition to any

lands authorized to be purchased or acquired under the powers or provisions of any previous Act or Acts relating to the Company (that is to say):—

(a) A certain triangular piece of land held by the Company, under lease dated 31st December, 1873, from John Bowes, Esq., and his trustees, situate on the east side of and immediately adjoining the property of the Company, abutting south-east on the East Ferry-road, extending northwards from a point about 50 yards north of Glengall-road to the boundary of the property of the East and West India Dock Company.

(b) Certain lands held by the Company under agreement, dated 22nd December, 1880, for lease from Lady Margaret Charteris and her trustees, situate on the west side of and immediately adjoining the property of the Company to the north of Glengall-road, and abutting south and west on other property of Lady Charteris and her trustees, and north on property of the East and West India Dock Company.

2. To authorize the Company to raise, for the purposes of the Bill and the general purposes of their undertaking, additional capital by shares or stock, or by debenture stock, or borrowing, and to attach to such shares or stock any preference or priority of dividend or other special privileges, and to define and regulate the capital and borrowing powers of the Company.

3. To amend the Millwall Canal, Wharfs, and Graving Docks Act, 1864; the Millwall Canal Act, 1866; the Millwall Dock Act, 1870; the Millwall Dock Act, 1879, and any other Acts relating to the Company; and, so far as necessary, to vary or extinguish all or any rights or privileges which would be inconsistent and would interfere with any of the objects of the Bill, and to confer other rights and privileges.

4. And notice is hereby further given, that on or before the 30th day of November, 1881, a plan of the said lands, with a book of reference thereto, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and with the clerk to the District Board of Works for the Poplar district, at his office, High-street, Poplar.

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

Dated this 14th day of November, 1881.

*Blunt, Tebbs, and Lawford*, 95, Gresham-street, E.C., Solicitors.

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

In Parliament.—Session 1882.

Swansea Corporation Loans.

(Further Provisions as to the Creation, Issue, and Management of Corporation Stock; Arrangements with Bank of England; Amendment of Act.)

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 Swansea (hereinafter called the Corporation) for an Act for all or some of the objects and purposes following, that is to say:—

To make further and better provision in relation to the creation, issue, and transfer of Swansea Corporation Stock, the management thereof, the payment of the dividends thereon, and the

keeping of the books and accounts in relation thereto; and to empower the Corporation to enter into and carry into effect, arrangements and agreements with the Governor and Company of the Bank of England, or other banking corporation or banker (hereinafter called the bank) in relation to all or some of the matters aforesaid, and to confirm arrangements or agreements entered into prior to the passing of the intended Act.

During the continuance of any such arrangements or agreements with the bank to make provision in relation to the following matters and things; that is to say, the keeping of the books by the bank, the transfer of stock, the acceptance of stock, death, bankruptcy, marriage, infancy, or mental incapacity of stockholders, powers of attorney, payment of dividends, dividend warrants, stock receipts, stock certificates to bearer, and coupons, foreign attachment by the custom of London not to apply to stock, payment of fees, forms and regulations by the bank, bank and corporation not to be affected by notice of any trust, and during the continuance of any such arrangements or agreements with the bank to render inapplicable all or some of the provisions of the Swansea Corporation Loans Act, 1881, relating to matters aforesaid.

To vary or extinguish all rights and privileges which would interfere or be inconsistent with any of the objects of the intended Act, and to vary other rights and privileges.

To amend, alter, or repeal all or some of the provisions of the Swansea Corporation Loans Act, 1881, and all other Acts (if any) relating to or affecting the financial position of the borough which it may be necessary to amend, alter, or repeal for any of the purposes of the intended Act.

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

Dated this 15th day of November, 1881.

*John Thomas*, Town Clerk, Swansea.

*Sharpe, Parkers, Pritchard, and Sharpe*,  
9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

Faversham Oyster Fishery.

(Sale or Lease of all or any part or parts of the Fishery; Distribution of Purchase Money; Confirmation of Agreements; Provisions affecting the Members, Mortgagees, and Creditors of the Company; Amendment of Act.)

**A** PPLICATION is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for affecting the purposes or some of the purposes following (that is to say):—

To enable "the Company or Fraternity of Free Fishermen and Dredgermen of the Manor and Hundred of Faversham, in the county of Kent," (in this notice called "the Company") to sell, transfer, or lease their fishery or undertaking, or any part or parts of their fishery or undertaking to any Company, Corporation, body, or person upon such conditions and subject to such restrictions as may be prescribed by the Bill.

To provide for the distribution of any money to be obtained from any such sale, transfer, or lease.

To sanction, confirm, and give effect to any agreements which have been or may be entered into with respect to any such sale, transfer, or lease.

To enable the Company, Corporation, body or person to whom any sale or lease may be made

as aforesaid, to exercise and enjoy all or some of the rights, powers, and privileges of the Company, and to make all necessary and proper provision for the maintenance, management, and regulation of the portion of the undertaking or premises comprised in any such sale, transfer, or lease as aforesaid.

To define, classify, and regulate the respective rights, priorities, and privileges as between themselves or as between them and the Company of all or any of the Freemen or Members of the Company, and mortgagees, debenture-holders, and creditors of the Company, and the Bill will or may vary or extinguish any rights or privileges which would interfere with its objects, and confer other rights and privileges, and will, so far as may be requisite or desirable, extend, vary, amend, or repeal the provisions, or some of the provisions, of the local and personal Act passed in the 3rd year of the reign of Her present Majesty, cap. 59, intituled "An Act for Granting Certain Powers to the Faversham Oyster Fishery Company."

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

Dated this 16th day of November, 1881.

*Wightwick, Kingsford, and Co.*, Canterbury,  
Solicitors for the Bill.

*Hanly and Fellows*, 22, Abingdon-street,  
Westminster, S.W.,  
Parliamentary Agents.

Board of Trade—Session 1882.

Broadstairs Harbour and Pier.

(Application for Provisional Order for Powers to Construct a New Pier or Jetty, and to Alter and Extend the Existing Pier; to Construct a Breakwater and other Works at Broadstairs; to Extend the Limits of the Harbour; to Levy Tolls; to Borrow Money; Create Priorities and Preferences; to Lease the Undertaking, and for other purposes.)

**N**OTICE is hereby given that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by the Commissioners for the Care and Management of the Pier and Harbour of Broadstairs (hereinafter called "the Commissioners"), for a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," to confer on the Commissioners the following powers, or some of them, that is to say:—

(1) To construct and maintain a new pier, jetty, and landing place, with all proper works, sea-walls, terraces, approaches, toll-houses, toll-gates, buildings, refreshment rooms, and other conveniences connected therewith, for the embarking and landing of passengers, goods, and merchandize, and for other purposes, in the parish of St. Peter the Apostle, in the isle of Thanet, in the county of Kent, and on the foreshore and bed of the sea adjoining that parish, commencing at or near the north-eastern angle or corner of the look-out house at the entrance to the existing pier, and extending thence seaward in a south-easterly direction, for a distance of 333 yards or thereabouts, and there terminating, and

(2) To alter, widen, and extend the existing Broadstairs Pier, so far as may be necessary or expedient for the convenient use and working of the proposed new pier.

To construct and maintain a breakwater, with all usual or necessary incidental works, commencing on the foreshore at or near Fishness

Point, and, extending seawards in an easterly or north-easterly direction for a distance of 250 yards or thereabouts;

To extend the limits of the harbour;

To purchase, take on lease, or otherwise acquire by agreement, lands, or hereditaments necessary for the construction of the said pier, breakwater, and works;

To levy tolls, rates, and duties upon, or in respect of, the use of, such altered and extended pier, and for the use of such new pier, breakwater, and harbour, and as well in respect of foot passengers and promenaders as in respect of merchandize and harbour purposes generally; to confer, vary, or extinguish exemption from the payment of such tolls, rates, or duties; or to confer, vary, or extinguish other rights and privileges; and to make, alter, and rescind bye-laws, rules, and regulations for the management, use and protection of the works and property, and the regulation and control of vessels, persons, goods and vehicles using the same; and the conduct of officers and servants; and to impose penalties for the breach of any such bye-laws, rules, and regulations; and to alter and extend the powers of pier-masters and other officers;

To authorise the Commissioners to raise moneys, by mortgage or otherwise, on the security of their undertaking, and on the security of the tolls, rates, and duties now leviable, and of the tolls, rates, and duties to be authorised by the Order.

To make provision for all moneys to be raised under the proposed Order, ranking in priority to all moneys already raised by the Commissioners, and to entitle all such moneys so to be raised under the said Order to a preferential payment of interest;

To incorporate with the Provisional Order with or without variation the requisite provisions of "The Harbours, Docks, and Piers Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Commissioners Clauses Act, 1847."

To empower the Commissioners to sell, lease, or let the whole or any part of the said undertaking, or the tolls, rates, and duties to be levied in respect thereof; and to authorise any local authority or other parties to purchase, or take the same on lease;

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

Printed copies of the draft Provisional Order will on or before the 23rd day of December, 1881, be deposited at the office of the Board of Trade aforesaid, and on and after that date copies thereof will be furnished, at the price of one shilling each, to all persons applying for the same at the offices of the Commissioners, or at the offices of the undersigned;

When the Provisional Order has been made and settled by the Board of Trade, printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office, at Maidstone aforesaid, and copies may be obtained upon application at the offices of the undersigned, at the price of one shilling for each copy.

All persons desirous of making any representations to the Board of Trade, or of bringing before that Board any objection respecting the application for the said Order, may do so by letter,

addressed to the assistant secretary of the railway department of the said Board, on or before the 15th day of January next, and a copy of such objections must at the same time be sent to the undersigned; and in forwarding the objections to the Board of Trade, the objectors or their agents should state that this has been done.

Dated this 15th day of November, 1881.

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

In Parliament.—Session 1882.

Severn Bridge and Forest of Dean Central Railway. (Extension of Time for construction and completion of Railways and Works; Amendment of Acts).

NOTICE is hereby given, that the Severn Bridge and Forest of Dean Central Railway Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing session for an Act to extend the period limited by the Company's Act of 1879, for the construction and completion of the authorized railways of the Company.

The intended Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and confer other rights, and privileges, and it will amend or extend some of the provisions of "The Severn Bridge and Forest of Dean Central Railway Acts, 1873 and 1879."

Printed copies of 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 17th day of November, 1881.

Burchells, Solicitors, 5, Broad Sanctuary, Westminster.  
William Bell, 27, Great George-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1882.

In the Matter of the Gas and Water Facilities Act, 1870; and in the Matter of the Redditch Gas Order, 1878.

(Application for Additional Capital.)

NOTICE is hereby given, that on or before the 23rd day of December next, application is intended to be made by the Redditch Town and District Gas Company, Limited, to the Board of Trade, under the Gas and Water Facilities Act, 1870, for a Provisional Order authorising the said Company to raise additional capital, not exceeding the sum of 10,000*l.*, necessary for the purposes of their undertaking, as authorised by the Redditch Gas Order, 1878, by shares or stock, and by borrowing on mortgage or debentures, or partly in one way and partly in the other, as may be authorised by the Provisional Order so to be applied for.

On or before the 30th day of November, 1881, copies of this advertisement will be deposited with the Clerk of the Peace for the county of Worcester, at his office in Worcester, and with the Clerk of the Peace for the county of Warwick, at his office in Leamington, and at the office of the Board of Trade, Whitehall, London, and, on or before the 23rd day of December next, a printed draft of the proposed Provisional Order will be deposited at the said office of the Board of Trade; on or before the 23rd day of December next, a memorial sealed by the said Company, addressed to the Board of Trade, praying for a Provisional Order, and a printed draft of such Provisional Order, as proposed by the said Company, will be deposited at the said office of the Board of Trade; and on or before the 23rd day of December next, a sufficient number of printed copies of the said draft Provisional Order will be deposited at the office of the said Company at

Redditch, in the county of Worcester, and such printed copies will be obtainable by all persons applying for them at the said office of the Company on payment of the sum of one shilling for each copy, and printed copies of the said Provisional Order when made will be deposited at the said office of the Company and will be obtainable by all persons applying for them on payment of the sum of one shilling for each copy.

All persons desirous of making any representation to the Board of Trade or of bringing before the said Board any objection respecting the intended application may do so by letter addressed to the Assistant Secretary of the Railway Department of the said Board of Trade on or before the 15th day of January, 1882, and copies of their objections must at the same time be sent to the undersigned.

*Sanders, Smith, and Parish, 67, Colmore-row, Birmingham.*

*Burchells, 5, The Sanctuary, Westminster.*

In Parliament.—Session 1882.

Crown Lands.

(Power to grant Leases of Lands for Roads and Approaches in the Royal Forests; Alteration of dates for cesser and refixing of Rents, Royalties and Dues of certain Quarries in Dean Forest; New Leasing Powers; Facilities for Enfranchisement of Crown Lands; Lands for Church and School purposes at Rhyl; 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 introduce a Bill and to pass an Act for the objects and purposes following, or some of them, that is to say:—

1. To alter and amend parts of the Act passed in the 10th year of the reign of King George the 4th, cap. 50 (relating to the management and improvement of Crown Lands), and particularly Section 97 of that Act, and to enable the Commissioners of Her Majesty's Woods, Forests and Land Revenues, or one of them (hereinafter called the Commissioners), to grant leases of portions of the lands forming part of any of the Royal Forests for the purpose of making roads and approaches.

2. To secure uniformity with respect to the cesser and refixing of new rents in respect of quarries in the Forest of Dean, in the county of Gloucester, held by virtue of the award of the Dean Forest Mining Commissioners of 1838, and to fix a day, to be named in the Bill, for the cesser and refixing of all such rents within the said Forest, and, so far as may be necessary for such last mentioned purpose, to alter or amend an Act passed in the 1st and 2nd years of the reign of Her present Majesty, Queen Victoria, cap. 43.

3. To empower the Commissioners to grant leases of additional ground adjoining any quarry to the parties for the time being in possession of such quarry, and, so far as may be necessary for such last mentioned purpose, to repeal, alter, or amend an Act passed in the Session of Parliament held in the first and second year of the reign of Her present Majesty, cap. 43, and the Act passed in the 34th and 35th years of the reign of Her present Majesty, cap. 85.

4. To alter the days for the cesser or determination of galeage rents, royalties, or tonnage duties reserved in the grant of gales of coal and iron in Dean Forest, and to fix a definite period for the purposes aforesaid.

5. To afford greater facilities for the enfranchisement of copyhold lands belonging to the Crown which are subject to subsisting mortgages.

6. To alter and amend the conditions of a certain grant of Crown Land, dated the 29th De-

ember, 1836, and made under the powers of the Act of the 10th year of the reign of His Majesty King George the 4th, cap. 50, for the purpose of erecting a church and dwelling-house for the officiating clergyman at Rhyl, in the county of Flint, and to vest a portion of such lands in the Rhyl School Board, for the purpose of additions to a school-house, or generally for school purposes.

Dated this 15th day of November, 1881.

By Order,

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

In Parliament.—Session 1882.

Cheadle Railway.

(Abandonment of Undertaking; Release of Deposit; Dissolution of Company; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Cheadle Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them; that is to say:—

To authorize the Company to abandon and relinquish the construction of the railway and works authorized by "The Cheadle Railway Act, 1878," and to release the Company from all liabilities, penalties, and obligations for the non-completion thereof, to declare null and void all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference thereto, and to provide for the payment out of Court of the stocks and moneys now in the Chancery Division of the High Court of Justice, as security for the completion of the said railway and works, and the distribution of the assets, the winding up of the affairs, and the dissolution of the Company.

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

To alter, amend, and, so far as necessary, repeal the Cheadle Railway Act, 1878, the North Staffordshire Railway Act, 1879, and the North Staffordshire Railway Act, 1880.

And notice is hereby further given, that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1881.

Dated this 7th day of November, 1881.

*Blagg, Son, and Masefield, Cheadle, Staffordshire, Solicitors.*

*John Charles Ball, 16, Parliament-street, Westminster, Parliamentary Agent.*

In Parliament.—Session 1882.

Alford and Sutton Tramways.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Alford and Sutton Tramways Company for leave to bring in a Bill for the following purposes, or some of them (that is to say):—

To extend the respective periods limited by the Alford and Sutton Tramways Act, 1880, for the compulsory purchase of lands, and for the completion of the tramways and works by that Act authorized.

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

To alter, amend, extend, and repeal the Alford and Sutton Tramways Act, 1880.

And notice is hereby further given, that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1881.

Dated this 15th day of November, 1881.

*William Toogood*, 16, Parliament-street, Westminster.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Harzer Natural Mineral Water Company Limited.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Company by the High Court of Justice, Chancery Division, was, on the 22nd day of November, 1881, presented to Her Majesty's High Court of Justice, Chancery Division, by Dick Radclyffe, of 128 and 129, High Holborn, in the county of Middlesex, Seed Merchant, trading under the style or firm of Dick Radclyffe and Co., a creditor of the said Company; 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 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 said petition will be furnished to any creditor or contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same.—Dated the 24th day of November, 1881.

*Lindo and Co.*, 80, Coleman-street, E.C., Solicitors for the Petitioner.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Chitty.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Liberia Land and Investment Company Limited.

**N**OTICE is hereby given, that a petition for winding up of the above-named Company by the High Court of Justice, Chancery Division, was, on the 23rd day of November, 1881, presented to Mr. Justice Chitty, by Frederick John Oswin, of 10, Gower-street, in the county of Middlesex, Accountant, a contributory of the said Company; 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 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 for 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.

*Frederick Heritage and Co.*, St. Clement's House, Clement's-lane, E.C., Solicitors for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and of the Seventh East Central Benefit Building Society.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Society by the Chancery Division of the High Court of Justice, was, on the 23rd day of November, 1881, presented to the High Court of Justice, by Stephen Aldhouse, of 93, Loughborough-park,

Brixton, in the county of Surrey, and 20, Central Meat Market, in the city of London, Commission Meat Salesman, a shareholder in and creditor of the said Society; and that the said petition is directed to be heard before the Vice-Chancellor Sir James Bacon, on the 3rd day of December, 1881; and any creditor or contributory of the said Society desirous to oppose the making of an Order for the winding up of the said Society 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 Society requiring the same, by the undersigned, on payment of the regulated charge for the same.

*Elborough and Dean*, 51, Queen Victoria-street, E.C., Solicitors for the Petitioner.

In the High Court of Justice.—Chancery Division.  
In the Matter of the Companies Acts, 1862, 1867, and 1877, and in the Matter of the Imperial Union Assurance Company Limited.

**T**HE 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, and the names and addresses of their Solicitors (if any), to Mr. James Cooper, of 3, Coleman-street-buildings, Moorgate-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 Fry, 12, Staple-inn, Holborn, 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. Thursday, the 12th 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 22nd day of November, 1881.

In the Matter of the Companies Acts, 1867 and 1877, and in the Matter of the Imperial Union Assurance Company Limited.

**M**R. JUSTICE KAY, at Chambers, acting as Vacation Judge, has by an Order, dated the 13th day of September, 1881, appointed James Cooper, of No. 3, Coleman-street-buildings, Moorgate-street, in the city of London, Chartered Accountant, to be Official Liquidator of the above-named Company.—Dated this 22nd day of November, 1881.

In the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Thames and Channel Steam Ship Company Limited.

**B**y an Order made by Mr. Justice Chitty in the above matter, dated the 12th day of November, 1881, upon the petition of Henry Thomas Walker and Luke Soliague, both of No. 7, Finch-lane and 2, Royal Exchange-avenue, in the city of London, trading in partnership together, under the firm or style of Walker and Company, creditors of the above-named Company, dated the 27th day of September, 1881, it was ordered that the said Thames and Channel Steam Ship Company Limited be wound up by this Court, under the provisions of the Companies Acts, 1862 and 1867, and that the costs of the Petitioners, and of the said Company, and of the shareholders, and creditors appearing upon the hearing of the said Petition, and of this application, be taxed by the Taxing Master and paid out of the assets of the said Company, but on taxing such costs only one set of costs was to be

allowed between the said creditors appearing upon the Petition.

*Wyatt and Barraud*, 143, Cannon-street, E.C., Solicitors for the said Petitioners, Messrs. Walker and Co.

In the Chancery of the County Palatine of Lancaster.—Liverpool District.

In the Matter of the Oswestry Coal and Brick Company Limited; and in the Matter of the Companies Acts, 1862 and 1867; and of the Court of Chancery of Lancaster Acts, 1850 and 1854.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery of the County Palatine of Lancaster, Liverpool District, was, on the 7th day of November, 1881, presented to the Right Honourable John Bright, Chancellor of the Duchy and County Palatine of Lancaster, by Joseph Brewin, of No. 7A, Hamilton-street, Birkenhead, Coal Merchant; and that the said petition is directed to be heard before the Worshipful Henry Fox Bristowe, Esq., Vice-Chancellor of the said County Palatine, at the sittings of the said Court, to be holden at Saint George's Hall, Liverpool, on the 6th 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.

*Robt. R. Ambler*, of 44, Hamilton-square, Birkenhead, Solicitor for the Petitioner, and whose address for service is at 44, Hamilton-square, Birkenhead aforesaid, or at Messrs. H. W. Collins and Co.'s, Solicitors, Union-court, Castle-street, Liverpool.

In the Chancery of the County Palatine of Lancaster.—Manchester District.

In the Matter of the Companies Acts, 1862 to 1880; and in the Matter of the Guardian Permanent Benefit Building Society; and in the Matter of the Court of Chancery of Lancaster Acts, 1850 and 1854.

**B**Y an Order made by the Worshipful Henry Fox Bristowe, Esq., Q.C., the Vice-Chancellor of the Duchy and County Palatine of Lancaster, in the above matters, dated the 14th day of November, 1881, on the petition of William Battersby, of No. 23, Kempster-street, Lower Broughton, Salford, in the county palatine of Lancaster, Gentleman, it was ordered that the Guardian Permanent Benefit Building Society be wound up under the provisions of the Companies Acts, 1862 to 1880.—Dated this 24th day of November, 1881.

*Boote and Edgar*, 18 and 20, Booth-street, Manchester, Solicitors for the said Petitioner.

WASHING, BEDDING, &c.

**T**ENDERS 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.

No. 25041.

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*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.

Bank of England, November 24, 1881.

**T**HE Court of Directors of the Governor and Company of the Bank of England give notice,

That they have appointed Walter George Brooks to be one of their Cashiers; and he is hereby empowered to sign Bills and Notes for the Governor and Company of the Bank of England.

Hammond Chubb, Secretary.

The Staffordshire Newspaper Company Limited.

**A**T an Extraordinary Meeting of the Shareholders of this Company, duly convened and holden at the Conservative Club-room, Stoke-upon-Trent, on Saturday, the 5th day of November, 1881, the following Extraordinary Resolution was 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 that Henry Hancock, of Stoke-upon-Trent, be and he is hereby appointed Liquidator for the purposes of such winding up."

Henry T. Davenport, Chairman.

Barry's Bakery Company Limited.

**A**T an Extraordinary General Meeting of the Members of the said Company, duly convened and held at No. 4, Devonshire-chambers, Bishopsgate, in the city of London, on the 2nd day of November, 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 17th day of November, 1881, the following Special Resolutions were duly confirmed:—

1. "That Barry's Bakery Company Limited be wound up by voluntary liquidation.

2. "That William Barry be appointed Liquidator."

William Barry, Chairman.

**A**T an Extraordinary General Meeting of the Shareholders of the Cadogan Mansions Limited, held at 32, Great George-street, Westminster, London, S.W., on Friday, the 18th day of November, at two o'clock in the afternoon, the following Extraordinary Resolution was passed:—

"That it has been proved to the satisfaction of the Cadogan Mansions Limited that the said Cadogan Mansions Limited cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the said Cadogan Mansions Limited, and that the same be wound up voluntarily; that Martin Gregory, of 32, Great George-street, Westminster, in the county of Middlesex, Accountant, be and is hereby appointed the Liquidator of the said Cadogan Mansions Limited."

Dated this 24th day of November, 1881.

W. P. Talbot, Chairman.

Blackpool Borough Bazaar Company Limited. Pursuant to Companies Act, 1862, sec. 142.

**N**OTICE is hereby given, that a General Meeting of the Members of the above-named Company will be held at the office of Mr. Henry Athelstan Hall, Clifton-chambers, Townhall-street, Blackpool, in the county of Lancaster, on Thursday, the 29th day of December

next, at eleven o'clock in the forenoon, for the purpose of having an account laid before them, showing the manner in which the winding up of the Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator.

—Dated this 22nd day of November, 1881.

Henry Athelstan Hall, Liquidator.

The Companies Act, 1862.

The Whitby Mutual Insurance Company Limited.

**N**OTICE is hereby given, that a General Meeting of the Members of the Whitby Mutual Insurance Company Limited will be held at the Company's offices, 46, Flowergate, Whitby, Yorkshire, on Wednesday, the 30th day of December, 1881, at one 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.

T. N. Marwood, Liquidator.

The Companies Acts, 1862 and 1867.

The West African Company Limited.

**N**OTICE is hereby given, that an Extraordinary General Meeting of the above Company will be held at the Memorial Hall, Manchester, on Thursday, the 29th day of December next, at eleven o'clock in the forenoon, for the purpose of having the final account laid before the meeting showing the manner in which the winding up of the Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators.

—Dated this 23rd day of November, 1881.

Fredk. Atkinson, } Liquidators.  
Charles Thompson, }

The Glanrafon Iron and Tin Plate Company Limited.

**N**OTICE is hereby given, that in pursuance of section 142 of the Companies Act, 1862, a General Meeting of the Members of the above-named Company will be held at the office of Mr. T. H. Davis, No. 18, Union-street, Swansea, on Thursday, the 29th day of December, 1881, at two o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators, and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company and of the Liquidators thereof shall be disposed of.

—Dated this 22nd day of November, 1881.

W. H. Forester, } Liquidators.  
D. O'Sullivan, }  
T. H. Davies, }

**N**OTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Edward Bollans and Thomas Fox Ferriman, under the name, style, or firm of Bollans, Ferriman, and Co., has been this day determined by mutual consent. All debts due from the said firm are to be paid by the said Edward Bollans, and all accounts due to the said firm are to be received by him.

—Dated this 22nd day of November, 1881.

Edward Bollans.

Thos. F. Ferriman.

**N**OTICE is hereby given, that the Partnership heretofore carried on by Alfred Hartley and Charles Alexander Price Talbot, as Commission Agents, at Liverpool and London, is this day dissolved by mutual consent. All debts due to and owing by the said partnership will be received and paid by the said Alfred Hartley.

—Dated this 17th day of November, 1881.

Alfred Hartley.

C. A. P. Talbot.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George James Hilliard and John Goodall Simkins, carrying on business at No. 2, Catherine-court, Seething-lane, in the city of London, at No. 58, New-road, Commercial-road, and at Poplar, both in the county of Middlesex, as Lightermen and Carmen, under the style or firm of Hilliard and Simkins, has been dissolved, as from the 31st day of August last, by mutual consent. All debts due and owing to or by the said late firm will be received and paid by the said John Goodall Simkins, who will carry on the business at the above places on his own account.

—Dated this 23rd day of November, 1881.

George James Hilliard.

John Goodall Simkins.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Jonathan Pritchard and Frederick Pritchard, carrying on business as Plumbers, Glaziers, Gasfitters, and Painters, at Derby-street, Macclesfield, in the county of Chester, under the style or firm of Jonathan and Frederick Pritchard, has this day been dissolved by mutual consent. All debts due to or owing by the late firm will be received and paid by the said Frederick Pritchard, by whom the said business is in future to be carried on.

—Dated this 22nd day of November, 1881.

Jonathan Pritchard.

Frederick Pritchard.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Abraham Isaacs and Samuel Alexander, carrying on business at 55, Brompton-road, in the county of Middlesex, as Fruiterers, under the style or firm of A. Isaacs and Co., has this day been dissolved by mutual consent. All debts owing from or due to the late firm will be discharged or received by the said Abraham Isaacs.

—Dated this 21st day of November, 1881.

Abraham Isaacs.

Samuel Alexander.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Francis Arblaster Hale, Joseph Hale, and Thomas Walter Hale, as Timber Merchants, at Walsall, Staffordshire, has this day been dissolved, by mutual consent, so far as relates to the said Joseph Hale. All debts owing to or by the late firm will be received and paid by the said Francis Arblaster Hale and Thomas Walter Hale, who intend to continue in partnership.

—Dated the 15th day of November, 1881.

Francis A. Hale.

Thomas W. Hale.

Jos. Hale.

**T**HE Partnership hitherto existing betwixt us as Share Brokers, Accountants, and Commission Agents, at Cloughton-chambers, Hardshaw-street, Saint Helen's, Lancashire, has this day been dissolved by mutual consent.

—Dated this 30th day of September, 1881.

Robert Slater.

J. W. Picketon.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Alfred Alexander and William Sumner, at the Brunswick Coffee House, 142, City-road, Saint Luke's, Middlesex, as Coffee and Refreshment-house Keepers, under the style of Alexander and Sumner, has this day been dissolved by mutual consent; and all debts due to or owing by the said firm will be received and paid by the said George Alfred Alexander alone.

—Dated this 21st November, 1881.

Geo. A. Alexander.

William Sumner.

**N**OTICE is hereby given, that the Partnership which has for some time past been carried on by Colin Ansdell and Edward Weddall, under the firm of Ansdell and Weddall, at the borough of Kingston-upon-Hull, in the trade or business of Oil Refiners, was this day dissolved by mutual consent.

—As witness our hands this 15th day of November, 1881.

C. Ansdell.

E. Weddall.

**N**OTICE is hereby given, that the Partnership heretofore existing between the undersigned, Lewis Raphael Frank and Michael Barnett, as Butchers, now and for some time past carrying on business at No. 14, Deaborough-place, Harrow-road, in the county of Middlesex, has been this day dissolved by mutual consent. The business will in future be carried on by the said Lewis Raphael Frank alone, to whom all debts owing to the said partnership must be paid, and by whom all debts owing by the said partners in the said business will be paid.

—As witness their hands this 21st day of November, 1881.

L. R. Frank.

M. Barnett.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, as Wine and Spirit Merchants, at Liverpool, under the style of Daniel Wilson and Sons, has been dissolved, as from the 30th June, 1881, so far as regards the undersigned Frederic Wilson. — Dated this 21st day of November, 1881.

*Daniel Wilson.*  
*Frederic Wilson.*  
*Walter Harris Crook.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edward James Hill and Alfred Dodman, carrying on the business of Drapers, at 93, Holloway-road, London, in the county of Middlesex, is this day dissolved by mutual consent. All debts due and owing to or by the said partnership will be paid and received by Edward James Hill. — Witness our hands this 22nd day of November, 1881.

*Edward James Hill.*  
*Alfred Dodman.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Thomas Mosley and Julian Stephenson, under the firm of Mosley and Stephenson, at Bingley, in the county of York, in the trade or business of Rag, Bone, Glass, China, and Earthenware Merchants, was this day dissolved by mutual consent. — As witness our hands this 22nd day of November, 1881.

*Thomas Mosley.*  
*Julian Stephenson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Alfred Cliff and George Crawshaw, carrying on business at Deighton, in the borough of Huddersfield, in the county of York, as Joiners and Wheelwrights, under the firm of Cliff and Crawshaw, was dissolved, by mutual consent, as and from the 16th day of July, 1881. — As witness our hands this 23rd day of November, 1881.

*Alfred Cliff.*  
*George Crawshaw.*

NOTICE is hereby given, that the Partnership recently subsisting between us the undersigned, John Henry Schofield, Matthew Lobley, and Edward Joseph Day, in the business of Woollen Manufacturers, at Batley, in the county of York, under the firm of Schofield, Lobley, and Co., was dissolved on the 18th day of October last. — Dated this 21st day of November, 1881.

*Jno. H. Schofield.*  
*Edwd. J. Day.*  
*Matthew Lobley.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Samuel Clements and Joseph Clements, under the firm of S. and J. Clements, at Houndgate, in the town of Nottingham, in the trade or business of Painters and Decorators, was this day dissolved by mutual consent. All moneys due and owing to the said firm to be paid to the said Samuel Clements, who will also pay all debts due therefrom. — Dated this 12th day of November, 1881.

*Samuel Clements.*  
*Joseph Clements.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Isaac Silverthorne and Hugh Ettrick Saunders, under the firm of Silverthorne and Son, at Brighton, in the trade or business of Livery Stable Keepers and Job Masters, was, on the 12th day of November, 1881, dissolved by mutual consent. — As witness our hands this 22nd day of November, 1881.

*Isaac Silverthorne.*  
*H. Ettrick Saunders.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Savage and Sidney Hill, as Merchants, at Palmerston-buildings, in the city of London, and in South Africa, under the firm of Savage and Hill, has been dissolved by mutual consent. The business will be carried on by the undersigned William Savage, and he will receive all accounts due to and pay all liabilities of the partnership. — Dated this 1st November, 1881.

*William Savage.*  
*Sidney Hill.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Earnshaw Baillie and William Kennard, under the firm of Kennard and Baillie, at 13, King-street, Snowhill, as Wholesale Ironmongers, has been dissolved by mutual consent; and that all moneys due to and by the said firm will be received and paid by the undersigned William Earnshaw Baillie. — Dated this 23rd November, 1881.

*Wm. Kennard.*  
*Wm. Earnshaw Baillie.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Mosdell and Henry William Mosdell, carrying on business in Fisherton-street, Salisbury, in the county of Wilts, as Clothiers and Outfitters, under the firm of Mosdell and Son, is this day dissolved by mutual consent. — As witness our hands this 17th day of November, 1881.

*George Mosdell.*  
*H. W. Mosdell.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph William Higginbottom and John Taylor, both of Longton, in the county of Stafford, Architects and Surveyors, hitherto carrying on business at No. 6, Caroline-street, Lo go on aforesaid, and at Leek, Staffordshire, under the style or firm of Higginbottom and Taylor, has been this day dissolved, by mutual consent, as from this 1st day of November instant. All debts owing to or by the late firm will be received and paid by the said Joseph William Higginbottom, at No. 6, Caroline street, Longton aforesaid. — As witness our hands this 1st day of November, 1881.

*J. W. Higginbottom.*  
*John Taylor.*

NOTICE is hereby given, that the Partnership between the undersigned, North Surridge, Alfred Henry Hunt, and Robert Lloyd Williams, heretofore subsisting in the profession or practice of Solicitors, and carried on at Rumford and Gray's Thurrock, in the county of Essex, and at Nos. 42 and 43, Lombard-street, in the city of London, was, on the 29th day of September last, dissolved by mutual consent; and that the practice will henceforth be conducted by the said Alfred Henry Hunt and Robert Lloyd Williams, who will receive all moneys due to and pay all moneys owing by the said partnership. — Dated the 21st day of November, 1881.

*North Surridge.*  
*A. H. Hunt.*  
*Robt. Lloyd Williams.*

EDWARD JOHN TRELAWNY, Deceased.

Pursuant to Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Edward John Trelawny, late of Somping, in the county of Sussex, and of Pelham-crescent, South Kensington, in the county of Middlesex (who died on the 16th 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 17th day of November, 1881, by George Whitley, of 7, North-terrace, Camberwell, Surrey Gentleman, the executor named in the said will), are hereby required to send in the particulars of their debts, claims, and demands to the said executor, at the said address, on or before the 31st day of January, 1882, after the expiration of which time the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which the said executor shall then have had notice; and that the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand he shall not have had such notice as aforesaid. — Dated this 23rd day of November, 1881.

GEORGE WHITLEY, Executor of the will of the said Edward John Trelawny.

JOHN FINCH, Deceased.

Pursuant to an Act of Parliament 22nd and 23rd Victoria, c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors, claimants, and others claiming any debts, interest, duties, rights, or title into or out of the estate of John Finch, late of Heathside, Tunbridge Wells, in the county of Kent, Esq., deceased (who died on the 9th day of October, 1881), are to send in their claims against the estate of the said John Finch, on or before the 9th day of January, 1882, to me, the undersigned, Beaumont Shephard, at my offices, No. 32, Finsbury-circus, in the city of London, Solicitor for Charles Shephard, the executor named in the will of the said deceased; and notice is hereby further given, that after the said 9th day of January, 1882, the said Charles Shephard will proceed to distribute the assets of the said John Finch, deceased, among the persons entitled thereto, having regard only to the claims of which he, the said Charles Shephard, shall have had notice; and will not be liable for the assets so distributed to any person of whose claim or interest he shall not have had notice at the time of such distribution. — Dated this 24th day of November, 1881.

B. SHEPHEARD, 32, Finsbury-circus, in the city of London, Solicitor for the above-named Executor.

**BENJAMIN MOSES MERTON, Deceased.**

Pursuant to the Act 22nd and 23rd Vic., cap. 35.

**N**OTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Benjamin Moses Merton, late of No. 77, Westbourne-terrace, Hyde Park, in the county of Middlesex, Esq., and temporarily residing at No. 9, Rue Longchamps, France (who died on the 10th 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 30th day of August, 1881, by Henry Benjamin Merton, Benjamin Louis Cohen, and Edward Wagg, the executors named in the said will) are hereby required to send in the particulars of their debts, claims, or demands, to me, the undersigned, the Solicitor for the said executors, on or before the 31st day of December, 1881, after the expiration of which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims or demands of which the said executors shall then have had notice.—Dated this 22nd day of November, 1881.

H. SKYNNER, Temple chambers, 32, Fleet-street, in the city of London, Solicitor for the said Executors.

**FRANCESCA BALLERAS, Deceased.**

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors or other persons having any claims or demands against the estate of Francesca Balleras, late of Lourdes House, No. 9A, Marlborough-place, Saint John's Wood, in the county of Middlesex, Widow, deceased (who died on the 21st day of April, 1881, at Lourdes House aforesaid, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 5th day of September, 1881, by Frederic Hammack, of No. 98, Portsdown-road, Maida Vale, Saint John's Wood aforesaid, Vice-Consul for Chili, one of the executors named in the said will), are hereby required to send the particulars, in writing, of their claims and demands, on or before the 2nd day of January, 1882, to us, the undersigned, as the Solicitors for the said executor, after which day the executor will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims or demands of which he shall then have had notice; and the executor will not be answerable or liable for the assets, or any part thereof, so distributed to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 21st day of November, 1881.

THOMSON, SON, and BROOKS, Cornhill-chambers, 62 and 63, Cornhill, E.C., Solicitors for the said Executor.

**JAMES WADE, Deceased.**

Pursuant to 22 and 23 Victoria, cap. 35.

**N**OTICE is hereby given, that all creditors and other persons having claims or demands against the estate of James Wade, late of No. 96, Kirkgate, Wakefield, in the county of York, Retired Farmer, deceased (who died on the 9th day of June, 1881, and whose will was proved in the District Registry of the Probate Division of Her Majesty's High Court of Justice at Wakefield, on the 24th day of August, 1881, by Joseph Wade, of 96, Kirkgate, Wakefield aforesaid, Corn Merchant, and William Simpson, of 196, Kirkgate, Wakefield aforesaid, Baker, the executors therein named), are hereby required to send in writing, the particulars of their debts, claims, or demands to me, the undersigned, for the said executors, on or before the 1st day of January, 1882, after which date the said executors will distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice, and that the said executors will not be liable for the assets so distributed to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 27th day of October, 1881.

C. H. SIMPSON, 44, Kennedy-street, Manchester, Solicitor for the said Executors.

**JAMES TAYLOR, Deceased.**

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of James Taylor, late of Abbott's-buildings, Wilkinson-street, Hyson Green, in the extended borough of Nottingham, Gentleman, deceased, who died on the 8th day of November, 1881, and whose will was proved on the 16th day of November, 1881, by Benjamin Taylor, of Hessele-cottage, Hessele, in the East Riding of the county of York, Gardener, the executor therein named, in Her Majesty's High Court of Justice at the District Registry attached to the Probate Division thereof at Nottingham, are hereby required to send particulars, in writing, of their claims and demands to me, the undersigned, James Edw'n Norman, at my office,

No. 7, Middle-pavement, Nottingham aforesaid, on or before the 31st day of December, 1881, after which date the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts and claims of which he should then have had notice, and the executor will not be liable for the assets, or any part thereof, so distributed to any person of whose claims or demands he shall not then have had notice.—Dated this 17th day of November, 1881.

JAMES E. NORMAN, 7, Middle-pavement, Nottingham, Solicitor for the Executor.

**Mr. THOMAS LYGO, Deceased.**

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and others having any claims or demands against the estate of Thomas Lygo, late of Ansty, in the county of Leicester, Blacksmith (who died on the 31st day of December, 1880, and whose will was proved in the District Registry at Leicester of the Probate Division of the High Court of Justice on the 1st day of July, 1881, by William Shipley Matts, of Ansty aforesaid, Farmer, and Heprass Willétt Clarke, of Ansty aforesaid, Shoe Manufacturer, the executors thereof), are required to send, in writing, the particulars of their claims and demands either to the said executors, or to me, the undersigned, William Llewellyn Salusbury, of Leicester, in the said county of Leicester, the Solicitor for the said executors, on or before the 2nd day of January, 1882, after which day they will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims and demands of which they shall then have notice; and the said executors will not be answerable or liable for the assets of the said deceased so distributed, or any part thereof, to any persons of whose claims or demands they shall not then have had notice. And all persons indebted to the said deceased at the time of his decease are desired forthwith to pay the amount of their debts either to the said executors, or to me, the undersigned.—Dated this 21st day of November, 1881.

W. LLEWELLYN SALUSBURY, Leicester, Solicitor for the said Executors.

**Re Mrs. EMILY SANGSTER, Deceased.**

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Emily Sangster, late of No. 252, Whitechapel-road, Middlesex, Widow, carrying on business as a Seed Merchant under the name of Frederick Sangster (who died on the 24th August, 1881, and whose will was duly proved on the 4th day of November, 1881, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send in particulars of such debts, claims, or demands to John Ashbridge, of No. 238, Whitechapel-road, London, E., the Solicitor for the executor, on or before the 31st day of December, 1881, at the expiration of which time the executor will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard only to the debts, claims, or demands of which the executor shall then have had notice; and the executor will not be liable or responsible for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand he shall not then have had notice.—Dated this 21st day of November, 1881.

JNO. ASHBRIDGE, 238, Whitechapel-road, London, E., Solicitor for the Executor of the will of the said Emily Sangster, deceased

**JESSIE COWAN, Deceased.**

Notice to Creditors pursuant to Statute.

**A**LL persons having any claim upon the estate of Jessie Cowan, formerly of the city of Edinburgh, and afterwards of the Queen's Hotel, Upper Norwood, Surrey, but late of Buckland's Private Hotel, Holles-street, Cavendish-square, in the county of Middlesex, Widow (who did on the 19th day of October, 1881), are hereby required to send particulars of their claims to us, the undersigned, Solicitors for the executors, on or before the 31st day of December next, after which date the executors will proceed to distribute the assets of the testatrix.—Dated this 21st day of November, 1881.

GOODHART and MEDCALF, 11, Great George-street, Westminster, S.W.

**ISABELLA KIDD, Deceased.**

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Isabella Kidd, late of the Trossachs Hotel, Barking-road, Plaistow, in the county of Essex, Widow (who died on the 29th day of January, 1881, and whose will was

proved by George Watson Kidd, George Griffin Cook, and Richard Walter, the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 19th day of March, 1881), are hereby required to send particulars, in writing, of their debts, claims, or demands to me, the undersigned, as Solicitor for the said executors, on or before the 31st day of December, 1881; and notice is hereby given, that at the expiration of that time the said executors will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 21st day of November, 1881.

J. W. MARSH, 2, Fen-court, E.C., and Townhall, Poplar, E., Solicitor for the said Executors.

The Reverend JOHN JONES DIXON, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having any claims against or upon the estate of the Reverend John Jones Dixon, formerly of Ivy Cottage, Hindley, near Wigan, in the county of Lancaster, Visar of Abram, near Wigan aforesaid (who died on the 17th day of August, 1881), are hereby required to send in particulars thereof to his executors, Louisa Ann Dixon, Widow, and the Reverend Howard St. George, Vicar of Billinge, near Wigan aforesaid, at the office of us, the undersigned, their Solicitors, on or before the 17th day of January next, after which time the said executors will distribute or appropriate the assets of the said deceased amongst or for the benefit of the parties entitled thereto, having regard only to the claims of which they shall then have notice; and that they will not be liable for the assets so distributed or appropriated to any person of whose claim they shall not then have had notice.—Dated this 22nd day of November, 1881.

CLAYE and SON, 8, St. James's-square, Manchester, Solicitors for the said Executors.

JAMES LUKE, Esq., F.R.S., Deceased.

Pursuant to the Statute 22 and 23 Vic. chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of James Luke, formerly of Woolley Lodge, Maidenhead Thicket, in the county of Berks, afterwards of Fingest Grove, High Wycombe, in the county of Bucks, Esq., deceased (who died on the 15th day of August, 1881, and whose will was proved by Arthur George Luke, one of the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 28th day of October, 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 1st day of January, 1882; 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 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 have had notice.—Dated this 22nd day of November, 1881.

RUSSELL, SON and SCOTT, 14, Old Jewry-chambers, London, E.C., Solicitors for the said Executor.

DAME EMILY ELIZABETH SWINBURNE, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, cap 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all the creditors and other persons having any claims and demands against the estate of Dame Emily Elizabeth Swinburne, wife of Sir John Swinburne, Baronet, formerly of Capheaton, in the county of Northumberland, but late of 106, Park-street, Grosvenor-square, in the county of Middlesex, deceased (who died on the 23rd day of July, 1881, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 18th day of November, 1881, by Henry George Fane, the executor thereof), are hereby required to send to Messrs. Futvoye, Field, and Baker, of 23, John-street, Bedford-row, in the county of Middlesex, Solicitors for the said executor, particulars, in writing, of their claims and demands, on or before the 31st day of December, 1881, after the expiration of which time the said executor will proceed to distribute the whole of the assets of the said deceased, having regard only to the claims of which he shall then have notice.—Dated this 23rd day of November, 1881.

FUIVOYE, FIELD, and BAKER, Solicitors for the said Executor.

CAROLINE COLLIER, Deceased.

Pursuant to an Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand upon or against the estate of Caroline Collier, late of No. 37, Montpelier-square, Brompton, in the county of Middlesex, Widow (who died on the 18th day of October, 1881), are required to send the particulars of their debts or claims to the undersigned, the Solicitor for the executors of the said deceased, on or before the 31st day of December next, at 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 had notice.—Dated this 23rd day of November, 1881.

FREDERICK LOVELL KEAYS, No. 26, Charles-street, St. James's, London, S.W., Solicitor.

SAMUEL ABBOTT, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Samuel Abbott, late of Harbertonford, in the county of Devon, Innkeeper (who died on the 20th day of January, 1880, intestate), are hereby required to send in their claims or demands to Mary Abbott, of No. 9, Mansard-terrace, Dartmouth, the administratrix of the deceased, or to the undersigned, her Solicitors, on or before the 23rd day of December, 1881; and notice is also hereby given, that after that day the said administratrix will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims of which the said administratrix shall then have notice; and that she will not be liable for the assets, or any part thereof, to any person of whose debt or claim she shall not then have had notice.—Dated this 21st day of November, 1881.

T. C. and F. KELLOCK, of Totnes, Devon, the Solicitors for the said Administratrix.

AGNES JANE HUGO, 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 debt, claim, or demand upon or against the estate of Agnes Jane Hugo, late of 213, Amhurst-road, Hackney, in the county of Middlesex, Widow (who died on the 11th day of October, 1881, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 11th day of November, 1881, by the executors, the Reverend John Going, of Hawkechurch Rectory, Axminster, in the county of Devon, Clerk in Holy Orders, the Reverend Bradley Abbot, of the Vicarage, Christ Church, Clapham, in the county of Surrey, Clerk in Holy Orders, and the Reverend Charles Gutch, of 89, Upper Park-place, Dorset-square, in the county of Middlesex, Clerk in Holy Orders), are hereby required to send in the particulars of such debt, claim, or demand to me, on behalf of the executors, on or before the 31st day of December next, as after that day the executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims (if any) of which the executors shall have notice; and will not be liable for the assets so distributed, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated this 22nd day of November, 1881.

ALFRED ROBERT BAROUGH, 8, Draper's-gardens, Throgmorton-street, E.C., Solicitor for the said Executors.

JOHN HUGHES, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of John Hughes, late of 1, Grecian-terrace, in the city of Liverpool, Commission Merchant and Master Porter (who died at Liverpool aforesaid on the 19th day of September, 1881, and whose will was, on the 18th day of November instant, duly proved in the District Registry at Liverpool of the Probate Division of the High Court of Justice by William Henderson, of 20, Rockfield-road, Anfield, near the city of Liverpool aforesaid, Cashier, and John Parker, of 15, Romford-place, in the said city, the executors thereof), are hereby required.

to send, in writing, the particulars of their claims and demands to the said executors, addressed to the office of the undersigned, Robert McGowen, 62, Dale-street, Liverpool, the Solicitor of such executors, on or before the 31st day of December, 1881, at the expiration of which time the said executors will proceed to distribute the assets of the said John Hughes among the persons entitled thereto, having regard to the claims and demands only of which the said executors shall then have had notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not have had notice at the time of such distribution.—Dated the 21st day of November, 1881.

R. MCGOWEN, 62, Dale-street, Liverpool, Solicitor for the above-named Executors.

Lieutenant-Colonel HUBERT PLUNKETT BURKE, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35. NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Hubert Plunkett Burke, late of the Auberies, in the county of Essex, a Lieutenant-Colonel in Her Majesty's Army (who died on the 28th day of September, 1881, and whose will was proved by Walter St. George Burke and Francis Eustace Burke, Esqrs., the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 14th day of 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 executors, on or before the 31st day of December, 1881; and notice is hereby given, that at the expiration of that time the said executors will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 21st day of November, 1881.

REMNANT, PENLEY, and GRUBBE, 52, Lincoln's-inn-fields, London, W.C., Solicitors for the Executors.

MR. STEPHEN BANKS, Deceased.

Pursuant to an Act of Parliament 22nd and 23rd Victoria, chapter 35, entitled "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 Stephen Banks, late of Bilting, in the parish of Wye, in the county of Kent, Farmer and Grazier, deceased (who died on the 9th day of March, 1880) and whose will was proved in the Principal Registry of Her Majesty's High Court of Justice, Probate Division, by Pilcher Page, of Ramsgate, in the said county of Kent, Grocer, and Thomas File, of Buckwell Farm, Boughton Aluph, in the same county, Farmer, the executors therein named, on the 23rd day of April, 1880, are, on or before the 2nd day of January next, required to send in full particulars of their debts and claims to us, the undersigned, at the expiration of which time the said executors will proceed to distribute the assets of the said estate among the parties entitled thereto, having regard only to the claims of which the said executors 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 claims they shall not then have had notice.—Dated this 17th day of November, 1881.

HALLETT, CREERY, and FURLEY, Ashford, Kent, Solicitors for the said Executors.

MRS. RUTH DIXON, Deceased.

Pursuant to an Act of Parliament, 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand against the estate of Ruth Dixon, late of the Grange, Bilting, in the parish of Wye, in the county of Kent, Widow, deceased (who died on the 18th day of January, 1881, and whose will was proved in the Principal Registry of Her Majesty's High Court of Justice, Probate Division, by Pilcher Page, of Ramsgate, in the said county of Kent, Grocer, and William Forth, of Ashford, in the same county of Kent, Banker's Clerk, the executors therein named, on the 24th day of August, 1881), are, on or before the 2nd day of January next, required to send in full particulars of their debts and claims to us, the undersigned, at the expiration of which time the said executors will proceed to distribute the assets of the said estate among the parties entitled thereto, having regard only to the claims of which the said executors then shall 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 claims they

shall not then have had notice.—Dated this 17th day of November, 1881.

HALLETT, CREERY, and FURLEY, Ashford, Kent, Solicitors for the said Executors.

WILLIAM CHAMBERLAIN WATSON, Deceased.

Pursuant to Statute 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims on the estate of William Chamberlain Watson, late of the Borough of Derby, Accountant, deceased (who died on the 19th day of June, 1881, and whose will was proved in the District Registry at Derby attached to the Probate Division of the High Court of Justice by the executors therein named, are hereby required to send the particulars of such claims to me, the undersigned, on or before the 24th day of January next, after which day the executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which they shall have had notice, and that the said executors will not be liable for the assets of the said deceased so distributed to any persons of whose claims or demands they shall not then have had notice.—Dated this 21st day of November, A.D. 1881.

WILLIAM TURNER SHAW, Wardwick, Derby, Solicitor for the said Executors.

RICHARD BANKS, Deceased.

Pursuant to an Act of Parliament, made and passed in the 22nd and 23rd years of the reign of Her present Majesty, entitled "An Act to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having claims or demands upon or against the estate of Richard Banks, late of Berry-street, Liverpool, in the county of Lancaster, Butcher (who died on the 9th day of August, 1881, and probate of whose will was, on the 21st day of November, 1881, granted to William Stainstreet Banks, the surviving executor therein named, by the District Registry at Liverpool of the Probate Division of the High Court of Justice), are hereby required to send, in writing, the particulars of their claims or demands to the said executor, at the office of us, the undersigned Solicitors for the said executor, on or before the 1st day of January, 1882, after which day the executor will proceed to distribute the assets of the said Richard Banks among the parties entitled thereto, having regard only to claims or demands of which they shall then have had notice, and that the said executor will not be liable for the assets of the said deceased, for any part thereof, so distributed to any person or persons of whose claims they shall not then have notice.—Dated this 23rd day of November, 1881.

PAYNE and SON, 7, Harrington-street, Liverpool, Solicitors for the said Executors.

JOHN SKURRAY, Deceased.

Pursuant to 22nd and 23rd Vic., cap. 35, intituled (inter alia) "An Act to relieve Trustees."

ALL creditors and other persons having any debts or claims against the estate of John Skurray, formerly of Shrivensham, in the county of Berks, but late of Swindon, in the county of Wilts, Farmer and Dairyman, deceased, who died on the 15th day of March, 1881 (whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 30th July, 1881, by Francis Skurray and Alfred Secretan Hughes, the executors), are required to send in the particulars of their debts or claims to us, the undersigned Solicitors for the executors, by the 12th day of January, 1882, after which time the executors will distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice, and will not be liable for such assets, or any part thereof, to any person of whose debt or claim they shall not have had such notice.—Dated this 22nd day of November, 1881.

KINNER and TOMBS, Swindon, Wilts, Solicitors for the said Executors.

JOHN WILLIAMS WILLCOX, 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 persons having any claims or demands upon or against the estate of John Williams Willcox, late of Madeley, in the county of Salop, Gentleman, deceased (who died on the 14th day of September last, and whose will was duly proved by Edward Glover Bartlam, of Broseley, in the county of Salop, Surgeon, and Edward Bagnall Potts, of the same place, Gentleman, the executors in the said will named, on the 19th day of November last, in the District Registry attached to the Probate Division of Her Majesty's

High Court of Justice at Shrewsbury, are hereby required to send in the particulars of their claims or demands to the undersigned, the 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 executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims of which the said executors shall then have had notice, and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated the 22nd day of November, 1881.

POTTS and POTTS, Broseley, Shropshire, Solicitors for the said Executors.

CHARLES LOUIS VALERY LOMBARD de LUC,  
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 to all creditors and other persons having claims against the estate of Charles Louis Valery Lombard de Luc, late of The Limes, Honor Oak-road, Forest Hill, in the county of Kent, and of No. 106, Fenchurch-street, in the City of London, Wine and Spirit Shipper, deceased (who died on the 24th day of May, 1881, and whose will was proved by the Reverend William Hall Richmond, Head Master of Drapers College, Tottenham, in the county of Middlesex; John Oldfield, of Derwent Lodge, 16, Tamworth-road, Croydon, and of North End, Croydon, in the County of Surrey, Estate Agent and Surveyor; Mary Ann Francesca Lombard de Luc, of The Limes, Honor Oak-road, aforesaid, widow of the deceased, and Mary Ann Josephine Harriet Lombard de Luc, of the Limes, Honor Oak-road aforesaid, daughter of the deceased, the executors and executrices therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send particulars, in writing, on the 12th day of August, 1881, of their debts, claims, and demands to me, the undersigned, as Solicitor for the said executors and executrices, on or before the 31st day of December, 1881. And notice is hereby given, that after the expiration of that time the said executors and executrices will proceed to distribute the assets of the testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice, and that they will not be liable for the assets, or any part thereof, so distributed to any person or persons whose debt, claim, or demand they shall not have had notice at the time of such distribution.—Dated the 22nd day of November, 1881.

C. J. ORTON, 84, Basinghall-street, London, E.C.,  
Solicitor for the said Executors and Executrices

MARY ANNE GOULDEN, deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Mary Anne Goulden, late of No. 34, The Crescent, Salford, in the county of Lancaster, widow (who died on the 25th day of September, 1881, and whose will was proved in the District Registry at Manchester of the Probate Division of Her Majesty's High Court of Justice on the 17th day of November, 1881, by Francis Harrison Walmsley and William Gibb, the executors therein named), are hereby required to send particulars, in writing, of such claims or demands, and the nature of the securities (if any) held by them, to the said executors, at the office of the undersigned, their Solicitors, on or before the 2nd 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 and demands of which the said executors shall then have had notice, and the said executors will not after that time be liable for the assets, or any part thereof, so distributed, to any person of whose claim or demand they shall not then have had notice.—Dated the 18th day of November, 1881.

H. and F. PARKER, 87, Fountain-street, Manchester,  
Solicitors for the said Executors.

CHARLES DYER FIELD, Deceased.

Pursuant to the Statute 22 and 23 Victoria, chapter 35,

NOTICE is hereby given, that all creditors and other persons having any claim or demand against the estate of Charles Dyer Field, late of Forest-hill, Kent, a member of the firm of Messrs. Charles Dyer Field and Sons, Auctioneers and Estate Agents, Borough, High-street, Southwark (who died on the 5th of August, 1881, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 29th of October, 1881, by James Frederick Field, Walter

William Field, and Henry John Young, three of the executors therein named; are requested to send in the particulars in writing of such claims or demands to me, the undersigned, the solicitor for the said executors, on or before the 28th day of December next, at the expiration of which time the executors will proceed to distribute the assets of the deceased among the persons entitled thereto, having regard only to the claims or demands of which the said executors shall then have had notice.—Dated this 17th day of November, 1881.

ALFRED DIGGLES, Hibernia Chambers, London-bridge, Southwark, Surrey.

ELIZABETH BRIGGS, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Elizabeth Briggs, late of Ombersley House, Balsall Heath, in the parish of King's Norton, in the county of Worcester, widow, deceased (who died on the 12th day of September, 1881, and whose will was proved in the District Registry at Worcester of the Probate Division of Her Majesty's High Court of Justice on the 18th day of November, 1881, by William Spooner Till and Henry Price (the executors therein named), are hereby required to send particulars in writing, of their claims or demands to the undersigned, Bloxham and Son, the solicitors of the said executors, at the offices of the said solicitors, situate at No. 6, Bennett's-hill, Birmingham, on or before the 31st day of December, 1881, after which day the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims or demands of which the said executors shall then have had notice, and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand they shall not then have had notice.—Dated the 21st day of November, 1881.

BLOXHAM and SON, Solicitors of the said Executors.

Re Colonel CHARLES DAKEYNE GLADWIN, Deceased.  
Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors, legatees, and other persons having any claim or demand against the estate of Charles Dakeyne Gladwin, late of Belmont, near Chesterfield, in the county of Derby, Esq., a Colonel in Her Majesty's Army (who died in the month of February, 1844, and whose will was proved in the Prerogative Court of Canterbury on the 10th day of March, 1844, by John Charge, Esq., and the Reverend Francis William Sharpe, the executors thereof, both since deceased) are hereby required to send in the particulars of such claim or demand to us, on or before the 26th day of December, 1881, after which date William Granville Sharpe, Esq., of No. 7, Buckingham-street, Strand, London, and Lieutenant-Colonel John Henry Sharpe, of No. 28, Rivers-street, in the city of Bath, as the legal representatives of the said Francis William Sharpe, who was the surviving executor of the said will, will proceed to distribute the assets of the said Colonel Gladwin, deceased, amongst the parties entitled thereto, having regard only to the debts, claims, or demands of which they then shall have had notice, and that they will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose debt, claim, or demand they shall not then have had notice; and notice is hereby further given, that all persons indebted to the estate of the said Colonel Gladwin are requested to pay the amount of their respective debts to us on or before the said 20th day of December, 1881.—Dated this 18th day of November, 1881.

JEBB and SON, Solicitors, Boston, Lincolnshire.

RICHARD BETTS, 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 persons having any claims or demands upon or against the estate of Richard Betts, late of Greenhill, in the parish of Otham, in the county of Kent, Farmer (who died on the 21st day of October, 1881, and whose will and codicil thereto, bearing date respectively the 8th day of May, 1880, and the 27th day of September, 1880, were proved by George Betts and Daniel Betts, brothers of the deceased, the executors therein named, on the 22nd day of November, 1881, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in the particulars of their claims or demands to us, the undersigned, Solicitors for the said executors, on or before the 7th day of January, 1882; and notice is hereby further given, that after that day the said

executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard to the claims of which the said executors shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated the 23rd day of November, 1881.

CURTIS and BETTS, 4, South-square, Gray's-inn, London, W.C.

THOS. EDWIN MARKS, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 85.

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Thos. Edwin Marks, late of Knowle, in the parish of Bedminster, in the county of Somerset, Gentleman, deceased (who died on the 24th day of July, 1881, and whose will was proved by George Vowles and Samuel Lyne Wellington, the executors therein named, on the 6th day of October, 1881, in the District Registry at Bristol attached to the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in the particulars of their claims and demands to the undersigned, on behalf of the said executors, on or before the 31st day of December next, after which day the said executor will proceed to distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice, and 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 22nd day of November, 1881.

SINNOTT and SPOFFORTH, Solicitors, Bank of England Chambers, 12, Broad-street, Bristol.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in an action the Provident Clerks' Mutual Life Assurance Association against Dawes, 1881, P., No. 1589, the creditors of James Carter, late of No. 42, Haymarket, in the county of Middlesex, Licensed Victualler, who died in or about the month of October, 1856, are on or before the 28th day of December, 1881, to send by post, prepaid, to Mr. H. A. Stephens, of No. 4, Orchard-street, Portman-square, in the county of Middlesex, the Solicitor of the defendants, George Wilson Dawes and Sophia Eleanor, his wife, the said Sophia Eleanor Dawes being the legal personal representative of the said James Carter, deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Honourable Mr. Justice Chitty, at his chambers, situated in the Royal Courts of Justice, Strand, Middlesex, on Tuesday, the 17th day of January, 1882, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1881.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in an action in the matter of the estates of Frances Ann Brown and Henry Slade Brown, Potheecary v. Little, 1881, B., 4684, the creditors of Frances Ann Brown, late of Ivy House, Widow, who died on the 24th day of February, 1881, and of Henry Slade Brown, Gentleman, formerly of Eden Vale, but late of Church-street, both in the parish of Westbury, in the county of Wilts, who died on the 28th day of February, 1878, are, on or before the 31st day of December, 1881, to send by post, prepaid, to William Compton Smith, of 45, Lincoln's-inn-fields, in the county of Middlesex, Solicitor of Bartlett Little the elder, the executor of the will of the said Frances Ann Brown, and by derivation the executor of the said Henry Slade Brown, 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 his Lordship Mr. Justice Chitty, at his chambers, situate at the Royal Courts of Justice, Strand, in the county of Middlesex, on Monday, the 16th day of January next, 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 an action in the matter of the estate of John Chave Luxmoore, deceased, Charles Manby Nainby against William Chave Nainby, 1881, L., No. 2137, the creditors of John Chave Luxmoore, late of 16, Gloucester-square, in the county of Middlesex, Esq., who died in or about the month of January, 1881, are, on

or before the 2nd day of January, 1882, to send by post, prepaid, to Leonard Hopwood Hicks, of the firm of Hicks and Son, of 5, Gray's-inn-square, in the county of Middlesex, the Solicitors of the plaintiff, Charles Manby Nainby, the sole acting executor of the will 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, in the Royal Courts of Justice, Strand, London, on Wednesday, the 15th day of January, 1882, at twelve of the clock at noon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1881.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in an action Rayment against Dowsett, 1880, R., No. 990, the creditors of Elizabeth Rayment, late of Pleshey, in the county of Essex, Spinster, who died in or about the month of June, 1879, are, on or before the 2nd day of January, 1882, to send by post, prepaid, to Mr. William John Bruty, a member of the firm of Messrs. Duffield and Bruty, of 6, Tokenhouse-yard, in the city of London, the Solicitors of the defendant, Herbert Dowsett, the executor of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Honourable Mr. Justice Chitty, at his chambers, situated at the Royal Courts of Justice, Strand, Middlesex, 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 21st day of November, 1881.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of Harriett Burgess, deceased, Wise v. Burgess, 1881, B., No. 5350, the creditors of Harriett Burgess, late of Church-road, Acton, in the county of Middlesex, Widow, who died on the 12th day of August, 1879, are, on or before the 30th day of December, 1881, to send to Francis Berkeley Jarvis, of No. 60, Lincoln's-inn-fields, in the county of Middlesex, Solicitor, the Solicitor for the said defendants, the executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Honourable 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 o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated the 18th day of November, 1881.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in an action in the matter of the estate of George Belk, deceased, Marshall against Belk, 1881, B., 4636, the creditors of George Belk, late of the town and county of Nottingham Solicitor, who died on or about the 21st day of June, 1881, are, on or before the 31st day of December, 1881, to send by post, prepaid, to Mr. George Travell Travell, of Victoria-buildings, Nottingham, a member of the firm of Travell and Woodward, of the same place, the Solicitors of the defendant, Betsy Belk, the person to whom letters of administration, with the will of the said George Belk, deceased, annexed, have been granted, 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 Chitty, at his chambers, at the Royal Courts of Justice, Strand, London, on Tuesday, the 17th day of January, 1882, at eleven of the clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 21st day of November, 1881.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in an action Frederick Maples against Harriott Swain Maples, Spinster, 1881, M., No. 2254, and dated the 1st day of August, 1881, the persons claiming to be next of kin according to the statutes for the distribution of intestates' estates of Hannah Rachel Wright, late of Sydenham, in the county of Kent, Widow, living at the time of her death (which it is believed happened in or prior to the year 1845), or to be the legal personal representatives of such of the said next of kin as are now dead, are, by their Solicitors, on or before the 29th day of December, 1881, to come in and prove their claims at the chambers of Mr. Justice Chitty, situate at the Royal

Courts of Justice, Strand, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Thursday, the 12th day of January, 1882, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 22nd day of November, 1881.

**P**URSUANT to a Judgment of the High Court of Justice, Chancery Division, made in the matter of the estate of George Burton, deceased, and in an action *Burton v. Burton*, 1881, B., 3716, the creditors of George Burton, late of Dittcar, near Wakefield, in the county of York, Farmer, who died in or about the month of April, 1879, are, on or before the 31st day of December, 1881, to send by post, prepaid, to Mr. Thomas Burton, of Wakefield, in the county of York, the Solicitor of the defendants, the executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Judgment. Every creditor holding any security is to produce the same before His Lordship the Honourable Mr. Justice Fry, at his chambers, situated at 12, Staple-inn, Holborn, in the county of Middlesex, on Tuesday, the 17th day of January, 1882, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 10th day of November, 1881.

**P**URSUANT to a Judgment of the High Court of Justice, Chancery Division, made in the matter of the estate of Thomas Swallow Pitt, late of No. 40, Waingate, Sheffield, in the county of York, Lead and Glass Merchant, deceased, and in an action *Fairburn against Pitt*, 1881, F. No. 1721, the creditors of Thomas Swallow Pitt, late of No. 40, Waingate, Sheffield, in the county of York, Lead and Glass Merchant, deceased, who died in or about the 14th day of May, 1881, are, on or before the 27th day of December, 1881, to send by post, prepaid, to Mr. Colin Smith, of Sheffield, in the county of York, the Solicitor of the plaintiff, 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 Fry, at his chambers, situated No. 12, Staple-inn, Holborn, in the county of 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.

Edné Witts Butler.

In the High Court of Justice.—Chancery Division.

**P**URSUANT to an Order made in the matter of the trusts of a sum of £1,400, bequeathed by the will of Mary Elizabeth Kell, deceased, formerly the wife of William Gbrimes Kell, 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, Edné Witts Butler, formerly of Moggewell, 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 Edné 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.

**P**URSUANT to an Order of the County Court of Glamorganshire, holden at Swansea, made in an action *Davies against Davies, J.*, 259, and in the matter of the estate of Margaret Morgan, late of Tyrbach Farm, near Brechfa, in the county of Carmarthen, Widow, the persons claiming to be next of kin, according to the statutes for the distribution of intestates' estate, of the said Margaret Morgan, living, at the time of her death, on the 1st day of October, 1879, or to the legal personal representatives of such of the said next of kin as are now dead, and the person or persons claiming to be entitled to the whole or any part of the personal estate of the said Margaret Morgan under or by virtue of an alleged marriage settlement, are, on or before the 3rd day of December, 1881, to come in and prove their claims before the Registrar of the County Court of Glamorganshire, holden at Swansea, or in default thereof

they may be excluded from any benefit in the estate. Tuesday, the 13th day of December, 1881, at eleven o'clock in the forenoon, is appointed for hearing and adjudicating upon the claims.—Dated this 22nd day of November, 1881.

JOHN JONES, Registrar.

**R**e James Mangan, of Nos. 74 and 76, Hill-street, Newry, County Down, Ireland, trading as James Mangan and Co., Hosiery and Outfitter.

**N**OTICE is hereby given, that on the 10th day of August, 1881, the above-named James Mangan executed a deed of assignment to Trustees for the benefit of his creditors. All creditors who have not already done so are requested to send in particulars of their claims, and their assents to the said deed to Messrs. Ladbury, Collison, and Viney, No. 99, Cheapside, in the city of London, Chartered Accountants, on or before the 6th day of December, 1881, failing which they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1881.

CHARLES A. BANNISTER, 70, Basinghall-street, London, Solicitor for the Trustees.

**R**e Thomas Brown, of No. 34, Romilly-road, Finsbury Park, in the county of Middlesex, late of Peasholm, Scarborough, in the county of York, and formerly of Newton, in the parish of Avondale, in the county of Lanark, Farmer and Contractor.

**N**OTICE is hereby given, that on the 4th day of May, 1881, the above-named Thomas Brown executed a deed of assignment to Trustees for the benefit of his creditors. All creditors who have not already done so, are requested to send in particulars of their claims and their assents to the said deed to me, the undersigned, on or before the 6th day of December, 1881, failing which they will be excluded from the benefit of the Dividend to be declared.—Dated this 21st day of November, 1881.

CHARLES A. BANNISTER, 70, Basinghall-street, London, Solicitor for the Trustees.

#### The Bankruptcy Act, 1869.

In the London Court of Bankruptcy.

**A** SECOND Dividend of 1s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Charles Carr, of No. 14, Bishops-gate-street Within, in the city of London, and No. 8, Salisbury-road, Dalston, in the county of Middlesex, Commission Agent and Wine Merchant, trading as Charles Carr and Co., and will be paid by me, at the offices of Messrs. Marreco, Gilbert, and Darnell, 15, Clement's-inn, Strand, in the said county of Middlesex, on Thursday, the 1st day of December, 1881, or on any subsequent Thursday, between the hours of eleven A.M., and one P.M.—Dated this 23rd day of November, 1881.

THOS. W. GILBERT, Trustee.

#### The Bankruptcy Act, 1859.

In the London Bankruptcy Court.

**A** DIVIDEND of 1s. 6d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Charles Godfrey, of 8, Worship-street, Finsbury, in the city of London, Wine and Spirit Merchant, and will be paid by me, at my offices, No. 1, Queen Victoria-street, in the city of London, on Monday, the 14th instant, or any subsequent Monday.—Dated this 12th day of November, 1881.

C. L. NICHOLS, Trustee.

#### The Bankruptcy Act, 1869.

In the London Bankruptcy Court, by transfer from the County Court of Glamorgan, holden at Neath.

**A** SECOND and Final Dividend of 4½d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Gregory, of Greenway Cottage, Neath, in the county of Glamorgan, Civil Engineer, and will be paid by me, at my offices, No. 4, Lincoln's-inn-fields, in the county of Middlesex, on the 5th day of December, 1881, between the hours of eleven and one o'clock.—Dated this 24th day of November, 1881.

J. HENRY SCHRÖDER, Trustee.

#### The Bankruptcy Act, 1869.

In the London Bankruptcy Court, by transfer from the County Court of Northumberland, holden at Newcastle.

**A** SIXTH and Final Dividend of 2s. in the pound (making 20s.) has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of George Foreman, of Benton Grange, in the county of Northumberland, carrying on business at Grey-street, in the borough and county of Newcastle-upon-Tyne, as a Draper and Warehouseman, and at Beal, near Stocksfield, in the county of Northumberland, and also at Grey-street aforesaid, and Percy-street, Newcastle-upon-Tyne aforesaid, in co-

partnership with George Ullathorne Foreman, under the style or firm of Robert Patterson and Son, as a Quarry Owner, Grindstone and Millstone Manufacturer, and will be paid by John Folland Lovering and Thomas Young Strachan, at their offices, 77, Gresham-street, London, and 18, Grainger-street, Newcastle, on and after Monday, the 5th day of December, 1881, and any succeeding Monday, between the hours of ten and one o'clock.—Dated this 22nd day of November, 1881.  
JNO. F. LOVERING, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford.  
**A** FIRST Dividend of 2s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Henry Botham, of 118, Great Clowes-street, Lower Broughton, and of 166, Broughton-road, both in the borough of Salford, in the county of Lancashire, Butcher, and will be paid by me, at my offices, 19, Barton-arcade, in the city of Manchester, on and after Monday, the 5th day of December, 1881, between the hours of ten and four.—Dated this 23rd day of November, 1881.  
EVAN WILLIAMS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

**A** FOURTH Dividend of 3s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Thomas Skinner Gissing, of 24, South Hill-buildings, Stoke Devonport, in the county of Devon, Engineer in the Royal Navy, and will be paid by me, at 44, Charing Cross, Westminster, on and after the 2nd day of December, 1881, between the hours of one and two o'clock.—Dated this 19th day of November, 1881.

O. OMMANNEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.  
**A** FIRST and Final Dividend of 5s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Alfred Combes, of South-street, in the city of Chichester, Wine and Spirit Merchant, and will be paid by me, at my office, No. 46, St. James-street, Portsea, Hants, on and after the 21st day of November, 1881.—Dated this 19th day of November, 1881.

WM. EDMONDS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Salisbury.  
**A** FIRST and Final Dividend of 12s. 6d. in the pound has been declared by me in the matter of a special resolution for liquidation by arrangement of the affairs of George Edgar Young, of Broad-Chalke, in the county of Wilts, Farmer, and will be paid by me, at my office, on the Canal, Salisbury, on and after the 30th day of November, 1881.—Dated this 18th day of November, 1881.

JAMES E. RAWLENCE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Bury St. Edmunds.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Greenwood, of Thurston, in the county of Suffolk, Licensed Victualler and Farmer.

**N**OTICE is hereby given, that one shilling in the pound, being the composition agreed to be accepted by the creditors of the above-named Robert Greenwood in discharge of their respective debts, may be received by such creditors on production of their proofs of debts on application to Mr. Alfred Thomas Smith, of Thurston, near Bury St. Edmunds, in the county of Suffolk, the Trustee in the above matter.—Dated 23rd November, 1881.

W. S. WALPOLE, Beyton Lodge, near Bury St. Edmunds, Solicitor for the said 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 Edward James Cain, of the Queen's Head Public-house, No. 52, Great Guildford-street, Southwark-street, in the county of Surrey, Licensed Victualler, trading or carrying on business under the name or style of Cain and Co.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Howard and Co., 17, New Bridge-street, in the city of London, on the 9th day of December, 1881, at ten o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

HOWARD and CO., 17, New Bridge-street, E.C., Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Jacob Jordan, late of No. 7, Neveyn-road, South Kensington, in the county of Middlesex, and now of No. 7, Finchley-road, Saint John's Wood, in the county of Middlesex, Gentleman.

**N**OTICE 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. Patrick Collings, of 19, Buckingham-street, Strand, in the county of Middlesex, Solicitor, on the 8th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 9th day of November, 1881.

P. COLLINGS, 19, Buckingham-street, Strand, 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 Annie Sory, of 97, Praed-street, Paddington, in the county of Middlesex, Widow, Dealer in Berlin Wool and Fancy Goods.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Spyer and Son, 1, Winchester-house, 53A, Old Broad-street, in the city of London, on the 7th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

SPYER and SON, 1, Winchester-house, Old Broad-street aforesaid, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Anastasius Demetrius, of 21, Fish-street-hill, in the city of London, Tobacconist and Hair Dresser.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Taylor and Taylor, Metropolitan-chambers, New Broad-street, in the city of London, Solicitors for the said Debtor, on the 12th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

TAYLOR and TAYLOR, Metropolitan-chambers, New Broad-street, London, E.C., Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Beaumont, of 6, Pressland-terrace, Harrow-road, in the county of Middlesex, General Dealer.

**N**OTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the Bull Tavern, Holborn, in the county of Middlesex, on the 26th day of November, 1881, at eleven o'clock in the afternoon precisely.—Dated this 10th day of November, 1881.

J. C. HYETT, 24, Manchester-street, King's Cross, 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 Thomas Pnelau, of 20, Newgate-street, in the city of London, and residing at 38, Blomfield-street, Harrow-road, in the county of Middlesex, Wholesale Watch Importer and Dealer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Lindus and Bicknell, situate at 156, Cheapside, in the city of London, on the 3rd day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1881.

LINDUS and BICKNELL, 156, Cheapside, London, E.C., Solicitors for the said Thomas Phelan.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Speller, of Lyon-street, Caledonian-road, Islington, in the county of Middlesex, Contractor.

**N**OTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at No. 33, Kingsland-green, in the county of Middlesex, on the 15th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

J. B. FENTON, 33, 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 Cecil Cunningham Brooks, of 12 and 14, Catherine-street, Strand, in the county of Middlesex, and of No. 77, Marylebone-road, in the same county, and of No. 4, Bentinck-terrace, Regent's Park, in the same county, lately trading at 12 and 14, Catherine-street, Strand aforesaid, in partnership as a Printer with Andrew Garrett George Anns, late of Nos. 12 and 14, Catherine-street aforesaid, and of No. 45, Tresco-road, Nunhead, in the county of Surrey, and formerly of No. 5, Oakhurst-grove, East Dulwich, in the same county, but since deceased, under the style or firm of the Imperial Press, the said Cecil Cunningham Brooks also trading alone at 12 and 14, Catherine-street aforesaid, as a Publisher, under the style or firm of Cecil Brooks and Co.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Crowdy, Son, and Tarry, at No. 17, Serjeants'-inn, Fleet-street, in the city of London, on the 19th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

CROWDY, SON, and TARRY, 17, Serjeants'-inn, Fleet-street, E.C., Solicitors for the Debtor.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Morgan, of 28, Baker street, Islington, also of 11, Brownlow Mews, Gray's-inn-road, and of Bernard Mews, Little Guilford-street, Russell-square, all in the county of Middlesex, Coach Builder, and formerly carrying on business at Nos. 11, 14, and 22, Brownlow Mews aforesaid, all in the county of Middlesex, Coach Builder and Cab Proprietor.

**NOTICE** is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the offices of John Henry Lamb, of 20, Southampton-buildings, Chancery-lane, in the county of Middlesex, on the 9th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

JOHN H. LAMB, 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 Thomas Baynes, of 16, Lamb-street, Spitalfields Market, Spitalfields, in the county of Middlesex, Fruit, Pea, and Potato Salesman.

**NOTICE** is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at No. 7, Wilmington-square, in the county of Middlesex, on the 15th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

THOMAS SMITH LEWIS, 7, Wilmington-square, 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 Mason Smith, of 79, Gresham-street, in the city of London, and of Melbourne Villa, Bexley Heath, in the county of Kent, Commission Agent, trading as Smith and Brown.

**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, 5 and 6, Bucklersbury, in the city of London, on the 20th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

H. MONTAGU, 5 and 6, Bucklersbury, London, E.C., Solicitor for the said Edward Mason Smith.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Cowie, of No. 27, Leadenhall-street, in the city of London, and of No. 33, Tresillian-road, Saint John's, in the county of Kent, Accountant lately trading at Sundridge Hall Farm, in the said county of Kent, as a Breeder of Thorough-bred Horses.

**NOTICE** 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 2nd day of December, 1881, at twelve o'clock at noon precisely.—Dated this 5th day of November, 1881.

N. RAWLINS, Poultry-chambers, London, E.C., Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Peeling, formerly of 6, Station-road, Spa-road, Bermondsey, Cheesemonger, but now of 48, Heygate-street, Walworth, both in the county of Surrey, Compositor.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Alfred Armstrong, 115, Chancery-lane, in the city of London, Solicitor, on the 8th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

ALFRED ARMSTRONG, 115, Chancery-lane, 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 Solomon Harriss, late of No. 15c, Warren-street, Tottenham-court-road, in the county of Middlesex, but now of 15, Henry-street, Hampstead-road, in the county of Middlesex, Rag and Bone 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. Reginald Bridger, Solicitor, 4, Botolph-lane, Eastcheap, in the city of London, on the 14th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

REGINALD BRIDGER, 4, Botolph-lane, Eastcheap, London, E.C., Solicitor for the said Solomon Harriss.

**The Bankruptcy Act, 1869.**

In the County Court of Westmorland, holden at Kendal. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joshua Banks, of High Bentham, 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 Royal Oak Hotel, in High Bentham, in the county of York, on the 7th day of December, 1881, at one o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

H. J. J. THOMPSON, High Bentham, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Glamorganshire, holden at Swansea. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walter Edward Powe and Elizabeth Ann Gregory, of Nos. 1 and 2, Orange-street, Swansea, in the county of Glamorgan, trading in copartnership under the style or firm of John Powe, as Wholesale and Retail Lorange Manufacturers.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. Evans and Davies, Solicitors, 62, Wind-street, Swansea, on the 5th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 15th day of November, 1881.

EVANS and DAVIES, 62, Wind-street, Swansea, Solicitors for the said Debtors.

**The Bankruptcy Act, 1869.**

In the County Court of Carnarvonshire, holden at Bangor. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Evans, of Plas Coedana, in the parish of Coedans, in the county of Anglesey, 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 Ship Hotel, Llangefni, on the 9th day of December, 1881, at half-past one o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

GRIFFITH DAVIES DEW, Llangefni, Anglesey, 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 William Kerry, of Bridge-street, in the borough of Derby, Corn, Cake, and Flour Dealer.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 20, Corn Market, Derby, on the 13th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

JNO. MOODY, 20, Corn Market, Derby, 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 Jcha Ward, of Nos. 24 and 26, Battersea Park-road and 149 and 151, York-road, Battersea, both in the county of Surrey, Boot and Shoe Manufacturer and Outfitter.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Masons' Hall Tavern, Masons'-avenue, in the city of London, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

WALTER W. YOUNG, 118 and 119, Newgate-street, E.C., 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 John Willis, of Milton House, Mallinson-road, Wandsworth Common, in the county of Surrey, Government 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 office of Messrs. Fawcett and Co., No. 27, King-street, Cheapside, in the city of London, on the 2nd day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 2nd day of November, 1881.

H. STANILAND, 27, King-street, Cheapside, Solicitor for the 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 Edward Hales the younger, late of the London Corn Exchange and of No. 3, the Grove, Horley, in the county of Surrey, Commission Agent.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 34, Clement's-lane, Lombard-street, in the city of London, on the 13th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

WATNEY, TILLEARD, and FREEMAN, 34, Clement's-lane, E.C., Solicitors for the said Edward Hales the younger.

**The Bankruptcy Act, 1869.**

In the County Court of Surrey, holden at Guildford and Godalming.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Robert Willis, of Saint John's Hall, Hale, in the county of Surrey, Clerk in Holy Orders and Private Tutor.

**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. Knight and Ward, Solicitors, 121, West-street, Farnham, in the county of Surrey, on the 10th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1881.

KNIGHT and WARD, Solicitors 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 Henry Charles Brooks, of High-street, Staines, in the county of Middlesex, Grocer and Cheesemonger.

**NOTICE** 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. Cook and Smith, situate at No. 1, Adelaide-buildings, London Bridge, in the city of London, on the 8th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

DUFFIELD and BRUTY, 6, Tokenhouse-yard, London, E.C., Solicitors for the said Henry Charles Brooks.

**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 Mark Thomas Hewitt, of Nos. 17 and 19, Boone-street, Lee, in the county of Kent, Carman 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 No. 1, Eastcheap, in the city of London, on the 30th day of November, 1881, at twelve o'clock at noon precisely.—Dated this 15th day of November, 1881.

WILLIAM H. HUGHES, 1, Eastcheap, E.C., Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Kent, holden at Canterbury.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William John Payn, of 40, Palace-street, Canterbury, 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 Foresters' Hall, High-street, in the city of Canterbury, on the 16th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

GEO. COLLARD, Canterbury, 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 Morris Cohen, of 343, High-street, Chatham, and 69, Coleman-street, Ordnance-place, Chatham, in the county of Kent, Oil and Colour and Hardware 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 King's Head Hotel, High-street, Rochester, in the county of Kent, on the 14th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd 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 Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Alfred Smith, late of 12, Carlton-street, in the town of Nottingham, Tobacconist, but now living in lodgings at 6, Victoria-cottages, Kent-street, in the said town of Nottingham, Barman.

**NOTICE** is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at my offices, Poultry-arcade, in the town of Nottingham, on the 29th day of November, 1881, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

GEO. CRANCH, Poultry-arcade, 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 Joseph Sills, of Derby-road, in the town of Nottingham, Shoeing Smith.

**NOTICE** is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at No. 14, Low-pavement, Nottingham, on the 29th day of November, 1881, at twelve o'clock at noon precisely.—Dated this 22nd day of December, 1881.

J. BLACK, 14, Low-pavement, Nottingham, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frances Carter, of No. 6, Park-row, in the town of Nottingham, Milliner, Dress and Mantle 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 office of Mr. William Abraham Richards, No. 7, Weekday-cross, in the town of Nottingham, on the 9th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

WILLM. A. RICHARDS, 7, Weekday-cross, 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 Henry Felmingham, of Beck-street, in the town of Nottingham, Looking Glass Manufacturer.

**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 William Hugh Stevenson, of 11, Weekday-cross, in the town of Nottingham, on the 2nd day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

WM. HUGH STEVENSON, 11, Weekday-cross, Nottingham, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Elder, of 293, Oxford-street and also of 299, Oxford-street, both in the city of Manchester, in the county of Lancaster, trading as Elder and Company, Draper, Dealer and Chapman.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Sutton and Elliott, of 51, Fountain-street, in the city of Manchester aforesaid, on the 8th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

SUTTON and ELLIOTT, 51, Fountain-street, in the city of Manchester, Solicitors for the Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Williams, residing and carrying on business at No. 68, Grosvenor-street, London-road, Manchester, in the county of Lancaster, Artificial Flower Manufacturer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Adam and George William Fox, situate No. 58, Princess-street, in the city of Manchester, in the county of Lancaster, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

A. and G. W. FOX, 58, Princess-street, Manchester, Solicitors for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Bolton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walker Summersall, of Hiner Hill-street, Heywood, in the county of Lancaster, and residing at Coomassie-street, in Heywood aforesaid, Coach Proprietor.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 32, Market-place, Heywood aforesaid, on the 12th day of December, 1881, at half-past two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

WESTON, GROVER, and LEES, 10, Norfolk-street, Manchester, Solicitors for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Bolton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Spencer, of Hind Hill-street, Heywood, in the county of Lancaster, and residing at Coomassie-street, in Heywood aforesaid, Coach Proprietor.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 32, Market-place, Heywood aforesaid, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

WESTON, GROVER, and LEES, 10, Norfolk-street, Manchester, Solicitors for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Bolton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Atkinson, residing at the Tramways Hotel, Blackburn-road, Bolton, in the county of Lancaster, and carrying on business there as an Inkeeper, and also carrying on business at the Tanners' Hill Brickworks, Great Lever, near Bolton aforesaid, as a Brickmaker, and also trading at Great Lever aforesaid as a Property Builder and Dealer, in copartnership with Robert Horridge, Bernard Henry, and James Holden, under the style or firm of the Great Lever Building Company.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Bolton Sale and Public Rooms, Bowker's-row, Bolton aforesaid, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

HULTON, SON, and HARWOOD, 2, Bowker's-row, Bolton, Solicitors for the said John Atkinson.

**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 Levi Todd, late of 149, Church-street, Preston, in the county of Lancaster, but now carrying on business at 119, Fishergate, in Preston aforesaid, Chemist.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the County Court Offices, Winck-

ley-street, Preston aforesaid, on the 9th day of December, 1881, at half-past ten o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

CHARLES FRYER, 12 and 13, Guildhall-street, Preston, Solicitor for the said Debtor

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Wigan. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Thomas Kenyon, of 26, Dicconson-street, Wigan, and 45, Bath-street, Southport, both in the county of Lancaster, Auctioneer's Clerk, formerly carrying on business at Clarence-chambers, Wallgate, Wigan aforesaid, and at 13, New Market-street, St. Helen's, in the said county of Lancaster, and afterwards at 31, King-street, Wigan aforesaid, as an Auctioneer and Accountant.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. George James Healy, Auctioneer and Accountant, 18, Acresfield, Bolton, in the said county of Lancaster, on the 12th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1881.

JOHN WALL, Clarence-chambers, Wallgate, Wigan, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Wigan. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Hale, residing at Carr House, 3, Portland-street, Southport, in the county of Lancaster, and carrying on business at the Albion Iron Works, Aspall, near Wigan, in the county of Lancaster, as an Iron Manufacturer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Victoria Hotel, Wallgate, in Wigan, in the county of Lancaster, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

SCOTT and ELLIS, Arcade-buildings, King-street, Wigan, Solicitors for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Salford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Howarth, late of 319, Chapel-street, Salford, and now of 1, Bury New-road, Cheetham, near Manchester, both in the county of Lancaster, Furniture Broker, Furniture Manufacturer, and Furniture Dealer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Leigh, Solicitor, 30, Brown-street, in the city of Manchester, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

JOHN LEIGH, 30, Brown-street, Manchester, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Salford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Bireh, residing at 85, Chapman-street, and carrying on business at 76, Stretford-road, and also at 22, Upper Jackson-street, all in Hulme, Manchester, in the county of Lancaster, Baker and Provision Dealer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Edward Heath and Sons, Solicitors, 48, Swan-street, Manchester, on the 8th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

EDWD. HEATH and SONS, 48, Swan-street, Manchester, Solicitors for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Ann Jordan, late of 47, Northumberland-street, 79, Fontenay-street, and 2, Mersey-street, Liverpool, in the county of Lancaster, Licensed Victualler, now of 23, Windermere-street, Brack-road, Liverpool aforesaid, Spinster, out of business.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. John Quinn and Sons, No. 22, Lord-street, Liverpool aforesaid, Solicitors, on the 9th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

JOHN QUINN and SONS, 22, Lord-street, Liverpool, Solicitors for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Cross, formerly residing at No. 30, Sackville-street, Everton, in the city of Liverpool, in the county of Lancaster, and carrying on business at No. 121, Scotland-road, in the said city of Liverpool, as a Grocer and Tea Dealer, afterwards in lodgings at No. 3, Osborne-grove, Everton aforesaid, afterwards in lodgings at No. 65, Bulwer-street, Everton aforesaid; but now, in lodgings at No. 12, Goldsmith-street, West Derby-road, in the city of Liverpool aforesaid, and having followed and now following the avocation and calling of a Book-keeper whilst residing at all the before-mentioned places.

**NOTICE** 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 Lowe, Solicitor, No. 81, Mount-pleasant, in the city of Liverpool, in the county of Lancaster, on the 17th day of December, 1881; at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

WM. LOWE, 81, Mount-pleasant, Liverpool, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Murphy, of 4, Beasley-street, Sutton, near St. Helen's, in the county of Lancaster, formerly a Grocer, but now a 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. Joseph Massey, Solicitor, 7, Hardshaw-street, St. Helen's aforesaid, on the 13th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated the 23rd day of November, 1881.

J. MASSEY, 7, Hardshaw-street, St. Helen's, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Joseph Butler, of Nos. 2 and 4, Orrell-lane, Walton, near Liverpool, in the county of Lancaster, and formerly residing and carrying on business at Moss-lane, Aintree, near Liverpool aforesaid, Car Proprietor and Livery Stable Keeper.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Thomas ETTY, situate at 22, Lord-street, Liverpool, in the county of Lancaster, on the 12th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

T. ETTY, 22, Lord-street, Liverpool, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Smith, of the Golden Ball Inn, Hamer-lane, Rochdale, in the county of Lancaster, Licensed Victualler.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Wiles, Solicitor, Acker-street-chambers, Acker-street, Rochdale, in the county of Lancaster, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

WILLM. WILES, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ashton-under-Lyne and Stalybridge.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Peter Jones Tunnicliff, of No. 200, Stamford-street, Ashton-under-Lyne, in the county of Lancaster, Tailor and Draper.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Booth-chambers, Booth-street, Ashton-under-Lyne, in the county of Lancaster, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

JOSEPH BRADBURY, Booth-chambers, Booth-street, Ashton-under-Lyne, Solicitor for the said Peter Jones Tunnicliff.

## The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Law, John Law, Raistrick Law, and George Law, carrying on business as Card Manufacturers at Brunswick Mills, Dudley Hill, near Bradford, in the county of York, under the style of Thomas Law and Sons, the said John Law also carrying on a separate business as a Bookseller, Stationer, Post Office Keeper, and Printer, at Tong-street, Dudley Hill aforesaid, and the said Raistrick Law also carrying on a separate business as a Lodging-house Keeper, at No. 15, Winterdyne-terrace, Morecambe, in the county of Lancaster.

**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 undersigned, No. 11, Cheapside, Bradford, Yorkshire, on the 5th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1881.

WATSON and DICKONS, 11, Cheapside, Bradford, Solicitors for the said Debtors.

## The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Law, John Law, Raistrick Law, and George Law, carrying on business as Card Manufacturers, at Brunswick Mills, Dudley Hill, near Bradford, in the county of York, under the style of Thomas Law and Sons, the said John Law also carrying on a separate business as a Bookseller, Stationer, Post Office Keeper, and Printer, at Tong-street, Dudley Hill aforesaid, and the said Raistrick Law also carrying on a separate business as a Lodging-house Keeper, at No. 15, Winterdyne-terrace, Morecambe, in the county of Lancaster.

**NOTICE** is hereby given, that a First General Meeting of the separate creditors of the above-named Thomas Law has been summoned to be held at the offices of the undersigned, No. 11, Cheapside, Bradford, Yorkshire, on the 5th day of December, 1881, at a quarter-past eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1881.

WATSON and DICKONS, 11, Cheapside, Bradford, Solicitors for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Law, John Law, Raistrick Law, and George Law, carrying on business as Card Manufacturers at Brunswick Mills, Dudley Hill, near Bradford, in the county of York, under the style of Thomas Law and Sons, the said John Law also carrying on a separate business as a Bookseller, Stationer, Post Office Keeper, and Printer, at Tong-street, Dudley Hill aforesaid, and the said Raistrick Law also carrying on a separate business as a Lodging-house Keeper, at 15, Winterdyne-terrace, Morecambe, in the county of Lancaster.

**NOTICE** is hereby given, that a First General Meeting of the separate creditors of the above-named John Law has been summoned to be held at the offices of the undersigned, No. 11, Cheapside, Bradford, Yorkshire, on the 5th day of December, 1881, at half-past eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1881.

WATSON and DICKONS, 11, Cheapside, Bradford, Solicitors for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Law, John Law, Raistrick Law, and George Law, carrying on business as Card Manufacturers, at Brunswick Mills, Dudley Hill, near Bradford, in the county of York, under the style of Thomas Law and Sons, the said John Law also carrying on a separate business as a Bookseller, Stationer, Post Office-keeper, and Printer, at Tong-street, Dudley Hill aforesaid, and the said Raistrick Law also carrying on a separate business as a Lodging-house Keeper, at No. 15, Winterdyne-terrace, Morecambe, in the county of Lancaster.

**NOTICE** is hereby given, that a First General Meeting of the separate creditors of the above-named Raistrick Law has been summoned to be held at the offices of the undersigned, No. 11, Cheapside, Bradford, Yorkshire, on the 5th day of December, 1881, at a quarter to twelve o'clock in the forenoon precisely.—Dated this 16th day of November, 1881.

WATSON and DICKONS, 11, Cheapside, Bradford, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Law, John Law, Raistrick Law, and George Law, carrying on business as Card Manufacturers, at Brunswick Mills, Dudley Hill, near Bradford, in the county of York, under the style of Thomas Law and Sons, the said John Law also carrying on a separate business as a Bookseller, Stationer, Post Office Keeper, and Printer, at Tong-street, Dudley Hill aforesaid, and the said Raistrick Law also carrying on a separate business as a Lodging-house Keeper, at No. 15, Winter-dyne-errace, Morecambe, in the county of Lancaster.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named George Law has been summoned to be held at the offices of the undersigned, No. 11, Cheapside, Bradford, Yorkshire, on the 5th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 16th day of November, 1881.

WATSON and DICKONS, 11, Cheapside, Bradford, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Annie Sophia O'Keefe, wife of Thomas O'Keefe, of 15, Westfield-crescent, Undercliffe, near Bradford, in the county of York, Boot and Shoe Dealer, and Mary Nettleton, of 15, Westfield-crescent aforesaid, Spinster, trading in copartnership at 95, Godwin-street, Bradford aforesaid, as Boot and Shoe Dealers, under the style or firm of A. S. Nettleton.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. Peel, Stamford, and Hines, of 135, Chapel-lane, Bradford, in the county of York, Solicitors, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

PEEL, STAMFORD, and HINES, 135, Chapel-lane, Bradford, Solicitors for the said Debtors.

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 Henry Mawson Backhouse and Hamor Backhouse, both of Eecup, near Leeds, in the county of York, Maltsters and Beer Dealers, trading under the firm of Backhouse Brothers.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. Rooke and Midgley, White Horse-street, Boar-lane, Leeds aforesaid, on the 7th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1881.

ROOKE and MIDGLEY, White Horse-street, Leeds, Solicitors for the said Debtors.

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 Henry Mawson Backhouse and Hamor Backhouse, both of Eecup, near Leeds, in the county of York, Maltsters and Beer Dealers, trading under the firm of Backhouse Brothers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Hamor Backhouse has been summoned to be held at the offices of Messrs. Rooke and Midgley, of White Horse-street, Boar-lane, Leeds aforesaid, on the 7th day of December, 1881, at one o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

ROOKE and MIDGLEY, White Horse-street, Leeds, Solicitors for the said Hamor Backhouse.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Gledhill, of No. 125, East View-terrace, Leeds-road, in the county of York, carrying on business at Fenay Bridge, near Huddersfield aforesaid, as a Brick and Tile Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Whitley and Whitley, Solicitors, No. 2, New-street, Huddersfield, in the county of York, on the 12th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

WHITLEY and WHITLEY, No. 2, New-street, Huddersfield, Solicitors for the said Joseph Gledhill.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Dewsbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Sheard Healey, of Hanging Heaton, in the county of York, Commission Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Henry Truswell, situate in Bank-chambers, Commercial-street, Batley, in the county of York, on the 12th day of December, 1881, at half-past ten o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

C. E. N. PARKER, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Dewsbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Nichols, of Dewsbury, in the county of York, Inn Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Ridgway and Ridgway, situate in Union-street, in Dewsbury aforesaid, on the 9th day of December, 1881, at half-past ten o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

RIDWAY and RIDWAY, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Dewsbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Pitt, of Alma Foundry, Millbridge, Liver-edge, in the county of York, Machine Maker, trading under the style or firm of Pitt Brothers.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Wellington Hotel, Dewsbury, in the said county, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

WILL. H. CLOUGH, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Wakefield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Cowburn, of Ox Close Farm, Pontefract, in the county of York, Farmer, and of Baronsdale, in the parish of Kirksmeaton, in the said county, Refreshment House Keeper 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. Wilson and Leatham, Corn Market, Pontefract aforesaid, Solicitors, on the 9th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1881.

WILLIAM BALDWIN, Pontefract, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Lindley, of 30, Scot-lane, Doncaster, 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. Verity and Baddiley, Solicitors, No. 12, Frenchgate, Doncaster, in the county of York, on the 8th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

VERITY and BADDILEY, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Scarborough. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Swann, of No. 7A, St. Thomas-street, Scarborough, in the county of York, Saddler and Harness Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Walter Greenwood, Solicitor, No. 33, Huntriss-row, Scarborough, in the county of York, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

WALTER GREENWOOD, 33, Huntriss-row, Scarborough, Solicitor for the said William Swann.

**The Bankruptcy Act, 1869.**

In the County Court of Hampshire, holden at Portsmouth. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Washington Myers, of Myers' Hippodrome, Portsmouth, in the county of Hants, formerly of Place Château d'Eau, Paris, in the Republic of France, and lately of the Crystal Palace, Sydenham, Agricultural Hall, Islington, Alexandra Palace, London, Manchester, Glasgow, Newcastle, Morpeth, Bedlington, Blyth, Seaham, North Shields, Sunderland, Seaham Harbour, Houghton-le-Spring, Chester-le-Street, Thornley, Durham, Bishop Auckland, Easington-lane, West Hartlepool, Stockton-on-Tees, Middlesborough, Darlington, Northallerton, Thirsk, Easingwold, York, Wetherby, Tadcaster, Otley, Ilkley, Keighley, Wakefield, Barosley, Rotherham, Sheffield, Dronfield, Chesterfield, Clay Cross, Relper, Derby, Nottingham, Loughborough, Leicester, Market Harborough, Kettering, Wellingborough, Northampton, Stony Stratford, Fenny Stratford, Leighton Buzzard, Dunstable, Luton, Hitchin, Baldock, Royston, Cambridge, Newmarket, Ely, Downham Market, Wisbeach, Lynn, Swaffham, Fakenham, Wells, North Walsingham, Holt, Cromer, North Walsham, Yarmouth, Lowestoft, Beccles, Halesworth, Eye, Stowmarket, Ipswich, Hadleigh, Sudbury, Halstead, Braintree, Bishops Stortford, Dunmow, Ware, Hertford, Buntingford, Saffron Walden, Haverhill, Clare, Bury St. Edmunds, Thetford, Diss, Attleborough, Wymondham, East Dereham, Norwich, Loddon, Lowestoft, Southwold, Saxmundham, Woodbridge, Manningtree, Colchester, Witham, Maldon, Chelmsford, Brentwood, Romford, Stratford, Bow, Shepherd's Bush, High Wycombe, Ely, Oxford, Wallingford, Reading, Odibam, Alton, Petersfield, and Havant, Circus Proprietor.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. G. S. and H. Brandon, No. 15, Essex-street, Strand, London, on the 8th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

G. S. and H. BRANDON, 15, Essex-street, Strand, Solicitors for the Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Hampshire, holden at Winchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Laver, of No. 9, High-street, Winchester, in the county of Hants, Provision Merchant, and formerly also a Farmer at Wonston, in the said county of Hants.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Royal Hotel, Winchester aforesaid, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

ADAMS and CO., Winchester, Solicitors for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Hampshire, holden at Southampton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Brown, of No. 2, Above Bar-street, No. 20, French-street, and of Winkle-street, all in the town and county of the town of Southampton, Fishmonger, Game, and Poultry Dealer, Importer of Foreign Produce and Egg Merchant.

**NOTICE** is hereby given, that a Fresh First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Joseph Johnson Harlow, of No. 39, Southampton-buildings, Chancery-lane, London, W.C., Solicitor, on the 5th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

E. R. V. SHUTTE, 23, Portland-street, Southampton, 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 Richard Townsend, late of Woodlands, Norton, near Stockton, in the county of Durham, Farmer, but now of No. 45, Bargate-street, North Ormesby, near Middlesborough, in the county of York, Pedlar.

**NOTICE** 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 Lewis, Solicitor, No. 3, Zealand-road, Middlesborough aforesaid, on the 18th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

THOMAS LEWIS, 3, Zealand-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 Philip Gowland, of the Unicorn Inn, High-street, Stockton-on-Tees, in the county of Durham, Licensed Victualler and 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 Royal Hotel, High-street, Stockton-on-Tees aforesaid, on the 10th day of December, 1881, at half-past eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

EDWARD J. THOMAS, Market-cross-chambers, Stockton-on-Tees, Solicitor for the said Philip Gowland.

**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 Charles Cade Burnett, of West Hartlepool, in the county of Durham, formerly carrying on business with Thomas John Fleetham, under the firm of Fleetham and Burnett, as Shipbrokers, and lately carrying on business as a 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. H. Simpson, Solicitor, 61, Church-street, West Hartlepool aforesaid, on the 7th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

HIGSON SIMPSON, 61, Church-street, West Hartlepool, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Durham, holden at Durham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Temperley, residing at High-street, Tow Law, in the county of Durham, and carrying on business at Station-street, Tow Law aforesaid, as a Joiner and Cabinet Maker.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the Northumberland and Durham Traders' Association Limited, 32, Grainger-street West, in the town of Newcastle-upon-Tyne, on the 7th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1881.

W. R. GIBSON, Victoria-buildings, Grainger-street West, Newcastle-upon-Tyne, Solicitor for the said Joseph Temperley.

**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 George Shelley, of 5, Digbeth, Walsall, in the county of Stafford, 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 Great Western Hotel, Birmingham, in the county of Warwick, on the 6th day of December, 1881, at one o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

FREDRIC BILL, 5, Bridge-street, Walsall, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Staffordshire, holden at Walsall.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Vernal Perry, of 17, Birmingham-street, Walsall, Staffordshire, Stirrup Filer and Grocer and Provision Dealer.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Abraham Baker, Solicitor, Bridge-street, Walsall, on the 16th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1881.

A. BAKER, Bridge-street, Walsall, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Staffordshire, holden at Burton-on-Trent.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Critchlow Bloor, of Stanton, near Ashborne, in the county of Stafford, Brewer's Agent.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Accountancy Offices, 57 and 59, Stockwell-street, Leek, in the county of Stafford, on the 6th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1881.

JNO. REDFERN, Leek, Solicitor for the Debtor.

## 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 George Boulton, of the Fish and Quart Beerhouse, New-street, Burton-on-Trent, in the county of Stafford, Beerhouse Keeper and General Dealer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 173, Station-street, Burton-on-Trent aforesaid, on the 9th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

WALTER WILSON, 173, Station-street, Burton-on-Trent, Solicitor for the said George Boulton.

## The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Turner, of No. 145, High-street, Longton, in the county of Stafford, Fishmonger.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 22, Cheapside, Hanley, in the county of Stafford, on the 6th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

R. A. STEVENSON, No. 22, Cheapside, Hanley, Solicitor for the said George Turner.

## The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Sibbards, of No. 19, High-street, Longton, in the county of Stafford, Confectioner and Fruit Dealer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. C. J. Welch, Solicitor, No. 16, Caroline-street, Longton, in the county of Stafford, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

CHAS. JNO. WELCH, 16, Caroline-street, Longton, Staffordshire, 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 Robert Ollerenshaw, of Well-street, Hanley, in the county of Stafford, Fruiterer and Greengrocer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 33, Albion-street, Hanley aforesaid, on the 7th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

ELIAS A. ASHMAIL, 33, Albion-street, Hanley, 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 Henry James Metcalfe, of No. 2, Church-street, Wolverhampton, in the county of Stafford, Music Publisher, trading under the style or firm of Metcalfe, Sons, and Co.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Robert Radnall Rhodes, Solicitor, 53, Queen-street, Wolverhampton, in the county of Stafford, on the 8th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

ROBT. R. RHODES, 53, Queen-street, Wolverhampton, 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 Donald Bernard Brazier, residing in lodgings at No. 22, Temple-street, Wolverhampton, in the county of Stafford, Bicycle Manufacturer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. W. J. London, No. 4, King-street, Wolverhampton, on the 10th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1881.

W. J. LONDON, 4, King-street, Wolverhampton, Solicitor for the said Debtor.

No. 25041.

## The Bankruptcy Act, 1869.

In the County Court of Montgomeryshire, holden at Newtown.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Hamer, of Penyglodda, in the parish of Llanllwchaiarn, in the county of Montgomery, Grocer and Stonecutter.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of me, the undersigned, situate at the Bank, Newtown, North Wales, on the 8th day of December, 1881, at half-past twelve o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

MARTIN WOOSNAM, Solicitor for the said Henry Hamer

## The Bankruptcy Act, 1869.

In the County Court of Montgomeryshire, holden at Newtown.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Evans, of Ystradfallog, in the parish of Llanwnog, in the county of Montgomery, Farmer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the undersigned, situate in Broad-street, Newtown, Montgomeryshire, on the 12th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

EDWARD POWELL, Solicitor for the said John Evans.

## The Bankruptcy Act, 1869.

In the County Court of Montgomeryshire, holden at Newtown.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Humphreys, of No. 47, High-street, Welshpool, in the county of Montgomery, Grocer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Charles Jones, Solicitor, No. 26, Severn-street, Welshpool, in the county of Montgomery, on the 15th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1881.

CHAS. JONES, 26, Severn-street, Welshpool, Solicitor for the said John Humphreys.

## The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Chester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Williams, of China House, Holywell, of Mostyn-square, Caerwys, of Llanasa, and of Old Ivor House, Connabs Quay, all in the county of Flint, Grocer and Provision Dealer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Albion Hotel, Chester, on the 13th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1881.

WM. DAVIES and ROBERTS, Well-street, Holywell, Solicitors for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edwin Morris, late of Edleston-street, Timekeeper, and now of 25, Nantwich-road, both in Crewe, in the county of Chester, Shoemaker.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Albert-chambers, Church-side, Crewe, in the said county of Chester, on the 6th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

W. POINTON, Crewe, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Hill, of No. 45, Nantwich-road, Crewe, in the county of Chester, Auctioneer and Valuer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 31, Nantwich-road, Crewe aforesaid, on the 7th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

FRANCIS WARBURTON, of Crewe aforesaid, Solicitor for the said William Hill.

## The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Smith Tilly, residing at 23, Ord-street, and carrying on business at 232 and 284, High-street, all in Gateshead, in the county of Durham, under the style or firm of Tilly Brothers, as Wholesale and Retail Grocers and Confectioners.

**NOTICE** 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 George Aitchison, Solicitor, No. 50, Collingwood-street, Newcastle-upon-Tyne, on the 5th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

JNO. G. AITCHISON, 50, Collingwood-street, Newcastle-upon-Tyne, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Gardner, formerly carrying on business with Oswald Henry Swan at 89, Quayside, in the borough and county of Newcastle-upon-Tyne as Corn Dealers and Exporters, under the firm of Swan and Gardner, and now carrying on business at 89, Quayside aforesaid, on his own account as a Corn Dealer, and residing at 29, Falconer-street, Newcastle-upon-Tyne aforesaid.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Hoyle, Shipley, and Hoyle, Solicitors, Burdon-buildings, 5, Westgate-road and 62, Grainger-street West, Newcastle-upon-Tyne, on the 7th day of December, 1881, at one o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

HOYLE, SHIPLEY, and HOYLE, Burdon-buildings, Newcastle-upon-Tyne, Solicitors for the said Joseph Gardner.

## 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 Charles Arthur, of Holywell, in the parish of Alnwick, in the county of Northumberland, 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. Forster and Paynter, Solicitors, Alnwick, on the 12th day of December, 1881, at half-past ten o'clock in the forenoon precisely.—Dated this 23rd day of November, 1881.

FORSTER and PAYNTER, Alnwick, Solicitors for the said Charles Arthur.

## 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 Thomas Duly, of Saint John's Common, Burgess Hill, in the county of Sussex, 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 Old Ship Hotel, Brighton, on the 14th day of December, 1881, at four o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

WYNNE E. BAXTER, 208, High-street, Lewes, Solicitor for the said Charles Thomas Duly.

## 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 Maxwell, of the White Hart, South Harting, in the county of Sussex, Builder, Wheelwright, Undertaker, Painter, Glazier, Paperhanger, and 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 Dolphin Hotel, Petersfield, in the county of Hants, on the 8th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

WALKER and WAINSCOT, 85, Commercial-road, Landport, Solicitors for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Hastings.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Paine, of No. 41, Bohemia-place, Hastings, in the county of Sussex, Shoemaker.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 4, Trinity-street, Hastings aforesaid,

said, on the 2nd day of December, 1881, at twelve o'clock at noon precisely.—Dated this 16th day of November, 1881.

W. SAVERY, 4, Trinity-street, Hastings, 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 Samuel George Daniels, late of 84, Stapleton-road, in the city of Bristol, Tobaccoist, and now of 19, Brighton-street, City-road, in the same city, out of business.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Clifton and Carter, Cambrian-chambers, 51, Broad-street, in the city of Bristol, on the 5th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 19th 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 Charles Boon, of Leigh-street, in the city and county of Bristol, Builder 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 Frederick George Salisbury, 30, Broad-street, Bristol, on the 9th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1881.

F. G. SALISBURY, 30, Broad-street, Bristol, Solicitor for the Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alexander Walsh, formerly residing at Kingswood Park, Saint George's, in the county of Gloucester, then at Alexandria-villas, Bath, in the county of Somerset, and lately carrying on business in copartnership with Samuel James Guyer Lucas at 4, Victoria-street, in the city and county of Bristol, as Wine Merchants, but now out of business, and temporarily residing at the White Hart Hotel, Mandlin-street, in the city of Bristol.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Henry Brown, 3, Corn-street, in the city and county of Bristol, on the 7th day of December, 1881, at ten o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

WM. H. BROWN, 3, Corn-street, Bristol, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Hardman, late of the Mariners' Arms Inn, in the city of Gloucester, Publican, but now of 74, Hare-lane, in the same city, 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 11, College-court, Gloucester, on the 7th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1881.

ALFRED C. CHAMPNEY, 11, College-court, Gloucester, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Cheltenham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Daniel Humphris, of No. 1, King's-road, in the town of Cheltenham, Water Engineer.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Red Lion Inn, High-street, Cheltenham, on the 8th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1881.

ALFRED C. CHAMPNEY, 11, College-court, Gloucester, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Yeovil.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Perrett, of Middle-street, Yeovil, in the county of Somerset, 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 Peel's Hotel (Fetter-lane entrance),

177, Fleet-street, in the city of London, on the 13th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1881.

ALBERT BOLLEN, South-street, Yeovil, Solicitor for the said John Perrett.

**The Bankruptcy Act, 1869.**

In the County Court of Somersetshire, holden at Yeovil. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Shergold, of Yeovil, in the county of Somerset, Baker and Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Mermaid Hotel, Yeovil aforesaid, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

J. TREVOR DAVIES, Sherborne, Dorset, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Somersetshire, holden at Bath. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Draper, of No. 9, High-street, Devizes, in the county of Wilts, Fishmonger and Poulterer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Crown Hotel, Devizes, in the county of Wilts, on the 7th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

JNO. MARSHALL, 35, St. John-street, Devizes, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Norfolk, holden at King's Lynn. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Bearcock, of Stow Bridge, in the parish of Stow Bardolph, in the county of Norfolk, Wheelwright, Carpenter, 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 Messrs. Coulton and Sons' office, Athenesum, King's Lynn, on the 8th day of December, 1881, at ten o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

COULTON and SON, Athenesum, King's Lynn, Solicitors for the said George Bearcock.

**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 Jonathan, otherwise John, Gedge, of the King's Arms Hotel, Reepham, in the county of Norfolk, 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 King's Arms Hotel, Reepham, in the county of Norfolk, on the 6th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

JAMES CLABBURN, 51, London-street, Norwich, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Norfolk, holden at Norwich. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Stockings, of Golden Ball-street, in the city of Norwich, 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 office of Mr. Matthew Sallitt Emerson, Solicitor, No. 6, Rampant Horse-street, Norwich, on the 9th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1881.

M. S. EMERSON, 6, Rampant Horse-street, Norwich, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Devonshire, holden at East Stonehouse. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jacob Finch, of East Farm, in the parish of Charleton, in the county of Devon, 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 King's Arms Hotel, Kingsbridge, in the county of Devon, on the 9th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

WINNEATT and WINDEATT, of Totness, 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 Augustus Webber Vicary, of No. 41, Edgumbe-street, East Stonehouse, in the county of Devon, Stationer, Berlin Wool and Fancy Goods Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Petherbridge Pearse, Solicitor, No. 9A, Princess-square, Plymouth, on the 7th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1881.

J. P. PEARSE, No. 9A, Princess-square, Plymouth, Solicitor for the said William Augustus Webber Vicary.

**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 Henry Galpin, of No. 55, Fore-street, Devonport, in the county of Devon, Wholesale Grocer and Provision Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Venning and Goldsmith, No. 26, Ker-street, Devonport, in the county of Devon, on the 2nd day of December, 1881, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1881.

VENNING and GOLDSMITH, of No. 26, Ker-street, Devonport, 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 William Nock, living with his father at 100, Halesowen-street, Blackheath, Rowley Regis, in the county of Stafford, Fruiterer's 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 office of Stokes and Hooper, J, Priory-street, Dudley, in the county of Worcester, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd 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 Worcester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Wilkins, of Cowhill Farm, Upton-upon-Severn, in the county of Worcester, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Star Hotel, Upton-upon-Severn aforesaid, on the 10th day of December, 1881, at a quarter-past ten o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

MOORES and ROMNEY, Public Offices, Tewkesbury, 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 Abraham Turrell, of Aldeburgh, in the county of Suffolk, 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. John Metcalfe Pollard, Solicitor, 7, Saint Lawrence-street, Ipswich aforesaid, on the 16th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

J. M. POLLARD, 7, Saint Lawrence-street, Ipswich, Solicitor for the said Abraham Turrell.

**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 Charles Frederick Browne, of the Thoroughfare, Woodbridge, in the county of Suffolk, Fancy Draper, Milliner and Dressmaker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Labury, Collison, and Viney, No. 99, Cheapside, in the city of London, Public Accountants, on the 13th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

WILLIAM WOODWARD WELTON, Woodbridge, Suffolk, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Arthur Adye, of 26, Merton-street, New Swindon, in the county of Wilts, Clerk in the service of the Great Western Railway Company.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Simmons, Clark, and Collins, Solicitors, 8, Edgar-buildings, in the city of Bath, on the 9th day of December, 1881, at half-past twelve o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

SIMMONS, CLARK, and COLLINS, 8, Edgar-buildings, Bath, Solicitors for the Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Salisbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Hunt Abrahams, of 19 and 21, High-street, Salisbury, in the county of Wilts, Clothier and Outfitter.

**N**OTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Josolyne, Baynham, and Co., No. 28, King-street, Cheapside, in the city of London, on the 30th day of November, 1881, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

FRANCIS HODDING, Salisbury, Solicitor for the said James Hunt Abrahams.

## 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 Ewen Alexander Campbell, carrying on business at No. 9A, Hall-street, and residing in apartments at 62, Vyse-street, both in Birmingham, in the county of Warwick, Draper and Clothier.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Buller and Bickley, Solicitors, 30, Bennett's-hill, Birmingham, in the county of Warwick, on the 8th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

BULLER and BICKLY, 30, Bennett's-hill, Birmingham, Solicitors for the said Debtor.

## 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 Francis Seager, of 16, Warwick-lane, Coventry, Stone and Marble Mason.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Hughes and Masser, Solicitors, No. 111, Little Park-street, Coventry, on the 8th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

HUGHES and MASSER, 111, Little Park-street, Coventry, Solicitors for the said Francis Seager.

## The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Henry Sumners, late of Falkingham, in the county of Lincoln, but now of Donington, in the same county, out of business.

**N**OTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the Fortescue Arms Inn, Billingborough, in the county of Lincoln, on the 29th day of November, 1881, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1881.

DEACON and WILKINS, Cross-street, Peterborough, Solicitors for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Fryer, of Chatteris, in the Isle of Ely, in the county of Cambridge, Nurseryman.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Alfred Harold Ruston, in Chatteris, in the Isle of Ely, in the county of Cambridge, on the 8th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1881.

A. HAROLD RUSTON, Chatteris, Cambridge-shire, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Dorchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Alston Budden, of South-street, Bridport, in the county of Dorset, Grocer's Assistant, lately carrying on business at South-street, Bridport aforesaid, as a Grocer.

**N**OTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Arthur Henry Lock, of 53, High West-street, Dorchester, in the county of Dorset, Solicitor, on the 1st day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

ARTHUR H. LOCK, 53, High West-street, Dorchester, Solicitor for the Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Dorchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Emmanuel Guppy Draper, of East-street, Bridport, in the county of Dorset, Grocer.

**N**OTICE is hereby given, that a Second General Meeting of the creditors of the above named person has been summoned to be held at the office of Mr. Arthur Henry Lock, Solicitor, 53, High West-street, Dorchester, in the county of Dorset, on the 1st day of December, 1881, at half-past two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

ARTHUR H. LOCK, 53, High West-street, Dorchester, Solicitor for the said Emmanuel Guppy Draper.

## 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 Peter Rogers, of Tolleshunt D'Arcy, in the county of Essex, Farmer and Dealer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Crick and Freeman, Solicitors, Maldon, Essex, on the 8th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

CRICK and FREEMAN, Solicitors for the Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Carr, of Thorington, in the county of Essex, Licensed Hawker, Hardwareman, and General Dealer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Jones and Son, Townhall-chambers, Colchester, on the 8th day of December, 1881, at four o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

HENRY JONES, Townhall-chambers, Colchester, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Carlisle. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Barton, of Haltwhistle, in the county of Northumberland, Innkeeper and Painter.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the 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, Cumberland, Solicitors for the said Henry Barton.

## The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Carlisle. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Graham, of Upperby, near the city of Carlisle, in the county of Cumberland, and of Mary-street, in the said city of Carlisle, Blacksmith.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Clutterbuck and Trevenen, Bank-chambers, Bank-street, in the city of Carlisle, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

CLUTTERBUCK and TREVENEN, Bank-chambers, Bank-street, Carlisle, Solicitors for the said Robt. Graham.

**The Bankruptcy Act, 1869.**

In the County Court of Pembrokeshire, holden at  
Pembroke Dock.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Beynon, of Narberth, in the county of Pembrokeshire, Coach Builder and Wheelwright, and of Caermlaeafwr, in the parish of Llandewy Velfrey, in the same county, Farmer.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Arthur Hastings Lasselles, Solicitor, at Narberth, Pembrokeshire, on the 10th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

A. H. LASCELLES, Solicitor for the said Thomas Beynon.

**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 Arthur Driver, of No. 1, Walnut-street, Aylestone-road, Leicester, in the county of Leicester, and Princes-street, Norwich, in the county of Norfolk, Loan Office Manager, late of Friar-lane, Leicester aforesaid, Money Lender.

**NOTICE** 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 Wright, situate at No. 7, Belvoir-street, Leicester, on the 16th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

THOMAS WRIGHT, 7, Belvoir-street, Leicester, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Shropshire, holden at Shrewsbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Littlehales, of Hanwood, in the county of Salop, Grocer and Blacksmith.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Henry Morris and Sons, Solicitors, Swan Hill, Shrewsbury, on the 8th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

HENRY MORRIS and SONS, Swan Hill, Shrewsbury, Solicitors for the said Richard Littlehales.

**The Bankruptcy Act, 1869.**

In the County Court of Cardiganshire, holden at  
Aberystwith.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Evans, of Church-street, Dolgelly, in the county of Merioneth, Boot and Shoe Maker and 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. W. R. Davies, Solicitor, Dolgelly, on the 14th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1881.

W. ROB. DAVIES, Dolgelly, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Durham, holden at Durham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors instituted by John Robert Dunsford, of Commercial-street, Willington, in the county of Durham, Grocer and Provision Merchant.

**UPON** sufficient cause this day shown to the satisfaction of the Court, the General Meeting of the Creditors in this matter summoned for the 6th day of December, 1881, is hereby directed to be held at the offices of the Northumberland and Durham Traders' Association, Grainger-street, West, Newcastle-upon-Tyne, in lieu of the place originally named. And hereof let notice be given forthwith.—Dated this 23rd day of November, 1881.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Bradford.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Moorhouse, of No. 3, Ivegate, Bradford, and of Virginia Mills, Thornbury, in the parish of Calverley, both in the county of York, Tobacco and Cigar Manufacturer.

**A** GENERAL Meeting of the Creditors of the above-named John Moorhouse is hereby summoned to be held at the offices of Messrs. Terry, Robinson, and Gordon, Solicitors, No. 9, Market-street, Bradford, in the county of York, on Wednesday, the 7th day of December next, at three o'clock in the afternoon, for the following purposes

namely:—1. To audit and pass the accounts of the Trustees; 2. To fix the amount of the first dividend to be paid in the above-named matter; 3. To give directions as to the disposal or otherwise of the debtor's real estate; 4. And for the transaction of any other business which may be necessary.—Dated this 23rd day of November, 1881.

TERRY, ROBINSON, and GORDON, 9, Market-street, Bradford, Solicitors for the Trustees.

**The Bankruptcy Act, 1869.**

In the County Court of Wiltshire, holden at Swindon.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Hine, of the White Hart Inn, Faringdon, in the county of Berks, Corn, Coal, and General Dealer and Licensed Victualler.

**NOTICE** is hereby given, that a General Meeting of the Creditors of the above-named person will be held at the public offices of Messrs. Kinneir and Tombs, No. 32, High-street, Swindon, Wilts, on Monday, the 12th day of December, 1881, at two o'clock in the afternoon:—To audit the Trustees' accounts; fix the Trustees' remuneration; the debtor's allowance (if any); declare a Dividend; determine as to the close of the liquidation; and resolve as to the release of the Trustees and the discharge of the debtor.—Dated this 17th day of November, 1881.

GEO. FRED. HYDE,  
CHARLES E. BELCHER, Trustees.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of 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.

**THE** creditors of the above-named James Lyall and James Lyall the younger who have not already proved their debts, are required, on or before the 31st day of January, 1882, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edwin Waterhouse, of 44, Gresham-street, in the city of London, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1881. EDWIN WATERHOUSE, Trustee.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Lyall and James Lyall the younger, of 16, 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, Bishops-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.

**THE** creditors of the above-named James Lyall who have not already proved their debts, are required, on or before the 12th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edwin Waterhouse, of 44, Gresham-street, in the city of London, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1881.

EDWIN WATERHOUSE, Trustee.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Lawley, of Fernlea Villa, Grove Hill-road, Denmark-hill, in the county of Surrey, until lately carrying on business as Pawnbroker, Surgical Instrument Maker and Optician in Partnership with Walter Lawley, of 78, Farringdon-street, in the city of London, but now out of business.

**THE** creditors of the above-named William Lawley 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, Ebenezer Chambers Foreman of No. 32, Gresham-street, in the city of London, Chartered

Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1881.

**EBENEZER CHAMBERS FOREMAN, Trustee.**

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Frank Stewart Bastow, lately trading in copartnership with John Alfred Mills, under the style or firm of John A. Mills and Co., Tailors, but now trading as J. Bastow and Co., No. 33, Poultry, in the city of London, Merchant Tailors, and residing at No. 148, Hartfield-road, Wimbledon, in the county of Surrey.

**T**HE creditors of the above-named Frank Stewart Bastow 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 the undersigned, Ebenezer Chambers Foreman, of No. 32, Gresham-street, in the city of London, Chartered Accountant, one of the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1881.

**EBENEZER CHAMBERS FOREMAN,  
GEORGE BAYNHAM, 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 John Evans, of 32, Queensland-road, Holloway, in the county of Middlesex, Dairyman and Cowkeeper.

**T**HE creditors of the above-named John Evans 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 me, the undersigned, John Walter Jones, of 68, Cheapside, Auctioneer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1881. **JOHN W. JONES, Trustee.**

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Weldon Carter, late of Hulton Rugby, in the North Riding of the county of York, but now of Nos. 50 and 51, Church-street, West Hartlepool, and of No. 212, High-street and the Oaks, Sunderland, all in the county of Durham, Hosiery, Draper, and Milliner.

**T**HE creditors of the above-named William Weldon Carter 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, Frederick Henry Collison, of No. 99, Cheapside, in the city of London, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1881. **F. H. COLLISON, Trustee.**

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, transferred from the County Court of Oxfordshire, holden at Oxford.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph John Brown, of Islip, in the county of Oxford, Draper.

**T**HE creditors of the above-named Joseph John Brown 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, Andrew McDowall, of No. 14, Bow-lane, in the city of London, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1881. **ANDREW McDOWALL, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Salford.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Hopewell, of No. 233, Chapel-street, Salford, in the county of Lancaster, Draper, and formerly of No. 492, Regent road, Salford aforesaid, Draper.

**T**HE creditors of the above-named John Hopewell 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, William Milne, of 63, Brown-street, in the city of Manchester, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Divi-

dend proposed to be declared.—Dated this 23rd day of November, 1881. **WILLIAM MILNE, 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 George Christopher Bechtel, of Mount-street, Mill Harpurhey, in the county of Lancaster, Yarn Doubler and Merchant, trading as George Bechtel and Co., and residing at Fernles, Fallowfield, in the same county.

**T**HE creditors of the above-named George Christopher Bechtel 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, William Butcher, of 69, Princess-street, in the city of Manchester, 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 22nd day of November, 1881. **WILLIAM BUTCHER, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Hine, of the White Hart Inn, Faringdon, in the county of Berks, Corn, Coal, and General Dealer and Licensed Victualler.

**T**HE creditors of the above-named John Hine 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, Mr. George Frederick Hyde, at Messrs. Adams, Welsh Back, Bristol, 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.

**GEORGE FRED. HYDE,  
CHARLES E. BELCHER, Trustees.**

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Bavin, of Metheringham, in the county of Lincoln, Farmer and Brickmaker.

**T**HE creditors of the above-named John Bavin 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, George Jay, of No. 8, Bank-street, in the city of Lincoln, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1881.

**GEORGE JAY, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Pearson, of Butterwick, in the county of Lincoln, Farmer.

**T**HE creditors of the above-named William Pearson 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 me, the undersigned, Charles Lucas, of Boston, in the county of Lincoln, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1881.

**CHARLES LUCAS, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Pontypridd.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Calvert, of Wood-road, Pontypridd, in the county of Glamorgan, of no occupation.

**T**HE creditors of the above-named John Calvert 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, Hopkin Smith Davies, of Pontypridd 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 22nd day of November, 1881.

**HOPKIN SMITH DAVIES, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Lawrence William Pells, of the Ship Inn, King's Quay-street, Harwich, in the county of Essex, Inn-holder.

**T**HE creditors of the above-named Lawrence William Pells who have not already proved their debts, are required, on or before the 12th day of December, 1881, to

send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edmund James Craske, of Colchester, Auctioneer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1881.

EDMD. J. CRASKE, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Essex, holden at Colchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Isaac Holland, of South Hill, Manningtree, in the county of Essex, Whitesmith and Bell Hanger.

**T**HE creditors of the above-named Isaac Holland who have not already proved their debts, are required, on or before the 12th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edmund James Craske, of Colchester, Auctioneer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1881.

EDMD. J. CRASKE, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Essex, holden at Colchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Wilkinson, of Ardleigh, in the county of Essex, Grocer, Draper, and General Shopkeeper.

**T**HE creditors of the above-named Thomas Wilkinson who have not already proved their debts, are required, on or before the 12th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edmund James Craske, of Colchester, Auctioneer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1881.

EDMD. J. CRASKE, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors instituted by Thomas Cheetham and William Eaton Cheetham, both residing at 13, Addison-villas, in the town of Nottingham, and carrying on business in copartnership as Hosiery, under the style of Cheetham and Company, in Granby-street, in the same town.

**T**HE joint creditors of the above-named Thomas Cheetham and William Eaton Cheetham 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, Henry Edward Hubbard, of 6, Thurland-street, in the town of Nottingham, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1881.

H. E. HUBBART, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors instituted by Thomas Cheetham and William Eaton Cheetham, both residing at 13, Addison-villas, in the town of Nottingham, and carrying on business in copartnership as Hosiery, under the style of Cheetham and Company, in Granby-street, in the same town.

**T**HE separate creditors of the above-named Thomas Cheetham 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, Henry Edward Hubbard, of 6, Thurland-street, in the town of Nottingham, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1881.

H. E. HUBBART, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Cheetham and William Eaton Cheetham, both residing at 13, Addison-villas, in the town of Nottingham, and carrying on business in copartnership as Hosiery, under the style of Cheetham and Company, in Granby-street, in the same town.

**T**HE separate creditors of the above-named William Eaton Cheetham 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, Henry Edward Hubbard, of 6, Thurland-street, in the town of Nottingham, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1881.

H. E. HUBBART, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Garoett, of Grantham, in the county of Lincoln, Wine and Spirit Merchant.

**T**HE creditors of the above-named Charles Garoett 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, William White, of Grantham aforesaid, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1881.

WILLIAM WHITE, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Rogers, of the Market-place, and Pelham-street, Newark, in the county of Nottingham, Manufacturing Confectioner.

**T**HE creditors of the above-named George Rogers 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, George Jay, of No. 8, Bank-street, in the city of Lincoln, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1881.

GEORGE JAY, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Edwin Dawson, of Kirk Gate, Newark-upon-Trent, in the county of Nottingham, Auctioneer and Valuer, and Accountant and Traveller for Agricultural Merchants.

**T**HE creditors of the above-named William Edwin Dawson 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 me, the undersigned, Edward Mitford Hutton Riddell, of Newark-upon-Trent aforesaid, Banker, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1881.

E. M. HUTTON RIDDELL, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Suffolk, holden at Bury St. Edmunds. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors instituted by Henry Aves, of West-row, Mildenhall, in the county of Suffolk, Farmer and General Shop Keeper.

**T**HE creditors of the above-named Henry Aves 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, William Samuel Owers, of Mildenhall, in the county of Suffolk, Miller and 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 18th day of November, 1881.

WILLIAM SAMUEL OWERS, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Dewsbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Brooke, John Brooke, and Benjamin Brooke, all of Batley Carr, in Dewsbury, in the county of York, Dyers, trading under the style or firm of Brooke Brothers.

**T**HE creditors of the above-named Charles Brooke, John Brooke, and Benjamin Brooke who have not already proved their debts, are required, on or before the 15th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Whiteley, Dewsbury, in the county of York, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1881.

WM. WHITELEY, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Bradford.  
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Moorhouse, of No. 3, Ivegate, Bradford, and of Virginia Mills, Thornbury, in the parish of Calverley, both in the county of York, Tobacco and Cigar Manufacturer.

**T**HE creditors of the above-named John Moorhouse 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 Henry Orchard Chudleigh and William Mills care of Terry, Robinson, and Gordon, Solicitors, No. 9, Market-street, in Bradford aforesaid, 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 16th day of November, 1881.

TERRY, ROBINSON, and GORDON, Solicitors for the said Trustees.

**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 Joseph Shepherd, late of Wilmer-road, but now of Hall-lane, both in Shipley, in the county of York, Grocer, formerly carrying on business in copartnership with Henry Wordsworth Barker as Shepherd and Barker.

**T**HE creditors of the above-named Joseph Shepherd 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 me, the undersigned, William Lawson, 32, Godwin-street, Bradford, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1881.

WILLIAM LAWSON, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Bradford.  
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Fred. Cocker, of 30, Westgate and 31, Richmond-road, Bradford, in the county of York, Bookseller and Stationer.

**T**HE creditors of the above-named Fred. Cocker 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, Joseph Samuel Colefax, of Daily Telegraph-buildings, Market-street, Bradford, in the said county, 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 23rd day of November, 1881.

J. S. COLEFAX, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Bradford.  
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Heaton Shackleton, John Tomlinson, and Holmes Smith, all of Norton, in the parish of Bingley, in the county of York, Stuff Manufacturers, trading under the style of Shackleton, Tomlinson, and Company.

**T**HE creditors of the above-named William Heaton Shackleton, John Tomlinson, and Holmes Smith 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, Joseph Samuel Colefax, of Daily Telegraph-buildings, Market-street, Bradford, in the county of York, 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 23rd day of November, 1881.

J. S. COLEFAX, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Carter Helas, of 13, Great Thornton-street and Frederick James Helas, of 13, Great Thornton-street aforesaid, both the said addresses being in the borough of Kingston-upon-Hull, carrying on business in copartnership at Great Thornton-street aforesaid, under the style or firm of Helas Bros., as Builders, Sawyers, Joiners, and Contractors.

**T**HE creditors of the above-named William Carter Helas and Frederick James Helas 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, Joseph Holmes, of Temple-buildings, Bowlalley-lane, in the borough of Kingston-upon-Hull, 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 22nd day of November, 1881.

JOSEPH HOLMES, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Sheffield.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert William Hill, of No. 16, Broad-street, Park, Sheffield, in the county of York, Cigar and Fruit Dealer.

**T**HE creditors of the above-named Robert William Hill who have not already proved their debts, are required, on or before the 12th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to the undersigned, Frederick Bedford, of Queen-street-chambers, Sheffield, Accountant, one of the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1881.

FREDK. BEDFORD,

W. H. CHAMBERLIN, Trustees.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Sheffield.  
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Joseph Hinchliffe, of High-street and Churchyard, Rotherham, in the county of York, Printer, Lithographer, Engraver, Book-binder, Bookseller, and Stationer, trading under the style of Ann Hinchliffe and Son.

**T**HE creditors of the above-named George Joseph Hinchliffe 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, Charles Herbert Moss, of College-chambers, Rotherham aforesaid, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1881.

CHAS. H. MOSS, 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 John Jeffery, of No. 43, King-street, Huddersfield, in the county of York, Wine and Spirit Merchant.

**T**HE creditors of the above-named John Jeffery who have not already proved their debts, are required, on or before the 12th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Henry Armitage, of No. 23, John William-street, Huddersfield aforesaid, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1881.

WILLM. H. ARMITAGE, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Huddersfield.  
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Francis, of Huddersfield, in the county of York, Hosier.

**T**HE creditors of the above-named Joseph Francis who have not already proved their debts, are required, on or before the 12th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Henry Armitage, of No. 23, John William-street, Huddersfield, in the county of York, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1881.

WILLM. H. ARMITAGE 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 Peter Cowe Trotter, carrying on business at 27, Elswick-road, and residing at 23, Summerhill-street, Grocer and Provision Dealer, formerly carrying on business as a Grocer and Provision Dealer at 168, Stone-street, all in the borough and county of Newcastle-upon-Tyne.

**T**HE creditors of the above-named Peter Cowe Trotter 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 me, the undersigned, Duncan Livingstone McAllum, Secretary of the Northumberland and Durham Traders' Association Limited, 32, Grainger-street West, Newcastle-upon-Tyne, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1881.

DUNCAN L. McALLUM, Trustee.

## The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Wells. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Alfred Williams, of Wookey, in the county of Somerset, Schoolmaster.

**T**HE creditors of the above-named Alfred Williams 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, George Edwin Gould, of Wells, in the county of Somerset, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1881.

GEO. E. GOULD, 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 or Composition with Creditors instituted by Robert Thorpe, of Northwold, in the county of Norfolk, Grocer and Draper.

**T**HE creditors of the above-named Robert Thorpe who have not already proved their debts, are required, on or before the 12th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Walter Bennett, of the city of Norwich, Wholesale Grocer, and James Mottram, of the same city, Gentleman, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1881.

WALTER BENNETT,  
J. MOTTRAM, Trustees.

## The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Hobbs, of Wickwar, in the county of Gloucester, Ironmonger, Corn Dealer, and Farmer.

**T**HE creditors of the above-named George Hobbs 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 the undersigned, John Gerrish, of Broad-street, in the city of Bristol 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 21st day of November, 1881.

JOHN GERRISH, Trustee.

## The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Philip Henry Moore, of Stone Hill Farm, in the parishes of Egerton and Pluckley, in the county of Kent, Farmer and Grazier.

**T**HE creditors of the above-named Philip Henry Moore 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, at the offices of Messrs. Hallert, Creervv, and Furley, of Bank-street, Ashford, in the county of Kent, the Solicitors to the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1881.

JOHN UDAL BUGLER, Trustee.

## 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 John Charles Kilby, of Chattenden Farm, Frindsbury and Hoo, both in the county of Kent, Farmer.

**T**HE creditors of the above-named John Charles Kilby, 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, George Pepper, of 126, High-street, Chatham, in the county of Kent, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1881.

G. PEPPER, Trustee.

## The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Pontypridd, transferred to the County Court of Gloucestershire, holden at Bristol.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Thomas, of Duraven House, Ferndale, near Pontypridd, in the county of Glamorgan, Grocer and Furniture Dealer.

**T**HE creditors of the above-named William Thomas 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 Arthur Lovett, of 19, Duke-street, Cardiff, in the county of Glamorgan, Secretary to the South Wales Merchants' Association, 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 22nd day of November, 1881.

A. LOVETT,  
EDW. THOS. COLLINS, Trustees.

## The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Yates, of Great Freeman-street, in the town of Nottingham, Grocer, Draper, and Provision Dealer.

**T**HE creditors of the above-named William Yates 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 me, the undersigned, Thomas Leman, of the town of Nottingham, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1881.

THOS. LEMAN, 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 Oliver Kirby, late of No. 18, Stamford-street, Blackfriars, in the county of Surrey, formerly trading in copartnership with Frederick Baker, deceased, as Baker and Kirby, Wholesale Milkmen, but now of No. 11, Werrington-street, Oakley-square, Camden Town, in the county of Middlesex, out of business.

**W**ILLIAM HENRY EDWARDS, of 23, Borough High-street, London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd 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 John Winter, of 137, Fulham-road, in the county of Middlesex, and of 377, New Cross-road, New Cross, in the county of Surrey, Boot and Shoe Maker.

**E**DWARD PARKER WILSON, of 11, Old Jewry-chambers, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th 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 Lemuel Bell Braddick, formerly of No. 18, Sussex-place, Oslow-square, South Kensington, in the county of Middlesex, then carrying on business as Poulterer and Provision Dealer, but now of No. 1, Boscombe-road, Uxbridge-road, Shepherd's Bush, in the said county, Manager to a Dairy Company.

**P**AUL ALFRED BOULTON, of No. 39A, King William-tree, 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 22nd day of November, 1881.

## 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 James William Darrell Aldridge, of 8, Ainsley-terrace, High-road, Lee, in the county of Kent, Pawnbroker and Silversmith.

**S**TEPHEN KING, of 34, High Holborn, in the county of Middlesex, Pawnbroker, 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 Liverpool. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Richard Sheard, of 18, Temple-street, in the city of Liverpool, Provision Factor, trading under the firm of Richard Sheard and Son, and residing at 5, Westmoreland-terrace, Botanic-road, Edge-Hill, near Liverpool aforesaid.

**EDWARD BRADLEY ROOSE**, of 26, North John-street, Liverpool, in the county of Lancaster, 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 22nd day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Hugh Carruthers, of No. 389, Scotland-road, Liverpool, in the county of Lancaster, and residing at No. 16, Hawthorne-road, Bootle, in the county of Lancaster, Grocer and Provision Dealer.

**JOHN PRICE**, of 26, North John-street, Liverpool, 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 21st 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 Thomas Shirley and Samuel Shirley, carrying on business in copartnership at No. 10, Piccadilly, in the city of Manchester, in the county of Lancaster, under the style or firm of T. Shirley and Son, as Tailors and Drapers.

**RICHARD BLACK**, of 14, Brown-street, Accountant, and John Joseph Graham, 77, King-street, Accountant, both in the city of Manchester, have been appointed Trustees of the property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustees, and all debts due to the debtors 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 23rd 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 Emma Thompson, Harriett Thompson, and Ellen Thompson, lately residing and carrying on business at 10, Goldsmith-street, in the town of Nottingham, spinsters, Milliners, trading as the Misses Thompson, and now residing in furnished lodgings at No. 6, Hanley-street, in the town of Nottingham aforesaid.

**CHARLES ROGERS**, of Low Pavement, in the town of Nottingham, Accountant, has been appointed Trustee of the joint 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 16th 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 John Hadfield, of No. 54, Arkwright-street, in the town of Nottingham, and William Hadfield, of No. 1, Gertrude-terrace, Crauford-street, in the said town, trading together as Shoe Manufacturers, at No. 54, Arkwright-street, and No. 10, Crauford-street aforesaid, under the style or firm of Hadfield and Son.

**DUNCAN FRÉDERICK BASDEN**, of the town of Nottingham, Accountant, has been appointed Trustee of the joint 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 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 John Latimer, of the Ivy Farm, Hanslope, in the county of Buckingham; Farmer and Grazier.

**HENRY COOPER**, of the town of 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 21st day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Williams, of No. 84, Woodfield-street, Morriston, near Swansea, in the county of Glamorgan, Boot and Shoe Dealer and Forgeman.

**WILLIAM BROWN WITCHELL**, of Abersychan, in the county of Monmouth, Boot Manufacturer, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Yeovil. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Ruteher, formerly of Cowbridge, in the county of Glamorgan, Baker and Grocer, but now of Martock, in the county of Somerset, out of business.

**THOMAS BAILEY**, of Coat, in the parish of Martock, in the county of Somerset, Hay Dealer, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 3rd day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Wilkinson, of Ardleigh, in the county of Essex, Grocer, Draper, and General Shopkeeper.

**EDWARD JAMES CRASKE**, of Colchester, Auctioneer, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 16th day of February, 1881.

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 John Green, of Heathgrange, Broadheath, in the parish of Saint John, in Hedwardine, in the county of Worcester, Farmer.

**JOHN DRACAS**, of No. 9, Foregate-street, in the city of Worcester, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Pontypridd.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Roger Jones, of Taff-street, High-street, Pontypridd, in the county of Glamorgan, Grocer.

**ARTHUR LOVETT**, of 19, Dnck-street, Cardiff, in the said county of Glamorgan, Accountant, and Edward Henry Howard, of Pontypridd, in the county of Glamorgan, Accountant, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 16th day of November, 1881.

## The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Oxford. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Samuel Dean, of Deddington, in the county of Oxford, Licensed Victualler and Farmer.

**C**HARLES DUFFELL FAULKNER, of Deddington, in the county of Oxford, Gentleman, 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 Derbyshire, holden at Derby. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Bamford, late of Selston, in the county of Nottingham, Licensed Victualler, but now of Blackwell, in the county of Derby, out of business.

**C**OOPEL CORBIDGE, 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 23rd day of November, 1881.

## The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Bowmer, of Rye Fields Farm, Denby, in the county of Derby, Farmer.

**E**DWIN BELFIELD, of Market-place, Derby, in the county aforesaid, Chartered Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1881.

## The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Scarborough. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John William Raine Biens, of Bridlington Quay, in the county of York, Theatrical Manager and Musical Conductor.

**H**ENRY LAWRENCE HARRIS, Secretary of the West End Agency for the Protection of Traders and Professional Men, No. 32, Argyl-street, Regent-street, in the county of Middlesex, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 25th day of October, 1881.

## 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 Joseph Brook, formerly of 272, Gibbet-lane, Halifax, in the county of York, Ginger and Nettle Beer Manufacturer, Ale and Porter and Coal Dealer and Grocer, but now living in lodgings at Adelaide-street, Halifax aforesaid, Ginger and Nettle Beer Manufacturer and Coal Dealer.

**J**OSEPH SHAW LEES, of Southgate, Halifax, in the county of York, Secretary to the Halifax and District Creditors' Association, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 1881.

## 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 John Robert Brearley, of 21, Southgate, Halifax, in the county of York, Music Seller.

**E**DWARD ARCHIBALD RAMSDEN, of 12, Park-row, Leeds, in the county of York, Pianoforte Manufacturer, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1881.

## 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 Crust, of Garton-on-the-Wolds, in the county of York, Farmer.

**H**ENRY BRADSHAW PEARSON, of Great Driffeld, in the county of York, Bank Manager, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1881.

## The Bankruptcy Act, 1869.

In the London Bankruptcy Court, by transfer from the County Court of Northumberland, holden at Newcastle.

**A** DIVIDEND is intended to be declared in the matter of a special resolution for liquidation by arrangement of the affairs of George Foreman, of Benton Grange, in the county of Northumberland, carrying on business at Grey-street, in the borough and county of Newcastle-upon-Tyne, as a Draper and Warehouseman, and at Bearl, near Stocksfields, in the county of Northumberland, and also at Grey-street aforesaid, and Percy-street, Newcastle-upon-Tyne aforesaid, in copartnership with George Ullathorne Foreman, under the style or firm of Robert Patterson and Son, as a Quarry Owner, Grindstone and Millstone Manufacturer. Creditors who have not proved their debts by the 3rd day of December, 1881, will be excluded.—Dated this 22nd day of November, 1881.

JNO. F. LOVERING, Trustee.

## The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich. To Henry William Tattersall, now or lately of No. 13, Powis-street, Woolwich, in the county of Kent, Dairyman.

In the Matter of a Debtor's Summons issued against you by Mark Vice, of No. 148, Abbey-street, Bermondsey, in the county of Surrey, Grain Merchant.

**T**AKE notice, that a Debtor's Summons having been granted against you by this Court, the Court has ordered that the publication of this notice in the London Gazette shall be deemed to be service of such summons on you on the seventh day after such publication. The summons can be inspected by you on application to this Court.—Dated this 12th day of November, 1881.

## The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of John Grove, of 9, Stanley-gardens, Belsize Park, Hampstead, in the county of Middlesex, and of 7, Queen-street, Cheapside, in the city of London, carrying on business under the style or firm of Alfred Jones and Grove, Solicitor and Scrivener, adjudicated a Bankrupt on 15th June, 1881.

**T**AKE notice, that a General Meeting of the Creditors of the above-named bankrupt is convened to be held at the offices of Messrs. Ingoldby and Buckley, situate No. 12A, Finsbury-square, in the county of Middlesex, on Tuesday, the 6th day of December, 1881, at twelve o'clock at noon precisely, for the following purposes:—1. To consider a proposal which has been made by or on behalf of the said bankrupt to pay a composition of five shillings in the pound, payable twenty-one days after the confirmation by the Court of the resolutions come to at the meeting, in full discharge of the debts due to the creditors of the said bankrupt, and that a general scheme of settlement of the affairs of the said bankrupt upon such terms as may be thought expedient be assented to under section 28 of the above-mentioned Act; 2. That upon receipt of the said composition by the Trustee, or upon the completion of such scheme of settlement the bankruptcy be annulled; and 3. To pass such resolutions as may be considered necessary for the purpose of carrying out the above objects, or any of them.—Dated this 22nd day of November, 1881.

F. D. LESLIE, 30, Coleman-street, E.C., Trustee.

## The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Eleanor Lloyd, of 75, Marylebone-road, in the county of Middlesex, Widow, adjudicated a Bankrupt on the 14th day of July, 1881.

**T**AKE notice, that a General Meeting of the Creditors of the above-named will be held on Monday, the 5th day of December, at twelve o'clock noon, at the offices of Mr. Alfred S. Jonas, 80, Bishopsgate-street, within

the city of London, to consider a proposal which has been made to the Trustee, Augustus Edwin Hibberd, by the said Eleanor Lloyd, that a composition of 2s. 6d. in the pound be accepted by the said Trustee on behalf of the creditors, in full discharge of their debts, or that a general scheme of settlement of the affairs of the said Eleanor Lloyd, upon such terms as may be thought expedient, be assented to under section 28 of the above-mentioned Act, and that upon receipt of such composition by the Trustee, or the completion of such scheme of settlement, the bankruptcy be annulled, and the bankrupt granted her discharge.—Dated this 23rd day of November, 1881.

A. E. HIBBERD, Trustee.

In the London Bankruptcy Court.

A SECOND Dividend of 1s. 6d. in the pound has been declared in the matter of Thomas Yerrman, of 37, Noble-street, in the city of London, Tie Manufacturer, adjudicated bankrupt on the 19th day of October, 1878, and will be paid by me, at the offices of Messrs. Ladbury, Collison, and Viney, No. 99, Cheapside, in the city of London, on and after the 14th day of May, 1880.—Dated this 17th day of November, 1881.

F. H. COLLISON, Trustee.

In the London Bankruptcy Court.

A SECOND Dividend of 3d. in the pound has been declared in the matter of Alexander Rolls, of 82, Regent's Park-road, in the county of Middlesex, Esq., adjudicated bankrupt on the 9th day of April, 1879, and will be paid by me, at my offices, C. Browne, Stanley, and Co., Nos. 3, 4, and 5, Queen-street, Cheapside, in the city of London, on and after the 8th day of December, 1881.—Dated this 23rd day of November, 1881.

W. L. CLIFTON BROWNE, Trustee.

In the London Bankruptcy Court.

A FINAL Dividend of 2s. 2d. in the pound has been declared in the matter of Elizabeth Piper, of 6, Gloucester road, South Kensington, in the county of Middlesex, Widow, adjudicated bankrupt on the 27th day of January, 1876, and will be paid by me, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields, on and after Wednesday, the 30th day of November, 1881.—Dated this 24th day of November, 1881.

P. H. PEPYS, Registrar-Trustee.

In the London Bankruptcy Court.

A FIRST and Final Dividend of 8d. in the pound has been declared in the matter of Richard Ford, of 111, Bishopsgate-street Without, in the city of London, Confectioner, adjudicated bankrupt on the 17th day of July, 1879, and will be paid by me, at my offices, No. 30, Budge-row, Cannon-street, in the city of London, on and after the 28th day of November, 1881.—Dated this 22nd day of November, 1881.

WM. RUSSELL CROWE, Trustee.

In the County Court of Yorkshire, holden at Bradford.

A SUPPLEMENTARY Dividend of 0½d. in the pound has been declared in the matter of Alfred Blyth Kemp, of Bradford, in the county of York, Public Accountant, and of Burnley, in the county of Lancaster, Cotton Spinner, adjudicated bankrupt on the 28th day of August, 1877, and will be paid at the offices of Messrs. Tempest and Hewson, Chartered Accountants, No. 2, Market-street, Bradford aforesaid, on and after the 23rd day of December, 1881.—Dated this 24th day of November, 1881.

JNO. WM. TEMPEST, Trustee.

In the County Court of Nottinghamshire, holden at Nottingham.

A FOURTH and Final Dividend of 5s. in the pound has been declared in the matter of Walter Blackstock, of Wellington-street, Old Basford, in the borough of Nottingham, Travelling Draper, adjudicated bankrupt on the 13th day of January, 1879, and will be paid by me, at No. 7, Park-row, Nottingham, on and after the 28th day of November, 1881.—Dated this 23rd day of November, 1881.

A. A. BLACKSTOCK, Trustee.

In the County Court of Suffolk, holden at Ipswich.

A FIRST and Final Dividend of 6d. in the pound has been declared in the matter of William Samuel Robert Catt, of Saint Matthew's-street, Ipswich, and also of Woodbridge, both in the county of Suffolk, Coach Builder, adjudicated bankrupt on the 22nd day of November, 1880, and will be paid at the offices of Mr. Lovewell Blake, Hall Quay-chambers, Great Yarmouth, in the county of Norfolk, any day after the 30th day of November, 1881, between the hours of ten and four.—Dated this 17th day of November, 1881.

LOVEWELL BLAKE,

FRED. BARKER, Trustee.

In the County Court of Norfolk, holden at Norwich.

A FIRST Dividend of 10s. in the pound has been declared in the matter of Leonard Back, carrying on business at Aslacton, in the county of Norfolk, and residing and carrying on business at Stratton Saint Mary, in Norfolk,

Farmer and Butcher, adjudicated bankrupt on the 12th day of October, 1881, and will be paid by me, at the offices of Mr. John Furness, Solicitor, St. Stephen's-chambers, Norwich, on and after Saturday, the 3rd day of December, 1881.—Dated this 23rd day of November, 1881.

JEREMIAH SEAGO, Trustee.

In the County Court of Lancashire, holden at Bolton.

A DIVIDEND of 7s. 10½d. in the pound has been declared in the matter of George Entwisle, formerly of Market-street, Chorley, in the county of Lancaster, and now of Pall Mall, Chorley aforesaid, Butcher, adjudicated bankrupt on the 19th day of March, 1880, and will be paid by me, at my office, 12, Acresfield, Bolton, on and after the 2th day of December, 1881.—Dated this 22nd day of November, 1881.

JAMES KEVAN, Trustee.

In the County Court of Gloucestershire, holden at Bristol.

A FIRST Dividend of 2s. in the pound has been declared in the matter of Thomas Taylor Pearce, of the Severn Bridge and Railway Hotel, Sharpness, in the county of Gloucester, Hotel and Refreshment House Keeper, Maltster and Farmer, adjudicated bankrupt on the 11th day of December, 1880, and will be paid by me, at Saint Paul's Brewery, Bristol, on and after the 2nd day of December, 1881.—Dated this 22nd day of November, 1881.

WILLIAM BOWLEY, Trustee.

In the County Court of Glamorganshire, holden at Pontypridd.

A DIVIDEND of 2d. in the pound has been declared in the matter of Rees Price and Rees Price, jun., of Cymmer, near Pontypridd, in the county of Glamorgan, Contractors and Builders, adjudicated bankrupts on the 28th day of March, 1878, and will be paid by me, at No. 6, High-street, Pontypridd, on and after the 28th day of November, 1881.—Dated this 21st day of November, 1881.

EDWD. H. HOWARD, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A COMPOSITION of 5s. in the pound is now payable in the matter of William Henry Middleton, of 149, High-street, Stoke Newington, in the county of Middlesex, Lead and Glass Merchant, adjudicated bankrupt on the 15th day of January, 1881, in pursuance of a scheme of settlement of the affairs of the said bankrupt duly confirmed under the provisions of the 28th section of the above Act. All creditors of the said bankrupt are required to notify their claims to me, the undersigned Trustee, on or before the 2nd day of December, 1881, in default whereof they will be peremptorily excluded from the benefit of such Composition.

CHAS. H. N. LAVENDER, the Ferns, Gunnersbury, Chiswick, S.W., Trustee.

In the Matter of John Newbery, of Taunton, in the county of Somerset, adjudicated a Bankrupt on the 21st June, 1878.

I HEREBY give notice, that the creditors who have proved their debts may receive a Dividend of 1s. in the pound on application at my office, on Saturday, December 10th, between the hours of eleven and one, or on any subsequent Saturday, between the same hours. No Dividend will be paid without the production of every security exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 23, 1881.

JOHN B. DANIEL, 23, East-street, Taunton, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.

In the Matter of William Thompson, of Horforth, in the county of York, Butcher, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said William Thompson, an order of adjudication was made on the 26th day of October, 1881. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 23rd day of November, 1881.—Dated this 23rd day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against George Harris, late of Ivanhoe Lodge, Bonham-road, Brixton Rise, Surrey, Commercial Clerk, now a Prisoner in Pentonville Prison, in the county of Middlesex.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been com-

mitted by the said George Harris having been given, it is ordered that the said George Harris be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1881.

By the Court,

*James R. Brougham*, Registrar.

The First General Meeting of the creditors of the said George Harris 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 twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to James Rigg Brougham, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against George Paxton, of 31, Gloucester-road, Regent's Park, in the county of Middlesex.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said George Paxton having been given, it is ordered that the said George Paxton be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1881.

By the Court,

*Wm. Hazlitt*, Registrar.

The First General Meeting of the creditors of the said George Paxton 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 M Esses, of No. 28, Brondesbury-villas, Kilburn, in the county of Middlesex.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said M Esses having been given, it is ordered that the said M Esses be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1881.

By the Court,

*James R. Brougham*, Registrar.

The First General Meeting of the creditors of the said M Esses 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 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 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 London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Arthur William Sharp, of 1, Chepstow-villas, Bayswater, in the county of Middlesex, Artist.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said Arthur William Sharp having been given, it is ordered that the said Arthur William Sharp be, and

he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1881.

By the Court.

*P. H. Pepys*, Registrar.

The First General Meeting of the creditors of the said Arthur William Sharp 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 twelve o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to 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 Francis Witherby, of 8, Wansford-court, Throgmorton-street, in the city of London, and of Marlborough Hill, Harrow, in the county of Middlesex, Stock and Share Broker.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said Francis Witherby having been given, it is ordered that the said Francis Witherby be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1881.

By the Court,

*P. H. Pepys*, Registrar.

The First General Meeting of the creditors of the said Francis Witherby 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 one o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to 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 John Ledbrooke Rivolta, of No. 22, Southampton-street, Bloomsbury, in the county of Middlesex, and of No. 94, Alexandra-road, St. John's Wood, in the said county, Solicitor.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said John Ledbrooke Rivolta having been given, it is ordered that the said John Ledbrooke Rivolta be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 22nd day of November, 1881.

By the Court,

*Wm. P. Murray*, Registrar.

The First General Meeting of the creditors of the said John Ledbrooke Rivolta 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 two o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to 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 County Court of Surrey, holden at Croydon.

In the Matter of a Bankruptcy Petition against Alfred Theakston, trading as Alfred Theakston and Co., of No. 7, High-street, Sutton, in the county of Surrey, Grocer and Wine Merchant.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Alfred Theakston having been given, it is ordered that the said Alfred

Theakston be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1881.

By the Court,  
*W. H. Rowland*, Registrar.

The First General Meeting of the creditors of the said Alfred Theakston is hereby summoned to be held at the Office of the Court, 104A, High-street, Croydon, 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 the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of a Bankruptcy Petition against Peter Evans, of Pool-buildings, No. 10, South Castle-street, Liverpool, in the county of Lancaster, Engineer.

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 Peter Evans having been given, it is ordered that the said Peter Evans be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1881.

By the Court,  
*Thos. Belringer*, Registrar.

The First General Meeting of the creditors of the said Peter Evans is hereby summoned to be held at the Court-house, Government-buildings, Victoria-street, Liverpool, in the county of Lancaster, 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 Lancashire, holden at Bolton. In the Matter of a Bankruptcy Petition against John Simpson Scowcroft, of No. 19, Junction-road, Deane, near Bolton, in the county of Lancaster, Innkeeper.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said John Simpson Scowcroft having been given, it is ordered that the said John Simpson Scowcroft be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1881.

By the Court,  
*Thos. Holden*, Registrar.

The First General Meeting of the creditors of the said John Simpson Scowcroft is hereby summoned to be held at the Office of this Court, Mawdsley-street, Bolton aforesaid, on the 8th 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 Norfolk, holden at Norwich. In the Matter of a Bankruptcy Petition against Walter Burt, of Cromer, in the county of Norfolk, Schoolmaster.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act or acts of the Bankruptcy alleged to have been committed by the said Walter Burt having been given, it is ordered that the said Walter Burt be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 17th day of November, 1881.

By the Court,  
*Geo. Fred. Cooke*, Registrar.

The First General Meeting of the creditors of the said Walter Burt is hereby summoned to be held at the Office of this Court, at No. 28, Castle-meadow, Norwich, on the 3rd 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 Northumberland, holden at Newcastle.

In the Matter of a Bankruptcy Petition against John Tait, residing at No. 31, Waterloo-road, Blyth, in the county of Northumberland, and carrying on business at Blyth aforesaid, as a Patent Fuel Manufacturer, and also at Choppington, in the said county, as a 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 the Bankruptcy alleged to have been committed by the said John Tait having been given, it is ordered that the said John Tait be, and he is hereby adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1881.

By the Court,  
*J. Henry Ingledeu*, Registrar.

The First General Meeting of the creditors of the said John Tait is hereby summoned to be held at the Offices of this Court, Westgate-road, Newcastle-upon-Tyne, 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 Hampshire, holden at Winchester. In the Matter of a Bankruptcy Petition against Simon Westcott, of Sarum Hill, Basingstoke, in the county of Hants, Surveyor.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act or acts of the Bankruptcy alleged to have been committed by the said Simon Westcott having been given, it is ordered that the said Simon Westcott be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 16th day of November, 1881.

By the Court,  
*E. D. Godwin*, Registrar.

The First General Meeting of the creditors of the said Simon Westcott is hereby summoned to be held at the County Court Offices, Saint Thomas-street, Winchester, 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 the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Shrewsbury. In the Matter of a Bankruptcy Petition against Edward Cureton Weaver, of Wem, in the county of Salop, Grocer, Baker, and Provision Dealer.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said Edward Cureton Weaver having been given, it is ordered that the said Edward Cureton Weaver be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1881.

By the Court,  
*Cecil Peete*, Registrar.

The First General Meeting of the creditors of the said Edward Cureton Weaver is hereby summoned to be held at the County Court Office, Shrewsbury, 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 London Bankruptcy Court. In the Matter of William Gooderson, of 63, Devonshire-street, Cambridge-road, Mile End, in the county of Middlesex, Corn and Flour Factor, a Bankrupt.

Charles Frederick Beane, of 36, Seething-lane, in the city of London, Corn and Flour Merchant, has been appointed Trustee of the property of the bankrupt. The

Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, on the 15th 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 22nd day of November, 1881.

**The Bankruptcy Act, 1869.**

**In the London Bankruptcy Court.**

In the Matter of Henry William James Pook, of 37, Walbrook, in the city of London, Solicitor, a Bankrupt.

Sydney Smith, of 70, Basinghall-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 16th 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 23rd day of November, 1881.

**The Bankruptcy Act, 1869.**

**In the London Bankruptcy Court.**

In the Matter of Lewis Upton, of No. 153, Leadenhall-street, in the city of London, and No. 3, Tranquil-vale, Blackheath, in the county of Kent, Jeweller, Bankrupt.

John Seear, of No. 23, Holborn-viaduct, 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, 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 County Court of Carmarthenshire, holden at Carmarthen.**

In the Matter of Thomas Jeffreys, of Pistill House, Llandysul, in the county of Cardigan, Cattle Salesman, a Bankrupt.

Henry Harries Davies, of Llandysul, in the county of Cardigan, Surgeon, 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, Carmarthen, on the 8th 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 23rd day of November, 1881.

**The Bankruptcy Act, 1869.**

**In the County Court of Northamptonshire, holden at Northampton.**

In the Matter of George Nathaniel Hill, late 54, Craven-street, but now of No. 3, Leicester-terrace, in the town of Northampton, Builder and Contractor, a Bankrupt.

Joseph Darnell, of No. 1, Newland, Northampton, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Hall, Northampton, on the 14th 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 19th day of November, 1881.

**The Bankruptcy Act, 1869.**

**In the County Court of Kent, holden at Greenwich.**

In the Matter of Leone Brombilla and Henry Bradley, of Madden-road, Lower Sydenham, in the county of Kent, Builders, Bankrupts.

William Bachelor, of Perry Rise, Forest Hill, in the county of Kent, Brick Merchant, 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 Courthouse, Burney-street, Greenwich, Kent, on the 9th day of December, 1881, at one o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupts must deliver them to the trustee, and all debts due to the bankrupts must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 11th day of November, 1881.

**The Bankruptcy Act, 1869.**

In the County Court of Durham, holden at Durham. In the Matter of William White, of 17, Church-street, in the city of Durham, Retired Excise Officer, a Bankrupt.

John Staton, of the city of Durham, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court-house, Durham, 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 22nd day of November, 1881.

**The Bankruptcy Act, 1869.**

**In the County Court of Lancashire, holden at Ashton-under-Lyne and Stalybridge.**

In the Matter of James Scholes, of the Dog and Partridge Inn, George-street, Hyde, in the county of Chester, Beer Seller, a Bankrupt.

Thomas Orford, of Hyde, in the county of Chester, Agent, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court House, Town-hall, Market-place, Ashton-under-Lyne aforesaid, on the 22nd day of December, 1881, at twelve o'clock at noon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 17th day of November, 1881.

**The Bankruptcy Act, 1869.**

**In the County Court of Yorkshire, holden at Bradford.**

In the Matter of James Rawnsley, residing and carrying on business at Clayton, in the parish of Bradford, in the county of York, as a Grocer and Draper, and carrying on business at No. 20, Tyrrel-street, in Bradford aforesaid, as a Grocer and Draper, a Bankrupt.

Peter Kerr Chesney and William Lawson, both of Bradford, in the county of York, Accountants, have been appointed Trustees of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the said Court, on the 13th day of December, 1881, at half-past ten o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustees, and all debts due to the bankrupt must be paid to the trustees. Creditors who have not yet proved debts must forward their proofs of debts to the trustees.—Dated this 23rd day of November, 1881.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, at Ashton-under-Lyne. In the Matter of John Finn, of Warrington-street, Ashton-under-Lyne aforesaid, late an Innkeeper, but now out of business, adjudicated a Bankrupt on the 29th day of May, 1876.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named bankrupt has been summoned by the Registrar of the above-named County Court to be held at the County Court Office, Stamford-street, in Ashton-under-Lyne aforesaid, on Wednesday, the 7th day of December, 1881, at three o'clock in the afternoon, for the purpose of appointing a Trustee in the place of the late Trustee, who has become bankrupt.—Dated this 22nd day of November, 1881.

HENRY HALL, Registrar of the above-named Court.

**The Bankruptcy Act, 1869.**

**In the London Bankruptcy Court.**

In the Matter of Woolf Goldstein, late of Nos. 81 and 82, Cheapside and No. 2, Poultry, all in the city of London, but now of No. 49, Grosvenor-road, in the county of Middlesex, Tailor, out of business, adjudicated Bankrupt 7th day of November, 1878.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named bankrupt will be held at the offices of Messrs. Andrews and Mason, Nos. 7 and 8, Ironmonger-lane, in the city of London, Chartered Accountants, on Wednesday, the 7th day of December, 1881, at three o'clock in the afternoon precisely, for the purpose of considering the propriety of passing a resolution to the effect that the bankruptcy, or the failure to pay 10s. in the pound, has, in the opinion of the creditors, arisen from circumstances for which the bankrupt cannot be justly held responsible, and that they desire that an Order of Discharge should be granted to him, and assent to an application being made to the Court for that purpose.—Dated this 24th day of November, 1881. JOSEPH ANDREWS, Trustee.

In the County Court of Yorkshire, holden at Halifax  
On the 20th day of December, 1881, at ten o'clock in the forenoon. William Hoyle Cockroft, of Hipperholme, in the parish of Halifax, in the county of York, Silk Spinner, adjudicated bankrupt on the 21st day of June, 1880, will apply for an Order of Discharge.—Dated this 19th day of November, 1881.

**In the London Bankruptcy Court.**

A Dividend is intended to be declared in the matter of Frederick William Stammers, late of 197, New Cross-road, in the county of Surrey, Draper, adjudicated bankrupt on the 13th day of October, 1881. Creditors who have not proved their debts by the 5th day of December, 1881, will be excluded.—Dated this 23rd day of November, 1881.

*C. E. Soppet, Trustee.*

**In the London Bankruptcy Court.**

A Dividend is intended to be declared in the matter of James T. Stodart, of No. 7, Woodstock-terrace, Finsbury Park, in the county of Middlesex, Corn Dealer, adjudicated bankrupt on the 7th day of March, 1881. Creditors who have not proved their debts by the 20th day of December, 1881, will be excluded.—Dated this 18th day of November, 1881.

*C. Hopkinson, Trustee.*

**In the London Bankruptcy Court.**

A Dividend is intended to be declared in the matter of Alexandre Manbre, of the Sugar House, Goulston-street, Whitechapel, in the county of Middlesex, Brewers' Chemist, adjudicated bankrupt on the 18th day of August, 1879. Creditors who have not proved their debts by the 22nd day of December, 1881, will be excluded.—Dated this 24th day of November, 1881.

*W. Williams, Trustee.*

**In the County Court of Norfolk, holden at King's Lynn.**

A Dividend is intended to be declared in the matter of William Lewis Wilkin, of Norfolk-street, King's Lynn, in the county of Norfolk, Butcher, adjudicated bankrupt on the 16th day of April, 1880. Creditors who have not proved their debts by the 6th day of December, 1881, will be excluded.—Dated this 22nd day of November, 1881.

*W. W. Wagg, Trustee.*

**[ In the County Court of Middlesex, holden at Brentford.**

A Second and Final Dividend is intended to be declared in the matter of Frederick James Crunden, of No. 33, Churchfield-road, Acton, in the county of Middlesex, Cheesemonger and Poulterer, adjudicated bankrupt on the 16th day of March, 1880. Creditors who have not proved their debts by the 17th day of December, 1881, will be excluded. Dated this 22nd day of November, 1881.

*Jos. J. Saffery, Trustee.*

**In the County Court of Yorkshire, holden at Bradford.**

A Dividend is intended to be declared in the matter of William Bowyer Cross, of No. 6, Mornington-villas, Manningham, in the parish of Bradford, in the county of York, and Wellington-chambers, Westgate, in Bradford aforesaid, Solicitor, adjudicated bankrupt on the 8th day of August, 1879. Creditors who have not proved their debts by the 9th day of December, 1881, will be excluded.—Dated this 21st day of November, 1881.

*F. Ullathorne, Trustee.*

**In the County Court of Lancashire, holden at Salford.**

A Dividend is intended to be declared in the matter of Robert Henry Hazelton, of 5, Palatine-buildings, City-road, Cornbrook, in the county of Lancaster, Grocer, adjudicated bankrupt on the 25th day of July, 1881. Creditors who have not proved their debts by the 1st day of December, 1881, will be excluded.—Dated this 21st day of November, 1881.

*James Eckerley,  
E. H. Russell, Trustees.*

**In the County Court of Lancashire, holden at Salford.**

A Dividend is intended to be declared in the matter of Michael Malpas, of 244, South Cross-lane, Salford, and 11, Chapel-street, Great Ancoats-street, Manchester, both in the county of Lancaster, Grocer and Provision Dealer and Baker, adjudicated bankrupt on the 4th day of June, 1880. Creditors who have not proved their debts by the 1st day of December, 1881, will be excluded.—Dated this 22nd day of November, 1881.

*James Eckerley, Trustee.*

**T**HIS is to give notice, that the Court acting in the prosecution of a petition for an adjudication of bankruptcy, filed on the 5th day of February, 1858, against Henry Harridance the younger and James Butler, of Maldon, in the county of Essex, Corn and Coal Merchants, will sit on the 20th 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 bankrupts when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend; and all claims not then proved will be disallowed. ;

**In the County Court of Kent, holden at Greenwich. [**  
In the Matter of Charles Edward Potter and George Thomas Pearson, both of Deptford, in the county of Kent, Builders, carrying on business in Copartnership under the style or firm of Potter and Pearson, Bankrupts.

AN Order of Discharge was this day granted to Charles Edward Potter and George Thomas Pearson, both of Deptford, in the county of Kent, and formerly carrying on business in copartnership under the style or firm of Potter and Pearson, who were adjudicated bankrupts on the 20th day of October, 1879.—Dated this 22nd day of November, 1881.

**In the County Court of Gloucestershire, holden at Bristol.**  
In the Matter of J. W. Lord, of East-street, Bedminster, in the city and county of Bristol, Draper, Bankrupt.

AN Order of Discharge was granted to J. W. Lord, of East-street, Bedminster, in the city and county of Bristol, Draper, adjudicated bankrupt on the 3rd day of August, 1881.—Dated this 17th day of November, 1881.

**The Bankruptcy Act, 1869.**

**In the County Court of Yorkshire, holden at Leeds.**  
In the Matter of William Brook, of No. 6, Lowerhead-row, in Leeds, in the county of York, Mercer and Laceman, adjudicated a Bankrupt on the 17th day of January, 1880.

A SPECIAL General Meeting of the Creditors of the above-named person is hereby summoned to be held at the offices of the undersigned, Charles Beavers, of No. 26, Commercial-street, Leeds, on Wednesday, the 7th day of December, 1881, at eleven o'clock in the forenoon, for the following purposes, viz. :—1. To pass the Trustees' accounts; 2. To fix the remuneration of the Trustees; 3. To declare a Dividend.—Dated this 21st day of November, 1881.

*HENRY WOLFF,  
CHAS. BEEVERS, Trustees.*

**The Bankruptcy Act, 1869.**

**In the County Court of Wiltshire, holden at Swindon.**  
In the Matter of Ann Francome, of Haydon Wick, in the county of Wilts, Widow, adjudicated a Bankrupt on the 12th day of June, 1874.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named bankrupt will be held at the offices of Messrs. Kinneir and Tombs, Solicitors, 32, High-street, Swindon, in the county of Wilts, on Monday, the 5th day of December, 1881, at eleven o'clock in the forenoon, to fix the Trustees' remuneration and determine as to the application to be made by him to the registrar sitting as Judge, at the Corn Exchange, Swindon aforesaid, on Wednesday, the 7th day of December, 1881, at two o'clock in the afternoon, for his release.—Dated this 18th day of November, 1881.

*W. B. WEARING, Trustee.*

**The Bankruptcy Act, 1869.**

**In the London Bankruptcy Court.**  
In the Matter of James Daghish, of 148, Curtain-road, in the county of Middlesex, and of 22, Castlewood-road, Stamford Hill, in the county of Middlesex, Upholsterer and Cabinet Maker, a Bankrupt.

Before Mr. Registrar Murray, sitting as Chief Judge.  
UPON reading a report of the Trustee of the property of the bankrupt, dated the 24th day of October, 1881, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a First Dividend to the amount of two shillings and six pence in the pound, and a Second and Final Dividend of fourpence in the pound, being altogether a Dividend of two shillings and ten pence in the pound has been paid to the creditors of the above-named bankrupt, as shown by the statement thereunto annexed, and upon the application of the Trustee, dated the 19th day of November, 1881, and upon reading the report of the Official Assignee, dated the 18th day of November, 1881, and no person appearing to oppose the application, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a First Dividend to the amount of two shillings and six pence in the pound, and a Second and Final Dividend of four pence in the pound, being altogether a Dividend of two shillings and ten pence in the pound has been paid to

the creditors of the above-named bankrupt, doth order and declare that the bankruptcy of the said James Daglish has closed.—Given under the Seal of the Court this 19th day of November, 1881.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Manchester. In the Matter of Richard Stretton, of 25, Chatham-street, Bradford, near Manchester, in the county of Lancaster, Bricklayer, Builder, Cowkeeper, and Carrier, a Bankrupt.

UPON reading a report of the Trustees 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 Richard Stretton has closed.—Given under the Seal of the Court this 21st day of November, 1881

THE estates of Alexander McLean, Carpenter, Nairn, were sequestrated on the 19th day of November, 1881, by the Sheriff of Banff, Elgin, and Nairn.

The first deliverance is dated the 19th day of November, 1881.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Thursday, the 1st day of December, 1881, within Leith's Royal Hotel, Nairn.

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.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

DICK and RUSSELL, Solicitors, Nairn, Agent.  
Nairn, 19th November, 1881.

THE estates of William Gray, Joiner, Largs, were sequestrated on the 19th day of November, 1881, by the Sheriff of the county of Ayr.

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 Tuesday, the 29th day of November, 1881, within the Brisbane Arms Hotel, Largs.

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.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

SIMPSON, KIRK, and DONALDSON, Writers,  
Glasgow, Agents.

THE estates of Lauchlan MacDonall, General Merchant, Borlum Bridge, Glen Urquhart, in the county of Inverness, were sequestrated on the 21st day of November, 1881, by the Sheriff of Inverness-shire.

The first deliverance is dated the 21st day of November, 1881.

The meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, forenoon, on Saturday, the 3rd day of December, 1881, within the Procurators'-chambers, the Castle, Inverness.

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 21st day of March, 1882.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

KENNETH MACDONALD, Solicitor,  
Townhall, Inverness, Agent.

THE estates of William Wilson, jun., Jeweller, Princes-street, Edinburgh, were sequestrated on the 22nd day of November, 1881, by the Court of Session.

The first deliverance is dated 22nd November, 1881.

The meeting to elect a Trustee and Commissioners is to be held at one o'clock, afternoon, on Monday, the 5th day of December, 1881, within Alexander Dowell's Sale Rooms, No. 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 22nd day of March, 1882.

The sequestration has been remitted to the Sheriff of Midlothian, at Edinburgh.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

PHILIP LAING and CO., S.S.C.,  
4, Charlotte-square, Edinburgh, Agents.

THE estates of John Murray and Company, Merchants, Denhead Ellon, and of John Murray, Merchant, Denhead Ellon, and James Adam, Merchant, residing at Hutcheon-street, Aberdeen, Individual Partners of said firm, as such Partners and as Individuals, were sequestrated on the 21st day of November, 1881, by the Sheriff of Aberdeen and Kincardine.

The first deliverance is dated the 5th day of November, 1881.

The meeting to elect the Trustee and Commissioners is to be held at twelve, noon, on Saturday, the 3rd day of December, 1881, within the Adelphi Hotel, Aberdeen.

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 21st day of March, 1882.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

GEORGE ALLAN, Advocate,  
56, Castle-street, Aberdeen, Agent.

*All letters must be Post paid, and all communications on the business of the London Gazette to be addressed to the Office, Princes Street, Westminster.*

*Orders for Gazettes to be addressed to the Publishers, 45, St. Martin's Lane.*

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