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TUESDAY, NOVEMBER 29, 1881.

Colonial Office, November 28, 1881.

THE accompanying Despatch and Casualty Return has been received from the Governor of the Cape of Good Hope:—

Government House, Cape Town,

MY LORD, *October 31, 1881.*

IN continuation of my Despatch No. 394, of the 4th instant, I have the honour to forward the enclosed Return of Casualties which occurred in the Colonial Forces during the month of September last. I have, &c.,

HERCULES ROBINSON, Governor.

The Right Hon. the Earl of Kimberley, &c., &c.,
Colonial Office.

Return of Casualties which have occurred in the Colonial Forces during the month of September, 1881.

Private Munez, Dyme's Rifles, secondary hemorrhage, died 8th September, Mafeteng.

Trooper Henry Reimers, 2nd Cape Yeomanry Regiment, inflammation of the lungs, died 12th September, Queenstown. Relatives reside at East London.

FRED. WHITHAM, Chief Clerk, for
Assistant Adjutant-General Colonial Forces,
Absent on Duty.

King William's Town, October 20, 1881.

AT the Council Chamber, Whitehall, the 25th day of November, 1881.

By Her Majesty's Most Honourable Privy Council.

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

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

2. The following area (namely),—the whole of the parish of Northill, and that portion of the parish of Sandy lying to the west of the river Ivel, in the petty sessional division of Biggleswade, in the county of Bedford,—which was declared by Order of Council dated the seventh 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.

SCOTLAND (MOVEMENT OF ANIMALS) No. 9 ORDER OF 1881.

AT the Council Chamber, Windsor, the 29th day of November, 1881.

By Her Majesty's Most Honourable Privy Council.

PRESENT:

Lord President.

Secretary Sir William Vernon Harcourt.

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

Preliminary.

1. This Order may be cited as THE SCOTLAND (MOVEMENT OF ANIMALS) No. 9 ORDER OF 1881.

2. This Order shall commence and take effect from and immediately after the thirtieth day of November, one thousand eight hundred and eighty-one; and shall cease to have effect from and immediately after the thirty-first day of December, one thousand eight hundred and eighty-one, without prejudice to the institution or prosecution of any proceeding in respect of an offence committed on or before that day.

3. Terms in this Order have the same meaning as in The Animals Order.

Restriction on Movement.

4. No animal shall be moved by land or by water from any place or port in England or Wales to any place or port in Scotland except as expressly authorized by this Order.

Movement from Northumberland, Cumberland, Westmorland, or Berwick-upon-Tweed.

5. Animals may be moved by land from a farm or premises in the District of the Local Authorities of the counties of Northumberland or Cumberland or Westmorland or the borough of Berwick-upon-Tweed, not in a place or area infected with foot-and-mouth disease, to a farm or premises in Scotland, with a licence of the Local Authority of the district in Scotland into

which the animals are to be moved, which licence shall not be granted until satisfactory evidence has been adduced to that Local Authority that the animals to be moved—

- (i.) either have been bred on the farm or premises from which they are to be moved, or have been pastured or fed thereon for a period of at least one month: and
- (ii.) have not been exposed in any market, fair, exhibition, or public sale in England or Wales: and
- (iii.) are not affected with foot-and-mouth disease, and have not been in contact with animals affected with or suspected of that disease.

Offences.

6. If an animal is moved in contravention of this Order, the owner thereof, and the person for the time being in charge thereof, and the person causing, directing, or permitting the movement, and the person or company moving or conveying the animal, and the owner and the charterer and the master of the vessel in which it is moved, and the consignee or other person receiving or keeping it, knowing it to have been so moved, shall, each according to and in respect of his or their own acts and defaults, be deemed guilty of an offence against the Act of 1878.

C. L. Peel.

THE CONTAGIOUS DISEASES (ANIMALS) ACT, 1878.

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

Buckinghamshire.—(1.) The whole of the parishes of Swanbourne, and Mursley, in the county of Buckingham, except the hamlet of Salden in the parish of Mursley.

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

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

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

(*Liberty of the Isle of Ely*).—(1.) The whole of the parish of Thorney, and that part of the

parish of Wisbech, which is situate to the west of the Old South Eau Bank, in the Liberty of the Isle of Ely.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lancashire.—(1.) The townships of Balderstone, Dutton, Osbaldeston, and Clayton-le-Dale, in the petty sessional division of Blackburn Lower, in the county of Lancaster.

(2.) The townships of Aighton Bailey and Chaigley, Bowland with Leagram, and Thornley with Wheatley, in the petty sessional division of Clitheroe, in the county of Lancaster.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Veterinary Department, Privy Council Office,
29th November, 1881.

War Office, November 28, 1881.

THE Queen has been graciously pleased to give orders for the appointment of Charles Alfred Cookson, Esq., Her Majesty's Consul at Alexandria, to be an Ordinary Member of the Civil Division of the Third Class, or Companions of the Most Honourable Order of the Bath.

Chancery of the Order of
Saint Michael and Saint George,
Downing Street, November 26, 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 First Class, or Knights Grand Cross of the said Most Distinguished Order:—

Sir Harry Smith Parkes, K.C.B., Her Majesty's Envoy Extraordinary and Minister Plenipotentiary in Japan.

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

Auckland Colvin, Esq., Controller-General in Egypt.

Foreign Office, October 25, 1881.

THE Queen has been graciously pleased to appoint Demetrius Rudolph Peacock, Esq., to be Her Majesty's Vice-Consul at Batoum.

Foreign Office, November 21, 1881.

THE Queen has been graciously pleased to appoint Commander William Berjew Pauli, R.N., now Her Majesty's Consul at Manila, to be Her Majesty's Consul at Buenos Ayres.

(H. 8212.)

Board of Trade (Harbour Department),
Whitehall Gardens, November 28, 1881.

THE Board of Trade have received through the Secretary of State for the Colonies a copy of a Despatch from the Governor of Ceylon, reporting that vessels arriving from any port of Java will be placed in quarantine until the expiration of fourteen days from the date of leaving that island. This regulation has been made in consequence of an outbreak of cholera in Java.

(H. 8213.)

*Board of Trade (Harbour Department),
Whitehall Gardens, November 28, 1881.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs the following Telegram from Her Majesty's Agent and Consul-General in Egypt:—"Vessels from all Indian ports, Ceylon, and coast to Singapore inclusive, must perform quarantine at Tor, unless intending to pass in quarantine through canal. The Sanitary Board is still suspicious of the existence of cholera in Indian ports."

(H. 8278.)

*Board of Trade (Harbour Department),
Whitehall Gardens, November 29, 1881.*

THE Board of Trade have received through the Secretary of State for the Colonies a copy of a Despatch from the Officer administering the government of the Gambia, who reports that, in consequence of the appearance of cholera at Goree and Dakar, vessels from those places are subjected at Bathurst to a rigid quarantine of 28 days.

Admiralty, 25th November, 1881.

IN accordance with the provisions of Her Majesty's Orders in Council of 22nd February, 1870, and 25th November, 1879—

Lieutenant William Charles Holland Hastings has been placed on the Retired List from the 24th instant, with permission to assume the rank and title of Retired Commander from the same date.

Royal Marine Forces.

Captain Arthur Emerson Chapman, Royal Marine Light Infantry, having been appointed Adjutant in the 2nd Devonshire Rifle Volunteer Corps, 15th November, 1881, is seconded from that date.

Admiralty, 26th November, 1881.

Acting Chief Engineer Stephen Brett Williams has been confirmed as Chief Engineer in Her Majesty's Fleet, with seniority of the 10th May, 1880.

IN accordance with the provisions of Her Majesty's Order in Council of 1st April, 1881—
Staff Surgeon William Deacon Isaac has been placed on the Retired List of his rank from the 7th instant.

Surgeon William Henry Boland has been placed on the Retired List of his rank from the 4th instant.

Admiralty, 28th November, 1881.

CONSEQUENT on the promotions notified in the London Gazette of the 25th instant, the following promotion has been made on the Retired List from the 23rd instant:—

Rear-Admiral Donald McLeod Mackenzie to be Vice-Admiral on the Retired List.

*War Office, Pall Mall,**29th November, 1881.*

3rd Dragoon Guards, Troop Sergeant-Major Thomas Brown to be Quartermaster, vice S. Dean, retired. Dated 30th November, 1881.

3rd Hussars, Captain Robert Elton Grey retires on temporary half-pay. Dated 30th November, 1881.

8th Hussars, Major William Henry Field to be Lieutenant-Colonel, vice H. P. Burke, deceased. Dated 29th September, 1881.

Captain Edward Eardley Lushington to be Major, vice W. H. Field. Dated 29th September, 1881.

Lieutenant Edwin James Fell to be Captain, vice E. E. Lushington. Dated 29th September, 1881.

Lieutenant Cecil Jackson, from the 7th Dragoon Guards, to be Lieutenant, vice E. J. Fell. Dated 30th November, 1881.

10th Hussars, Major Robert Spencer Liddell to be Lieutenant-Colonel, vice T. J. W. Bulkeley, deceased. Dated 13th September, 1881.

Captain Hugh Sutlej Gough to be Major, vice R. S. Liddell. Dated 13th September, 1881.

12th Lancers, Lieutenant-Colonel John Sprot Tait retires on half-pay. Dated 30th November, 1881.

Royal Artillery, Lieutenant-General Sir John Miller Adye, K.C.B., to be Colonel-Commandant, vice General C. J. Wright, deceased. Dated 4th November, 1881.

Colonel William Noel Waller retires on special retired pay, with the honorary rank of Major-General. Dated 30th November, 1881.

To be Captains.

Lieutenant Francis Beaufort, vice H. G. F. Sidons, seconded for service as an Adjutant of Auxiliary Forces. Dated 1st November, 1881.

Lieutenant James Wolfe Murray, vice C. J. Blake, seconded for service as an Adjutant of Auxiliary Forces. Dated 1st November, 1881.

Lieutenant Ernest Cassan, vice F. E. Walter, seconded for service as an Adjutant of Auxiliary Forces. Dated 1st November, 1881.

Lieutenant Richard Francis Johnson, vice G. M. Stevens, seconded for service as an Adjutant of Auxiliary Forces. Dated 14th November, 1881.

Lieutenant William Robert Prickett, vice H. A. Scott, seconded for service as an Adjutant of Auxiliary Forces. Dated 14th November, 1881.

Lieutenant Augustus Frederick Liddell, vice C. E. Coffey, seconded for service as an Adjutant of Auxiliary Forces. Dated 15th November, 1881.

Lieutenant John Stewart Scott Barker, vice B. L. Tollner, seconded for service as an Adjutant of Auxiliary Forces. Dated 22nd November, 1881.

Lieutenant Harvey Frederick Mercer to be placed on the Seconded List. Dated 30th November, 1881.

Captain George Herbert Palmer to be Adjutant, vice Captain C. H. Spragge, promoted. Dated 16th November, 1881.

Riding-Master, with the honorary and relative rank of Captain, George Louis Wilkinson retires upon retired pay, with the honorary rank of Major. Dated 30th November, 1881.

Coldstream Guards, The appointment of Quartermaster William Webster is antedated to 15th October, 1881.

Scots Guards, Captain and Lieutenant-Colonel the Honourable J. C. Vanneck to be Major vice F. H. Harford, retired on half-pay. Dated 1st October, 1881.

Lieutenant and Captain Henry Pakenham-Mahon retires from the Service, receiving the value of an Ensigncy and Lieutenancy. Dated 30th November, 1881.

LINE BATTALIONS.

- The Royal Warwickshire Regiment*, Lieutenant-Colonel and Brevet Colonel William FitzRoy, from half-pay, to be Lieutenant-Colonel, with a view to his commanding the 6th Regimental District, vice Colonel J. H. Duane, promoted Major-General. Dated 30th November, 1881.
- The Royal Fusiliers (City of London Regiment)*, Lieutenant Edward J. Cooper to be Instructor of Musketry, vice Lieutenant G. S. Nicholson, posted to the 2nd Battalion. Dated 1st November, 1881.
- The King's (Liverpool Regiment)*, Captain and Brevet Major Alfred Lewis retires on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 1st July, 1881.
- The Lincolnshire Regiment*, Captain Henry C. S. Goldfrap resigns the appointment of Adjutant. Dated 30th November, 1881.
- The Suffolk Regiment*, Captain Charles Henry Gardner has been seconded for service as an Adjutant of Auxiliary Forces. Dated 1st October, 1881.
- Quartermaster-Sergeant William Norris to be Quartermaster, vice W. Cox, posted to the 4th Battalion. Dated 30th November, 1881.
- The East Yorkshire Regiment*, Lieutenant Ralph W. Sherard has been appointed a Probationer for the Indian Staff Corps. Dated 24th September, 1881.
- The Royal Irish Regiment*, The promotion to the rank of Major, dated 1st July, 1881, of Captain and Brevet Major Henry William Keays-Young, is cancelled.
- Captain and Brevet Major Henry William Keays-Young retires on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 1st July, 1881.
- Lieutenant Archibald Norton resigns his Commission. Dated 30th November, 1881.
- The Princess of Wales's Own (Yorkshire Regiment)* Quartermaster, with the honorary and relative rank of Captain, George Hope retires on retired pay, with the honorary rank of Major. Dated 30th November, 1881.
- The Lancashire Fusiliers*, Captain William Cocks Allen retires on temporary half-pay. Dated 30th November, 1881.
- Lieutenant C. J. Blomfield, Adjutant, to be Captain, vice F. T. Evans, promoted Major on half-pay. Dated 1st July, 1881.
- The King's Own Borderers*, Lieutenant-Colonel and Brevet Colonel Henry George Delafosse, C.B., from half-pay, to be Lieutenant-Colonel, with a view to his commanding the 25th Regimental District. Dated 30th November, 1881.
- The Cameronians (Scottish Rifles)* Major Joseph Henry Laye has been seconded for service as an Adjutant of Auxiliary Forces. Dated 10th October, 1881.
- The Gloucestershire Regiment*, Major Charles Thackeray has been placed on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 17th November, 1881.
- Captain and Brevet Major B. V. Layard has been placed on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 1st July, 1881.
- Lieutenant Alfred Shipton Rooke, from the Northamptonshire Regiment, to be Lieutenant, vice F. B. Lawson, who exchanges. Dated 30th November, 1881.
- The resignation of the appointment of Adjutant by Lieutenant W. C. St. I. Partridge is antedated to 7th May, 1881.
- Lieutenant Stanley Humphery to be Adjutant, vice Lieutenant W. C. St. I. Partridge. Dated 7th May, 1881.
- The Worcestershire Regiment*, Sergeant-Major Thomas Shattock, 29th Regimental District, to be Quartermaster, vice T. Kelly, retired. Dated 30th November, 1881.
- The East Lancashire Regiment*, The appointment as Adjutant of Lieutenant Montagu William Battye is antedated to 1st April, 1881.
- The East Surrey Regiment*, Captain Arthur Sutherland Reynolds retires on temporary half-pay. Dated 30th November, 1881.
- The Duke of Cornwall's Light Infantry*, Major James Fitz Eustace Forster, from half-pay, to be Major, vice T. John, promoted. Dated 30th November, 1881.
- The promotion to the rank of Major of Captain Edmund Lakin, dated 1st July, 1881, is cancelled.
- Captain and Brevet Major Edmund Lakin retires on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 1st July, 1881.
- Sergeant-Major John Conway to be Quartermaster, vice E. Vaughan, deceased. Dated 30th November, 1881.
- The Border Regiment*, Quartermaster John Francis Gordon has been cashiered by sentence of General Court Martial. Dated 24th August, 1881.
- The Hampshire Regiment*, Brevet Major Robert E. C. Jarvis, from Supernumerary Captain, to be Captain, vice J. H. F. H. Connellan, seconded. Dated 30th September, 1881.
- Captain Thomas D. W. Dunn has been seconded for service as an Adjutant of Auxiliary Forces. Dated 19th September, 1881.
- Sergeant-Major Edward Hampson to be Quartermaster, vice E. Pierson, posted to the 3rd Battalion. Dated 30th November, 1881.
- The Oxfordshire Light Infantry*, Major Spencer P. T. Nicholl retires on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 30th November, 1881.
- Captain Arthur Thurston Crosse retires from the Service, receiving the value of his Commission. Dated 30th November, 1881.
- Lieutenant Hector Edmund Monro resigns his Commission. Dated 30th November, 1881.
- The Sherwood Foresters (Derbyshire Regiment)*, Captain John William Thring Hume has been seconded for service as an Adjutant of Auxiliary Forces. Dated 19th September, 1881.
- The Loyal North Lancashire Regiment*, Sergeant-Major William Holohan to be Quartermaster, vice J. Hewett, retired. Dated 30th November, 1881.
- The Northamptonshire Regiment*, Lieutenant Francis Bernard Lawson, from the Gloucestershire Regiment, to be Lieutenant, vice A. S. Rooke, who exchanges. Dated 30th November, 1881.
- The Queen's Own (Royal West Kent Regiment)*, Captain and Brevet Major Alfred Hervey Kay has been placed on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 17th November, 1881.
- The King's Own Light Infantry (South Yorkshire Regiment)*, Sergeant-Major Thomas Michael Murray to be Quartermaster, vice E. T. Murray, posted to the 3rd Battalion. Dated 30th November, 1881.

The King's Royal Rifle Corps, Captain A. F. H. Mitchell-Innes to be Major, vice G. T. Whitaker, seconded as an Adjutant of Auxiliary Forces. Dated 1st July, 1881.

The Manchester Regiment, Captain and Brevet-Major Francis G. Marshall retires on retired pay with the honorary rank of Lieutenant-Colonel. Dated 1st July, 1881.

The Prince of Wales's (North Staffordshire Regiment), Lieutenant John Turner Brinkley to be Instructor of Musketry, vice Lieutenant J. Reeves, promoted. Dated 6th September, 1881.

The York and Lancaster Regiment, Lieutenant Algernon H. Wilmer has been appointed a Probationer for the Indian Staff Corps. Dated 23rd August, 1881.

The Highland Light Infantry, Lieutenant-Colonel and Brevet-Colonel Charles J. Mounsey retires on retired pay, with the honorary rank of Major-General. Dated 30th November, 1881.

Seaforth Highlanders (Ross-shire Buffs, the Duke of Albany's), Lieutenant-Colonel and Brevet Colonel Compton Alwyne Scrase Dickins, from half-pay, to be Lieutenant-Colonel, with a view to his Commanding the 72nd Regimental District, vice Brevet Colonel D. J. Baillie, whose period of service in that appointment has expired. Dated 30th November, 1881.

Major William Charles Smith retires on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 30th November, 1881.

The Gordon Highlanders, Captain and Brevet-Major the Honourable John Scott Napier has been seconded for service as an Adjutant of Auxiliary Forces. Dated 10th October, 1881.

The Queen's Own Cameron Highlanders, Captain Robert H. C. Dalzell has been seconded for service as an Adjutant of Auxiliary Forces. Dated 19th September, 1881.

Princess Victoria's (Royal Irish Fusiliers), Captain Walter Cave to be Major, vice J. Dunn, promoted. Dated 12th August, 1881.

The Prince Consort's Own, (Rifle Brigade), Captain Cecil Harley St. Paul to be Major, vice E. J. Fryer, retired. Dated 15th October, 1881.

Lieutenant Alexander Gordon Russell resigns his Commission. Dated 30th November, 1881.

Lieutenant Bartle C. A. Frere has been seconded for service on the Staff. Dated 1st July, 1881.

1st West India Regiment, Major Henry William Pollard, from half-pay, to be Major, vice A. C. Allinson, retired. Dated 30th November, 1881.

Staff, Captain and Brevet Major the Honourable Robert William Napier, Bengal Staff Corps, to be Assistant Military Secretary to General Robert Cornelis, Lord Napier of Magdala, G.C.B., G.C.S.I., Commanding the Troops at Gibraltar, vice Brevet Colonel A. R. Lempriere, Royal Engineers, who has resigned the appointment. Dated 30th November, 1881.

Medical Department, Surgeon-Major Edward Nicholson, from half-pay, to be Surgeon-Major. Dated 1st November, 1881.

Surgeon John Percival Hunt, M.D., retires on temporary half-pay. Dated 30th November, 1881.

Army Hospital Corps, Captain of Orderlies Robert Conrade Mossman has been granted retired pay. Dated 11th November, 1881.

Veterinary Department, Inspecting Veterinary-Surgeon John Tatam, half-pay, has been placed on the Retired List. Dated 10th November, 1881.

Veterinary-Surgeon (First Class) William Hall retires on retired pay. Dated 30th November, 1881.

Veterinary-Surgeon (First Class) George Longman, half-pay, to be placed on retired pay. Dated 1st December, 1881.

Chaplains' Department, The Christian names of Chaplain to the Forces (Fourth Class), the Reverend H. Powell, M.A., are Harcourt Morley Isaac, and not as stated in Gazette of 8th November, 1881.

Half-Pay, Captain and Brevet Lieutenant-Colonel Henry G. E. Somerset, half-pay, Fort Major and Adjutant, Jersey, to be Major. Dated 30th November, 1881.

Captain and Brevet-Major Joseph W. Fitzgerald, from the Essex Regiment, to be Major. Dated 1st July, 1881.

The undermentioned Officer, who was compulsorily removed from his Regiment, in accordance with the terms of the Royal Warrant of 1st May, 1878, to be Major, dated 1st July, 1881, under the provisions of the Royal Warrant of 25th June, 1881:—

Captain William Mackie, late 2nd Foot.

BREVET.

To be Majors.

Captain Francis G. Marshall, the Manchester Regiment. Dated 1st July, 1881.

Captain B. V. Layard, the Gloucestershire Regiment. Dated 1st July, 1881.

Captain Alfred Hervey Kay, the Queen's Own (Royal West Kent Regiment). Dated 17th November, 1881.

Captain Edmund Lakin, the Duke of Cornwall's Light Infantry. Dated 1st July, 1881.

MEMORANDA.

Major-General Thomas Ross has been placed on the Retired List, with the honorary rank of Lieutenant-General. Dated 14th November, 1881.

Major Frederick A. Forsyth, half-pay, retires on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 30th November, 1881.

Captain Charles Hussey Walsh, half-pay, late 44th Foot, has been placed on retired pay, with the honorary rank of Major. Dated 11th November, 1881.

Paymaster John Warden McFarlan, 9th Lancers, to have the honorary rank of Major. Dated 16th October, 1881.

Major, with the honorary rank of Lieutenant-Colonel, John Philip Nolan, late Royal Artillery, has been permitted to commute his retired allowance. Dated 2nd November, 1881.

Honorary Major William Denis Lemmon, late Quartermaster 5th Dragoon Guards, has been permitted to commute his retired pay. Dated 2nd November, 1881.

Deputy Commissary Anthony Edward Parker, late Commissariat and Transport Department, has been permitted to commute his retired pay. Dated 7th November, 1881.

Deputy Commissary John Browne, late Ordnance Store Department, has been permitted to commute his retired pay. Dated 15th November, 1881.

The retirements, with honorary rank, of the

undermentioned General Officers are antedated to 1st July, 1881 :—

Lieutenant-General and Honorary General G. Erskine.

Major-Generals and Honorary Lieutenant-Generals :—

H. M. Hamilton, C.B.
A. A. Chapman.
G. W. T. Rich, C.B.
H. H. Greer, C.B.
W. H. Kirby.
W. F. Brett.
G. G. Chetwynd Stapylton.
W. T. L. Patterson.
J. G. R. Aplin.
J. P. Redmond, C.B.
G. H., Marquis Conyngham.
E. B. Cureton.
G. L. Goodlake, V.C.
A. Wombwell.

The undermentioned Officers to be Major-Generals under Article 20 II of the Royal Warrant of 25th June, 1881, in succession to General Officers retired under the provisions of the said Royal Warrant. Dated 30th November, 1881 :—

Brevet Colonel Thomas Casey Lyons, C.B., from Lieutenant-Colonel, half-pay, Deputy Quarter-master-General, Headquarters, Ireland.
Brevet Colonel Reginald Gipps, C.B., from Lieutenant-Colonel, Scots Guards, Brigadier-General (temporary), Ireland.
Brevet Colonel Alexander James Hardy Elliot, C.B., from Major, half-pay.
Brevet Colonel Robert Abraham Logan, C.B., from Lieutenant-Colonel, Commanding a Regimental District.
Brevet Colonel Hugh Rowlands, V.C., C.B., from Lieutenant-Colonel, half-pay, Brigadier-General, Bengal.
Brevet Colonel J. Nason, from Lieutenant-Colonel, half-pay, Assistant Adjutant and Quarter-master-General, Northern District.
Brevet Colonel Sir Henry Evelyn Wood, V.C., K.C.B., from Lieutenant-Colonel, half-pay (Local Major-General on the Staff in South Africa).

The undermentioned Officers on half-pay on 30th June, 1881, being ineligible to be restored to full-pay, have been placed on the Retired List from 1st July, 1881 :—

Captain Charles Robert Leslie, late 25th Foot.
Captain James Alexander, Earl of Caledon, late 1st Life Guards.

The undermentioned Deputy Assistant Commissaries to have the honorary rank of Lieutenant :—

John Robert Forsyth, Madras Establishment. Dated 27th July, 1881.
William Spencer, Bombay Establishment. Dated 24th August, 1881.
James Lucas, Bombay Establishment. Dated 31st August, 1881.
John Glen, Madras Establishment. Dated 1st September, 1881.

The following Officers of Her Majesty's Indian Forces (Local Service) have been transferred to the Unemployed Supernumerary List, under the terms of the Royal Warrant of the 24th October, 1881, dated 1st July, 1881 :—

Generals.

James Fraser, C.B., V.C., Bengal Infantry.
Richard Shubrick, Madras Infantry.

Sir Edward Lechmere Russell, K.C.S.I., Bombay Infantry.

George William Bishop, Bengal Infantry.
George de Sausmarez, Madras Infantry.
Henry William Blake, Madras Infantry.
William Frost Nuthall, Bengal Infantry.

Lieutenant-Generals.

Alexander Robert Manson, Bombay Infantry.
Herbert Edward Stacy Abbott, Bengal Infantry.
Brooke Boyd, Bengal Infantry.
John Liptrott, Bengal Infantry.
Stephen Francis Macmullen, Bengal Cavalry.
William Vine, Madras Cavalry.

Major-Generals.

William George Owen, Madras Infantry.
Samuel Brougham Faddy, Bengal Infantry.
Richard Andrew Doria, Madras Infantry.
Gordon Caulfeild, Bengal Infantry.
Francis Faithful Warden, Madras Infantry.
William Henry Freese, Madras Infantry.
John Penrose Coode, Madras Infantry.
Edward Dayot Watson, Bengal Infantry.
Douglas Hamilton, Madras Infantry.
George Staple Dobbie, Madras Infantry.
Arthur Newbolt Rich, Madras Infantry.
Henry Augustus Adams, Bombay Infantry.
John Gordon, C.B., Bengal Infantry.
William Thomas Williams, Madras Infantry.
Francis Walker Drummond, Bengal Cavalry.

Colonels.

William Wilkinson Taylor, Bombay Infantry.
George Strangways, Bengal Infantry.
Wredenhall Queiros Pogson, Bengal Infantry.
Folliott Walker Baugh, Bengal Infantry.
Thomas Rochfort Snow, Bengal Cavalry.
William Charles Gott, Bengal Infantry.
Græme Auchmuty Fulton, Madras Infantry.
James Gathorne Cookson, Madras Cavalry.
William Fraser Stephens, Bengal Cavalry.

The following promotions to take place from 1st July, 1881, in consequence of the above-named General Officers having been placed on the Unemployed Supernumerary List, and in order to complete the establishment of General Officers for the Indian Army under the terms of the Royal Warrant of the 10th November, 1881.

Major-Generals to be Lieutenant-Generals.

David Scott Dodgson, C.B., Bengal Infantry.
Alexander Crombie Silver, Madras Infantry.
John William Schneider, C.B., Bombay Infantry.

Colonels to be Major-Generals.

Frederick Charles Maisey, Bengal Infantry.
Henry Borlase Stevens, Bengal Infantry.
James Buchanan, Madras Cavalry.
William Henry Watts, Madras Infantry.
George Travis Radcliffe, Madras Cavalry.
Charles Raper Stainforth, Madras Cavalry.
Charles Jackson, Bengal Infantry.
Charles Dumbleton, Bengal Cavalry.
George Gibson Anderson, Bengal Infantry.
George Reynolds Scott Burrows, Bombay Infantry.

The following General Officers and Colonels on the Unemployed Supernumerary List have been promoted from the 1st July, 1881 :—

Major-Generals to be Lieutenant-Generals.

William George Owen, Madras Infantry.
Samuel Brougham Faddy, Bengal Infantry.
Richard Andrew Doria, Madras Infantry.
Gordon Caulfeild, Bengal Infantry.
Francis Faithful Warden, Madras Infantry.
William Henry Freese, Madras Infantry.
John Penrose Coode, Madras Infantry.
Edward Dayot Watson, Bengal Infantry.

Colonels to Major-Generals.

William Wilkinson Taylor, Bombay Infantry.
George Strangways, Bengal Infantry.
Wredenhall Queiros Pogson, Bengal Infantry.
Folliott Walker Baugh, Bengal Infantry.
Thomas Rochfort Snow, Bengal Cavalry.

India Office, 29th November, 1881.

HER Majesty has approved of the following admissions to the Staff Corps made by the Governments in India :—

BENGAL STAFF CORPS.*To be Lieutenant.*

Lieutenant Albert Dallas Enriquez, from the Royal Irish Rifles. Dated 9th July, 1880, but to rank from 31st August, 1878.

BOMBAY STAFF CORPS.*To be Lieutenants.*

Lieutenant Lionel Grafton Beckham, from the Gloucestershire Regiment. Dated 7th April, 1879, but to rank from 13th June, 1874.

Lieutenant Edward Frere Marriott, from the Border Regiment. Dated 16th August, 1880, but to rank from 21st September, 1874.

Lieutenant Frederick August Christian Kreyer, from the King's Own Light Infantry (South Yorkshire Regiment). Dated 18th June, 1880, but to rank from 8th October, 1878.

THE following appointments to the Staff of the Bengal Army have been made by the Government of India :—

Major J. E. Goodwyn, East Lancashire Regiment, to be Deputy-Assistant Adjutant-General, vice Lieutenant-Colonel H. H. F. Gifford, 13th Hussars, who vacates on promotion. Dated 30th September, 1881.

Captain H. A. Cherry, Northumberland Fusiliers, to be a Brigade-Major on the Establishment, vice Major W. G. Thomas, King's Own Borderers, whose term of Staff service has expired. Dated 1st October, 1881.

Commission signed by the Lord Lieutenant of the County of Elgin.

Major Henry Langford Brooke to be Deputy Lieutenant. Dated 24th November, 1881.

Commission signed by the Lord Lieutenant of the County of Middlesex.

The Honourable Slingsby Bethell to be Deputy Lieutenant. Dated 28th November, 1881.

NOTICE TO MARINERS.

(No. 229.)—NORTH SEA.—WESER RIVER ENTRANCE.

(1.) Rother Sand—Foundation of Lighthouse Destroyed.

WITH reference to Notice to Mariners, No. 112 (1), of 5th July, 1881, on the foundation of a lighthouse being laid in a depth of 26th feet at low water on the Rother (Red) Sand, Weser River Entrance, with white buoy No. 3 bearing W.S.W., distant about 5 cables—and on the exhibition of a provisional light about 15 feet above the foundation :—

The German Government has given further notice, dated 17th October, 1881, that on 13th-14th of that month, the foundation disappeared, and no portion of it is visible at low water.

In consequence of the stormy weather to the above-mentioned date, close examination of the locality had been found impossible—but that as

soon as practicable, a wreck buoy, painted green, would be moored near the position.

EIDER RIVER ENTRANCE.**(2.) Outer Eider Light-vessel Replaced in Position.**

Also, with reference to Notice to Mariners, No. 214 (2), of 27th October, 1881, on Outer Eider Light-vessel having been driven from her station at Eider River Entrance :—

Further telegraphic information has been received through the Board of Trade, dated 7th November, 1881, that this light-vessel has been replaced in position.

[The bearing is magnetic. Variation $14\frac{1}{4}^{\circ}$ Westerly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
16th November, 1881.

This Notice affects the following Admiralty Charts :—

(1.) Temporarily. North Sea, No. 2182a; Elbe and Weser Rivers, No. 1875. Also, Admiralty List of Lights in the North Sea, 1881, page 22; and North Sea Pilot, Part IV, 1878, page 200.

(2.) Eider River to Blaavand Point, No. 1887. Also, Admiralty List of Lights of Light in the North Sea, 1881, No. 227; and North Sea Pilot, Part IV, 1878, page 226.

NOTICE TO MARINERS.

(No. 230.)—NORTH SEA—COAST OF HOLLAND.

(1.) Buoys marking Wrecks westward of Ymuiden Harbour.

1. THE Netherlands Government has given notice, dated 29th October, 1881, that a wreck buoy has been placed near the Italian barque "Sincero I", sunk about 8 miles westward of Ymuiden Harbour.

The buoy is moored in 9 fathoms water, with the following bearings, viz. :—

Egmond Lighthouse, N.E. by E.

Ymuiden Lighthouse, E. $\frac{1}{2}$ S.

Zandvoort Lighthouse, S.E. by S.

Position, lat. $52^{\circ} 26' 30''$ N., long. $4^{\circ} 23' 30''$ E.

The main topmast of the wreck on the above-mentioned date was showing above water.

2. Also, dated 29th October, 1881, that a wreck buoy has been placed near a vessel sunk about 4 miles westward of Ymuiden Harbour.

The buoy is moored in $9\frac{1}{2}$ fathoms water, with the following mark and bearings, viz. :—

Ymuiden East Lighthouse just open southward of the West Lighthouse.

Egmond Lighthouse, N.E. $\frac{1}{2}$ E.

Zandvoort Lighthouse, S. $\frac{1}{2}$ E.

Position, lat. $52^{\circ} 28' 50''$ N., long. $4^{\circ} 27' 30''$ E.

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

BALTIC—FEMERN ISLAND.**(2.) Light near West Markelsdorf.**

With reference to Notice to Mariners, No. 163 (2), of 2nd September, 1881, on the intended exhibition of a light from a lighthouse erected near West Markelsdorf, north-west side of Femern Island.

The German Government has given further notice, that on 1st November, 1881, the light would be exhibited.

The light is of the fourth order, visible through an arc of 270° —showing a flashing white light with five successive flashes of one second duration each, followed by an interval of eight seconds, through an arc of 100° , or between the direction of Flüge Light and the bearing S.E. $\frac{1}{2}$ E.; a fixed

white light through an arc of 147° , or between the bearings of S.E. $\frac{1}{2}$ E. and W. $\frac{3}{4}$ N.; and a flashing white light with three successive flashes of one second duration each, followed by an interval of five seconds, through an arc of 23° , or from the bearing W. $\frac{3}{4}$ N. to the direction of Marien Light. It is elevated 36 feet above the sea (34 feet above the ground, and should be seen in clear weather from a distance of about 10 miles.

The lighthouse, octagonal in shade, and 39 feet high, is, with keeper's dwelling (adjoining) built of red bricks; it is situated about three-quarters of a mile southward of Markelsdorf Point, and immediately behind the sea wall, which is 9 feet above the sea, so that the lower part of the building is not seen from seaward.

Position, lat. $54^{\circ} 31' 35''$ N., long. $11^{\circ} 4' 5''$ E.

[The bearings are magnetic. Variation, Ymuiden, 17° , Markelsdorf, $12\frac{1}{4}$, Westerly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

16th November, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Temporarily. North Sea, No. 2182a. Also, North Sea Pilot, Part IV, 1878, page 159.

(2.) Baltic, No. 2842a; Femern to Bornholm, No. 2150; Kiel Bay, No. 2117; Lübeck Bay and Femern Belt, No. 2364. Also, Admiralty List of Lights in the North Sea, &c., 1881, page 36; and Danish Pilot, 1853, page 350.

NOTICE TO MARINERS.

(No. 231.)—INDIA—BAY OF BENGAL.

COROMANDEL COAST.

(1.) *Madras Harbour Entrance—South Buoy Withdrawn.*

THE Government of India has given notice, dated 7th October, 1881, that the South Buoy (red), Madras Harbour Entrance, has been withdrawn.

NOTE.—The rubble base of the South Pier extends 40 feet beyond the blocks.

GULF OF MARTABAN—RANGOON RIVER
ENTRANCE.

(2.) *Eastern Grove—Permanent Light Discontinued, Temporary Light Exhibited.*

Also, that on 14th October, 1881, and pending alterations being made in the illuminating apparatus, and arc of visibility, of Eastern Grove Light, eastern side of Rangoon River Entrance, the permanent light would be discontinued, and a light (dioptric or by lenses) of small power exhibited.

Further particulars will be given previous to the re-exhibition of the permanent light.

NOTE.—Mariners are cautioned that the temporary light is not visible from so great a distance as the permanent light.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

18th November, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Coromandel Coast, with plan of Madras Roadstead, No. 71c.

(2.) Temporarily. Coronge Island to White Point, No. 823; Irrawaddy River, sheet I, No. 2135; Rangoon River Approaches, No. 833; Rangoon and Bassein Rivers, No. 834. Also, Admiralty List of Lights in South Africa, &c., 1881, No. 148.

NOTICE TO MARINERS.

(No. 232.)—UNITED STATES—RHODE ISLAND.

BLOCK ISLAND SOUND.

(1.) *Block Island—Automatic Signal Buoy on South-west Ledge.*

THE United States Government has given notice, that on or about 27th October, 1881, a buoy, surmounted by an automatic whistle, would be placed near the eastern edge of South-west Ledge, southern entrance to Block Island Sound.

The buoy, painted red and black in horizontal stripes, with S.W. Ledge in white letters on the middle stripe, and giving blasts at short intervals, is moored in about 10 fathoms' water, with the following bearings, viz.:—

Block Island Northern Lighthouse, N.E. $\frac{1}{4}$ N.

Block Island South-Eastern Lighthouse, E. by N.

Montauk Point Lighthouse, W. $\frac{1}{4}$ S.

WEST INDIES—COAST OF VENEZUELA.

ORUBA ISLAND.

(2.) *Temporary Light on Point Del Cerrito Colorado.*

The Netherlands Government has given notice, dated 15th October, 1881, that a harbour light is temporary exhibited by the Aruba (Oruba) Phosphate Company, from an iron frame-work on Point del Cerrito Colorado, eastern extremity of Oruba Island.

The light is a fixed white light, visible seaward between the bearings of N.W. and S.W., and obscured in all other directions by the land. It is elevated 130 feet above the sea, and should be seen in clear weather from a distance of 9 miles.

Position approximate, lat. $12^{\circ} 24'$ N., long. $69^{\circ} 56'$ W.

[The bearings are magnetic. Variation, Block Island, $9\frac{1}{4}^{\circ}$, Westerly; Oruba Island, 3° , Easterly, in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

18th November, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Halifax and Delaware River, No. 2670; Bay of Fundy to Block Island, No. 2492; Block Island to Great Egg Harbour, No. 2480; Nantucket Shoals to Block Island, No. 2890; Long Island Sound, Eastern Part, No. 2754. Also, Sailing Directions for the Principal Ports of the United States, 1874, pages 44-46.

(2.) Temporarily. West India Islands and Caribbean Sea, Sheet II, No. 762; Los Roques to Cape La Vela, No. 395. Also, Admiralty List of Lights in the West India Islands, 1881, page 12; and West India Pilot, Vol. I, 1872, page 147.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the Rye division of the Rape of Hastings, in the county of Sussex, 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, at Rye, on Wednesday, the 14th 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 Rye division of Rape of Hastings aforesaid.

Chas. Keith-Falconer.

W. S. Northcote.

Inland Revenue, Somerset House,
London, November 28, 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 the town of Winchelsea, in the county of Sussex, 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 town aforesaid being respectively qualified to act as such Commissioners, to be holden at the Townhall, at Winchelsea, on Thursday, the 1st 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 the town of Winchelsea aforesaid.

Chas. Keith-Falconer.

W. S. Northcote.

Inland Revenue, Somerset House,
London, November 28, 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 the ancient town and borough of Rye, in the county of Sussex, 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 town and borough aforesaid, being respectively qualified to act as such Commissioners, to be holden at the office of the Clerk to the Land Tax, Commissioners in High-street, Rye, on Wednesday, the 7th 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 the town and borough of Rye aforesaid.

Chas. Keith-Falconer.

W. S. Northcote.

Inland Revenue, Somerset House,
London, November 28, 1881.

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 Erpingham South, in the county of Norfolk, 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, Aylsham, 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 Acts for the division of Erpingham South aforesaid.

Algernon West.

W. S. Northcote.

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

NOTICE is hereby given, that a separate building, named Brunswick-square Wesleyan Methodist Chapel, situate at Brunswick-square, Exmouth, in the parish of Withercombe Raleigh, in the county of Devon, in the district of Saint Thomas, being a building certified according to law as a place of religious worship, was, on the 3rd 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 7th day of November, 1881.

J. Champion, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Independent Church, situate at Handsworth Woodhouse, in the parish of Handsworth, in the county of York, in the district of Sheffield, being a building certified according to law as a place of religious worship, was, on the 7th 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.

Joseph Spencer, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Woodhouse Wesleyan Chapel, situate at Handsworth Woodhouse, in the parish of Handsworth, in the county of York, in the district of Sheffield, 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.

Joseph Spencer, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Bolingey Wesleyan Chapel, situated at Bolingey, in the parish of Perranzabuloe, in the county of Cornwall, in the district of Truro, 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.

R. Marrack, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Baptist Chapel, situate at Victoria-street, Small Heath, in the parish of Aston, in the county of Warwick, in the district of Aston, being a building certified according to law as a place of religious worship, was, on the 11th 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 18th day of November, 1881.

W. Hastings, Superintendent Registrar.

RECEIPTS into and PAYMENTS out of the EXCHEQUER, between the 1st April, 1881, and the 26th November, 1881.

REVENUE AND OTHER RECEIPTS.	Estimate for 1881-82.	Total Receipts into the Exchequer from		EXPENDITURE AND OTHER PAYMENTS.	Estimate for 1881-82.	Total Issues out of Exchequer to meet Payments from	
		1st April, 1881, to 26th November, 1881.	1st April, 1880, to 27th November, 1880.			1st April, 1881, to 26th November, 1881.	1st April, 1880, to 27th November, 1880.
Balances on 1st April, 1881 :—	£	£	£	EXPENDITURE.	£	£	£
Bank of England	—	4,628,026	2,532,454	Charge of Debt	28,920,000	19,470,816	19,251,398
Bank of Ireland	—	1,295,636	740,974	Interest on Temporary Loans for Local Works, on Supply Exchequer Bonds, and Interest, &c., on Exchequer Bonds (Suez)	700,000	354,920	405,442
		5,923,662	3,273,428	Other Charges on Consolidated Fund	1,750,000	1,055,037	1,067,063
REVENUE.				Supply Services	54,102,369	32,526,840	30,940,986
Customs... ..	19,180,000	12,622,000	12,512,000	ESTIMATE ...	85,472,369		
Excise	27,440,000	17,794,000	16,050,000				
Stamps	12,290,000	7,815,000	7,597,000	EXPENDITURE ...		53,407,113	51,664,889
Land Tax and House Duty	2,760,000	650,000	655,000				
Property and Income Tax	9,540,000	3,096,000	2,746,000	OTHER PAYMENTS.			
Post Office	6,800,000	4,670,000	4,555,000	Advances, under various Acts, issued from the Exchequer		1,360,063	1,222,450
Telegraph Service	1,600,000	1,060,000	1,095,000	Military Barracks		—	42,000
Crown Lands	390,000	235,000	255,000	Treasury Bills, more paid off than raised		* 5,000	—
Interest on Advances for Local Works and on Purchase Money of Suez				Exchequer Bonds, more paid off than raised		† —	1,700,000
Canal Shares... ..	1,200,000	736,167	757,181	Exchequer Bills, more paid off than raised		† 87,300	17,000
Miscellaneous	3,900,000	2,552,558	2,710,315	Ways and Means Advances, repaid		—	1,000,000
REVENUE ...	85,100,000	51,230,725	48,932,496			54,859,476	55,646,339
Total including Balance ...		57,154,387	52,205,924	Balances : { Bank of England		2,704,648	3,192,605
						920,485	715,146
OTHER RECEIPTS.							
Advances, under various Acts, repaid to the Exchequer		1,330,222	1,348,166				
Money raised by Terminable Annuities		—	6,000,000	Totals		58,484,609	59,554,090
Totals		58,484,609	59,554,090				

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, in the Week ended 26th November, 1881, conformably to the Act of the 27th and 28th Victoria, cap. 87.

						QUANTITIES SOLD.		AVERAGE PRICE.	
						Qrs.	Bus.	s.	d.
Wheat	...	...	...	...	...	52,490	7	45	4
Barley	...	...	...	...	...	92,535	1	33	6
Oats	...	...	...	...	...	8,266	0	19	11

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

Corresponding Week in			QUANTITIES SOLD.						AVERAGE PRICE.					
			WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
			Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1877	...	...	40,029	1	93,408	0	4,207	1	51	7	44	2	24	11
1878	...	...	51,323	6	81,328	4	4,487	2	41	3	40	1	21	3
1879	...	...	38,580	3	79,041	2	5,393	2	46	7	38	10	20	6
1880	...	...	46,010	6	84,542	6	5,852	2	44	5	33	6	21	5

Statistical and Corn Department, Board of Trade,
November 26, 1881.

R. GIFFEN,
Comptroller of Corn Returns.

CORN IMPORTED AND EXPORTED.

AN ACCOUNT showing the Quantities of the several kinds of Corn and Meal Imported into each division of the United Kingdom; and the Quantities of British and Foreign Corn and Meal, of the same kinds, Exported from the United Kingdom, in the Week ended the 26th November, 1881.

			QUANTITIES IMPORTED INTO				QUANTITIES EXPORTED FROM THE UNITED KINGDOM.		
			England.	Scotland.	Ireland.	The United Kingdom.	British.	Colonial and Foreign.	Total Exported.
			Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheat	...	...	1,100,420	79,426	197,136	1,376,982	10,672	30,941	41,613
Barley	...	...	154,188	64,482	30,000	248,670	2,006	...	2,006
Oats	...	...	94,447	4,036	...	98,483	28,109	50	28,159
Rye	...	...	13,072	...	...	13,072	...	...	...
Pease	...	...	32,895	9,413	...	42,308	228	...	228
Beans	...	...	9,865	33,578	...	43,443	52	1,153	1,205
Indian Corn	...	...	330,835	32,213	...	363,048	...	6,476	6,476
Buckwheat	...	...	242	...	...	242	...	...	...
Bere or Bigg	...	...	...	...	...	...	...	...	...
Total of Corn (exclusive of Malt)			1,735,964	223,148	227,136	2,186,248	41,067	38,620	79,687
			Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheatmeal or Flour	...	...	95,618	69,586	...	165,204	1,242	1,019	2,261
Barley Meal	...	...	...	...	...	...	...	...	...
Oat Meal	...	...	1,457	1,750	...	3,207	553	...	553
Rye Meal	...	...	...	20	...	20	...	...	...
Pea Meal	...	...	...	...	...	...	...	...	...
Bean Meal	...	...	...	...	...	...	...	...	...
Indian Corn Meal	...	...	150	...	...	150	...	2	2
Buckwheat Meal	...	...	...	...	...	...	...	...	...
Total of Meal			97,225	71,356	...	168,581	1,795	1,021	2,816
Total of Corn and Meal (exclusive of Malt)			1,833,189	294,504	227,136	2,354,829	42,862	39,641	82,503
			Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
Malt (entered by the Quarter)	...	...	67	...	...	67	638	...	638

Statistical Department, Custom House, London,
November 28, 1881.

S. SELDON.

COTTON STATISTICS ACT, 1868.

RETURN of the Number of BALES of COTTON Imported and Exported at the Various Ports of the United Kingdom during the Week and 47 Weeks ended 24th November, 1881.

Ports.	IMPORTS.						EXPORTS.					
	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.
Week ended 24th November, 1881.												
Liverpool	45,825	...	15	4,883	1,032	51,755	4,025	...	642	21	301	4,989
London ... ..	...	...	184	...	23	207	...	...	2,722	...	...	2,722
Hull	100	...	...	...	...	100	4,621	2,337	614	...	...	7,572
Other Ports ... ..	...	...	...	...	16	16	1,242	...	19	57	17	1,335
Total	45,925	...	199	4,863	1,071	52,078	9,888	2,337	3,997	78	318	16,618
47 Weeks ended 24th November, 1881.												
Liverpool	2,408,352	195,329	264,902	203,523	78,942	3,151,048	86,559	866	48,119	5,947	10,400	151,891
London	16	...	246,471	2	6,537	253,026	44	127	177,636	100	1,248	179,155
Hull	22,433	...	...	400	...	22,833	66,929	14,947	12,583	2,485	696	97,640
Other Ports	7,479	2,058	81	...	163	9,786	23,255	...	5,000	184	810	29,249
Total	2,438,280	197,387	511,454	203,925	85,647	3,436,693	176,787	15,940	243,338	8,716	13,154	457,935

Dated November 25, 1881.

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

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday, the 19th day of November, 1881.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.				Average Amount
				£
Ashford Bank	Ashford ...	Pomfret and Co.		10339
Aylesbury Old Bank	Aylesbury ...	Cobb and Co.		16477
Baldock Bank and Baldock and } Biggleswade Bank	Biggleswade ...	Wells, Hogge, and Co.		12886
Barnstaple Bank	Barnstaple ...	Marshall and Co.		2886
Bedford Bank	Bedford ...	Barnard and Co.		24819
Bicester and Oxfordshire Bank and } Oxford Bank	Bicester ...	Tubb and Co.		9902
Boston Bank	Boston ...	Garfit and Co.		38369
Broseley and Bridgnorth and Bridg- } north and Broseley Bank	Broseley ...	Pritchard and Co.		9484
Buckingham Bank	Buckingham ...	Bartlett, Parrott, and Co.		12576
Bury and Suffolk Bank, Sudbury } Bank, and Stowmarket Bank	Bury St. Edmunds	Oakes, Bevan, and Co.		25394
Banbury Bank	Banbury ...	J. C. and A. Gillett and Co.		13345
Banbury Old Bank	Banbury ...	Cobb and Son		13023
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co.		25291
Brecon Old Bank	Brecon ...	Wilkins and Co.		17058
Brighton Union Bank	Brighton ...	Hall and Co.		14525
Burlington and Driffield Bank	Burlington ...	Harding and Co.		9686
Cambridge Bank	Cambridge ...	Mortlock and Co.		10050
Cambridge and Cambridgeshire Bank	Cambridge ...	Messrs. Fosters		24014
Canterbury Bank	Canterbury ...	Hammond and Co.		14778
Colchester Bank	Colchester ...	Round, Green, and Co.		16075
Colchester and Essex Bank, and } Witham and Essex Bank, and } Hadleigh Suffolk Bank	Colchester ...	Mills and Co.		20420
City Bank, Exeter	Exeter ...	Milford and Co.		7809
Craven Bank	Settle ...	Birkbeck, Robinson, and Co.		54445
Derby Bank	Derby ...	Samuel Smith and Co.		13330
Devizes and Wiltshire Bank	Devizes ...	Locke and Co.		2862
Darlington Bank, Durham Bank, } and Stockton-on-Tees Bank	Darlington ...	Backhouse and Co.		64159
Devonport Bank	Devonport ...	Hodge and Co.		2285
Dorchester Old Bank and Dorset- } shire Bank	Dorchester ...	Williams and Co.		27164
East Cornwall Bank	Liskeard ...	Robins, Foster, and Co.		58628
East Riding Bank	Beverley ...	Beckett and Co.		50169
Essex Bank and Bishop's Stortford } Bank	Chelmsford ...	Sparrow, Tufnell, and Co.		28510
Exeter Bank	Exeter ...	Sanders and Co.		11791
Farnham Bank	Farnham ...	Knight and Sons		5807
Faversham Bank	Faversham ...	Hilton and Co.		4345
Godalming Bank	Godalming ...	Mellersh and Co.		4470
Guildford Bank	Guildford ...	Haydon and Co.		9510
Grantham Bank	Grantham ...	Hardy and Co.		12038
Hull Bank and Kingston-upon-Hull } Bank	Hull ...	Smith Brothers and Co.		14694
Huntingdon Town and County Bank	Huntingdon ...	Veasey and Co.		16359
Harwich Bank	Harwich ...	Cox, Cobbold, and Co.		3151
Hertfordshire, Hitchin Bank	Hitchin ...	Sharples and Co.		23002
Ipswich Bank	Ipswich ...	Bacon and Co.		13142
Ipswich and Needham Market Bank, } Suffolk, Hadleigh Bank, Man- } ningtree and Mistley Bank, and } Woodbridge Bank	Ipswich ...	Alexanders and Co.		37093

Name, Title, and Principal Place of Issue.

Average
Amount

						£
Kentish Bank	Maidstone ...	Wigan, Mercers, and Co. ...	14631			
Kington and Radnorshire Bank ...	Kington ...	Davies and Co. ...	16476			
Kendal Bank... ..	Kendal ...	Wakefield, Crewdson, and Co....	44365			
Leeds Bank	Leeds ...	Beckett and Co ...	Not received.			
Leeds Union Bank	Leeds ...	W. Williams Brown and Co. ...	34326			
Leicester Bank	Leicester...	T. and T. T. Paget ...	17345			
Lewes Old Bank	Lewes ...	Molineux and Co. ...	13654			
Lincoln Bank	Lincoln ...	Smith, Ellison, and Co....	69387			
Llandovery Bank, Lampeter Bank, } and Llandilo Bank	Llandovery ...	D. Jones and Co. ..	15415			
Lymington Bank	Lymington ...	St. Barbe and Co. ...	348			
Lynn Regis and Lincolnshire Bank...	Lynn Regis ...	Gurneys and Co. ...	21119			
Lynn Regis and Norfolk Bank ...	Lynn Regis ...	Jarvis and Co. ...	6579			
Macclesfield Bank	Macclesfield ...	Brocklehurst and Co. ...	5460			
Miners' Bank	Truro ...	Willyams and Co. ...	13489			
Monmouth Old Bank	Monmouth ...	Bromage and Co. ..	998			
Newark Bank	Newark ...	Samuel Smith and Co. ...	11726			
Newark and Sleaford Bank, and } Sleaford and Newark Bank	Sleaford ...	Handley, Peacock, and Co. ...	21991			
Newbury Bank	Newbury ...	Sloccock, Matthews, and Co. ...	7266			
Newmarket Bank	Newmarket ...	Hammond and Co. ...	10471			
Norwich and Norfolk and Fakenham } Banks	Norwich ...	Gurneys, Birkbecks, and Co. ...	63483			
Naval Bank, Plymouth	Plymouth ...	Harris, Bulteel, and Co. ...	16319			
New Sarum Bank	Sarum ...	Pinckney Brothers ...	3010			
Nottingham Bank	Nottingham ...	Samuel Smith and Co. ...	30330			
Oswestry Bank and Oswestry Old Bank	Oswestry ...	Croxon and Co. ...	5486			
Oxford Old Bank	Oxford ...	Parsons and Co. ...	22424			
Old Bank, Tonbridge, Tonbridge and } Tonbridge Wells Old Bank, Ton- bridge and Tonbridge Wells and } Sevenoaks Bank	Tonbridge ...	Beechings and Co. ...	9624			
Oxfordshire Witney Bank	Witney ...	Gilletts and Clinch ...	3137			
Pease's Old Bank, Hull, the Hull } Old Bank and Beverley Bank	Hull ...	Pease and Sons ...	48042			
Penzance Bank	Penzance ...	Batten and Co. ...	5462			
Reading Bank	Reading ...	Simonds and Co. ...	16905			
Reading Bank	Reading ...	Stephens, Elandy, and Co ...	15590			
Richmond Bank	Richmond ...	Roper and Co. ...	6206			
Royston Bank	Royston ...	Fordham and Co. ...	5598			
Rye Bank	Rye ...	Curteis, Pomfret, and Co. ...	4865			
Saffron Walden and North Essex Bank	Saffron Walden ...	Gibson, Tuke, and Co. ...	13933			
Salop Bank	Shrewsbury ...	Burton, Lloyd, and Co....	2392			
Scarborough Old Bank	Scarborough ...	Woodall and Co. ...	18235			
Shrewsbury Old Bank and Shrews- } bury and Ludlow Bank	Shrewsbury ...	Rocke, Eyton, and Co. ...	15054			
Sittingbourne and Milton Bank ...	Sittingbourne ...	Vallance and Co. ...	1476			
Southampton Town and County Bank	Southampton ...	Maddison, Atherley, and Co. ...	6466			
Stamford and Rutland Bank	Stamford ...	Eaton, Cayley, and Co. ...	8784			
Tavistock Bank	Tavistock ...	Gill, Morshead, and Co. ...	7021			
Thornbury Bank	Thornbury ...	Harwood and Co. ...	3595			
Tiverton and Devonshire Bank ...	Tiverton... ..	Dunsford and Co. ...	5334			
Thrapston and Kettering Bank, } Northamptonshire... ..	Thrapston ...	Eland and Eland ...	8064			
Tring Bank and Chesham Bank ...	Tring ...	Butcher and Sons ...	8984			
Towcester Old Bank... ..	Towcester ...	Wallis and Co. ...	Not received.			
Uxbridge Old Bank	Uxbridge ...	Hull, Smith, and Co. ...	4390			
Wallingford Bank	Wallingford ...	Hedges, Wells, and Co. ...	2665			
Warwick and Warwickshire Bank ...	Warwick... ..	Greenway and Co. ...	16717			

Name, Title, and Principal Place of Issue.				Average Amount.
				£
Wellington Somerset Bank ...	Wellington ...	Fox Brothers and Co. ...	...	3957
West Riding Bank, Wakefield, and } Pontefract Bank ...	Wakefield ...	Leatham, Tew, and Co....	...	26478
Whitby Old Bank ...	Whitby ...	Simpson, Chapman, and Co. ...	...	7580
Winchester, Alresford, and Alton Bank	Winchester ...	Bulpett and Co....	...	5049
Weymouth Old Bank and Dor- } chester Bank ...	Weymouth ...	Eliot, Pearce, and Co. ...	...	9796
Wisbech and Lincolnshire Bank ...	Wisbech ...	Gurney and Co. ...	...	24964
Wiveliscombe Bank ...	Wiveliscombe ...	W. Hancock ...	...	1407
Worcester Old Bank and Tewkes- } bury Old Bank ...	Worcester ...	Berwick, Lechmere, and Co. ...	...	32503
Yarmouth and Suffolk Bank, and } Halesworth and Suffolk Bank }	Yarmouth ...	Gurneys, Birkbeck, and Co. ...	...	27854
Yarmouth, Norfolk, and Suffolk Bank	Great Yarmouth	Sir E. H. K. Lacon, Bt., & Co. ...	...	7707

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.				Average Amount.
				£
Bank of Westmorland ...	Kendal ...	...	...	11756
Barnsley Banking Company ...	Barnsley ...	...	...	6340
Bradford Banking Company Limited ...	Bradford ...	...	...	43010
Bank of Whitehaven Limited ...	Whitehaven ...	...	...	23385
Bradford Commercial Banking Company Limited ...	Bradford ...	...	...	17085
Burton, Uttoxeter, and Ashbourne Union Bank Limited ...	Burton-upon-Trent ...	...	...	30182
Cumberland Union Banking Company Limited ...	Carlisle ...	...	...	33847
Coventry Union Banking Company ...	Coventry ...	...	...	8310
County of Gloucester Banking Company Limited ...	Cheltenham ...	...	...	61760
Carlisle and Cumberland Banking Company Limited ...	Carlisle ...	...	...	22154
Carlisle City and District Bank Limited ...	Carlisle ...	...	...	19847
Derby and Derbyshire Banking Company Limited ...	Derby ...	...	...	10827
Darlington District Joint Stock Banking Company Limited	Darlington ...	...	...	21473
Gloucestershire Banking Company ...	Gloucester ...	...	...	102625
Halifax Joint Stock Banking Company Limited ...	Halifax ...	...	...	18929
Huddersfield Banking Company ...	Huddersfield ...	...	...	32803
Hull Banking Company Limited ...	Hull ...	...	...	28075
Halifax Commercial Banking Company Limited ...	Halifax ...	...	...	10575
Halifax and Huddersfield Union Banking Company	Halifax ...	...	...	17265
Knaresborough and Claro Banking Company ...	Knaresborough ...	...	...	21893
Lancaster Banking Company ...	Lancaster ...	...	...	63444
Leicestershire Banking Company Limited ...	Leicester ...	...	...	45802
Lincoln and Lindsey Banking Company Limited ...	Lincoln ...	...	...	49765
Leamington Priors and Warwickshire Banking Company Limited ...	Leamington Priors ...	...	...	8504
Ludlow and Tenbury Bank ...	Ludlow ...	...	...	5313
Moore and Robinson's Nottinghamshire Banking Company Limited ...	Nottingham ...	...	...	30423
Nottingham and Nottinghamshire Banking Company ...	Nottingham ...	...	...	26550
Northamptonshire Union Bank Limited ...	Northampton ...	...	...	44908
Northamptonshire Banking Company Limited ...	Northampton ...	...	...	11900
North and South Wales Bank Limited ...	Liverpool ...	...	...	59785
Pares's Leicestershire Banking Company Limited	Leicester ...	...	...	36811
Sheffield Banking Company Limited ...	Sheffield ...	...	...	26836
Stamford, Spalding, and Boston Banking Company Limited	Stamford ...	...	...	41337

Name, Title, and Principal Place of Issue.							Average Amount.
							£
Stuckey's Banking Company, Bristol Somersetshire Bank, and Somersetshire Bank	Langport	...	...	...	...	...	215900
Sheffield and Hallamshire Banking Company	Sheffield	...	...	...	...	...	17461
Sheffield and Rotherham Joint Stock Banking Company Limited	Sheffield	...	...	...	...	...	33471
Swaledale and Wensleydale Banking Company Limited	Richmond	...	...	...	...	...	42372
Wolverhampton and Staffordshire Banking Company	Wolverhampton	...	...	...	...	...	7733
Wakefield and Barnsley Union Bank	Wakefield	...	...	...	...	...	11356
Whitehaven Joint Stock Banking Company	Whitehaven	...	...	...	...	...	24603
Wilts and Dorset Banking Company	Salisbury	...	...	...	...	...	68247
West Riding Union Banking Company Limited	Huddersfield	...	...	...	...	...	31635
Worcester City and County Banking Company Limited	Worcester	...	...	...	...	...	1345
York Union Banking Company	York	...	...	...	...	...	71730
York City and County Banking Company	York	...	...	...	...	...	92053
Yorkshire Banking Company Limited	Leeds	...	...	...	...	...	111255

W. H. COUSINS, Registrar of Bank Returns.

In aid Revenue Office, November 26, 1881.

NOTICE is hereby given, that the Moss Rose Lodge, Register No. 6147, held at Railway Inn, Rochdale, in the county of Lancaster, is dissolved by instrument, registered at this office the 25th day of November, 1881, unless within three months from the date of the Gazette in which this advertisement appears, proceedings be commenced by a member or other person interested in or having any claim on the funds of the Society to set aside such dissolution, and the same be set aside accordingly.

J. M. Ludlow, Chief Registrar of Friendly Societies.

28, Abingdon-street, Westminster,
the 25th day of November, 1881.

Blackburn and Over-Darwen Tramways Company.

NOTICE is hereby given, that—

1. Bye-laws have been made by the Company in pursuance of section 46 of the Tramways Act, 1870.

2. A true copy has been laid before the Board of Trade, and a copy also delivered to the Local Authorities of Blackburn and of Over-Darwen, on the 10th and 17th days of November, 1881.

3. Copies of the Bye-laws may be obtained on application to the Manager at the Company's Office, Lorne-street, Over-Darwen.

4. Any objections or representations may be brought before the Board of Trade within two calendar months from the date on which the said Bye-laws were laid before them, that is, before the 17th day of December next.—24th November, 1881.

By order of the Board,

William Milton, Secretary.

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

No. 25042.

C

"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.

In Parliament.—Session 1882.

Longton, Adderley Green, and Bucknall Railway Company.

(Repeal or Amendment of Section 44 of Company's Act, 1866; Alteration of Tolls.)

NOTICE is Hereby Given, that application is intended to be made to Parliament in the ensuing Session by the Longton, Adderley Green, and Bucknall Railway Company (hereinafter called the Company) for an Act for the following purposes, or some of them, that is to say:—

To repeal Section 44 of the Longton, Adderley Green, and Bucknall Railway Act, 1866, and to provide that the North Staffordshire Railway Company may and shall, in respect of traffic conveyed partly on the Railway of the Company and partly on the North Staffordshire Railway, demand and take such tolls, rates, fares, and charges as shall be defined by the intended Act for the use of the Railway of the Company and

of carriages and engines employed for the conveyance and propelling of such traffic, and for the carriage of such traffic thereon, in addition to the tolls, rates, fares, and charges which but for such section they would be authorised to demand and take in respect of the same traffic for the use of the North Staffordshire Railway, and of carriages and engines employed in the conveyance and propelling of such traffic thereon, and to make such other provisions with reference to the matters aforesaid, and to the working and use of the Railway of the Company by the North Staffordshire Railway Company as the intended Act may provide or Parliament may sanction.

To provide for, the levying, fixing, regulation, and adjustment from time to time by the Company of the tolls, rates, fares, and charges to be taken on the Railway of the Company by the North Staffordshire Railway Company, and to make provision for the division, apportionment, and appropriation of the tolls, rates, receipts, and revenues arising from traffic carried partly on the Railway of the Company and partly on the North Staffordshire Railway, and to make such provisions relative to the matters aforesaid as may be prescribed by the intended Act or Parliament may sanction.

To levy tolls, rates and charges, to alter existing tolls, rates and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates and charges.

The Bill will vary or extinguish all rights and privileges which might in any way impede the carrying into effect of the objects of the intended Act, and to confer other rights and privileges.

The Bill will alter or amend the Longton, Adderley Green and Bucknall Railway Acts, 1866 and 1872, and the North Staffordshire Railway Acts, 1847, 1879, and 1880, and any other Acts relating to the North Staffordshire Railway Company.

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

Dated this 18th November, 1881.

Hand and Co., Stafford, Solicitors for the Bill.

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

Board of Trade.—Session 1882.

Torquay Promenade Pier.

(Application for Provisional Order for powers to erect a Pier and other Works at Torquay, and to levy Tolls, and for other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next, by the Marine Piers Company (Limited), to make a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for the following, or some of the following powers, 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 Tormoham, otherwise Tormoham with Torquay, in the county of Devon, and on the foreshore and bed of the sea adjoining that parish, commencing at a point on the southern side of a road called the New Road, opposite the centre of Abbey Crescent, and equidistant or about 37 yards from either

end of Abbey Crescent, and extending thence seaward in a southerly direction for a distance of 436 yards or thereabouts, where it terminates.

To construct a sea wall, commencing at a point in the said New Road, 200 yards or thereabouts, measured in an easterly direction, from a point on the southern side of the said New Road opposite the centre of Abbey Crescent aforesaid, and extending thence in a westerly direction along the foreshore of the sea for a distance of 266 yards or thereabouts, and terminating at a point on the Tor Abbey Sands distant from other part of the said New Road 100 yards or thereabouts, measured in a south-easterly direction;

And to reclaim the intervening space between the said New Road and the proposed sea-wall, for the construction of a roadway, pier, approaches, and other purposes.

To purchase, take on lease, or otherwise acquire lands or hereditaments necessary for the construction of the said pier and works.

To levy tolls, rates, and duties upon, or in respect of, the use of such pier and works; to confer, vary, or extinguish exemption from the payment of such tolls, rates, or duties, or to confer, vary, or extinguish other rights and privileges.

To incorporate with the Provisional Order the whole or part of "The Harbours, Docks, and Piers Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and to take any other powers and provisions which may be deemed necessary for carrying into effect the objects to be included in the said order.

To empower the Company to sell, lease, or let the whole or any part of the said undertaking, or the tolls, rates, and duties to be levied in respect thereof, and to 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 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 Devon, at his office, at Exeter, at the Custom House, Torquay, 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, Messrs. Fowler and Co., 3, Victoria-street, Westminster.

Dated this 18th day of November, 1881.

Fowler and Co., 3, Victoria-street, Westminster, Solicitors to the Promoters.

In Parliament.—Session 1882.

Greenwich and Millwall Subway.

(Revival of Powers for Purchase of Land and Extension of Time for Completion of Works; Increase of Number of Directors; Alteration of Qualification; Power to use Lands for Erection of Dwellings for Labouring Classes; Increase of Capital; Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that the Greenwich and Millwall Subway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for an Act for all or some of the following purposes (that is to say):

To revive the powers for the compulsory purchase of lands granted by the Greenwich and Millwall Subway Act, 1877, for the purposes of

the works authorised by that Act, and to extend the time limited by that Act for the completion of those works.

To make provision for the increase of the number of Directors of the Company, and to decrease or otherwise alter or vary the qualification of a Director.

To enable the Company to sell or let on lease any lands belonging or which may belong to them, or which they are empowered to acquire by the Greenwich and Millwall Subway Act, 1877, but which may not be required for the purposes of the works authorised by that Act for the erection of houses for the labouring classes, or to enable the Company to erect such dwellings, and to make and enforce bye-laws and regulations with respect to the user and occupation thereof, the payment of rents therefor, and the summary removal therefrom of tenants and persons residing therein, or resorting thereto.

To authorise the Company, for the purposes of their Undertaking and of the intended Act, to apply any of the funds of the Company, or which they are now authorised to raise, and also 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.

The Bill will vary or extinguish all rights, powers and privileges which would interfere with its objects, and it will (if and so far as may be necessary) amend, alter or repeal all or some of the provisions of the Greenwich and Millwall Subway Act, 1877, and any Act incorporated therewith or affected thereby.

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.

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

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

Board of Trade—Session 1882.

Tramways Act, 1870.

Hampstead Hill Tramways.

(Construction of Tramways in the Parishes of St. John, Hampstead, and St. Pancras, in the County of Middlesex; Power to use other than Animal Power on the Tramways; Repeal and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, under the provisions of the above Act, for a Provisional Order to authorise the Steep Grade Tramways and Works Company, Limited (hereinafter referred to as "the Company") to make, form, lay down, maintain and use the tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works, and conveniences in connection therewith (that is to say):

Tramway No. 1. Commencing 15 yards or thereabouts in a north-easterly direction from the north-east corner of the Adelaide Tavern, passing thence in a north-westerly direction along Haverstock-hill, Rosslyn-street, and High-street, Hampstead, and terminating at a point opposite Church-lane, in High-street aforesaid.

This tramway will be a double line

throughout; the total length will be 10 furlongs 5.92 chains.

Tramway No. 2. Commencing at the termination of the proposed Tramway No. 1, passing thence in a north-westerly direction along High-street, Hollybush-hill, and the Grove, Hampstead, and terminating at a point 23 yards or thereabouts in a northerly direction from the north-east corner of the boundary railing of the reservoir of the Hampstead Water Works.

This tramway will be a single line throughout; the total length will be 3 furlongs 3.6 chains.

The proposed tramways will be made and pass from, in, through or into the following parishes, or some or one of them, that is to say, St. Pancras and St. John, Hampstead, in the county of Middlesex.

In the following instances the said tramways are proposed to be laid along the said roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the said streets or roads hereinafter mentioned and the nearest rail of the said tramway, that is to say:

As regards Tramway No. 2, between two points respectively commencing 91 yards or thereabouts from its commencement; and along the said tramway for a distance of 237 yards in a north-westerly direction.

Between two points respectively 45 yards or thereabouts in a northerly direction from a point opposite the lane leading to Holly Mount, and along the said tramway for a distance of 167 yards or thereabouts in a northerly direction.

Between two points respectively 53 yards or thereabouts in a northerly direction from a point opposite the entrance to Golden-square, for a distance of 130 yards or thereabouts in a northerly direction.

Each of the said tramways hereinbefore described, is intended to be constructed on a gauge of 3 feet 6 inches.

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

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

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

To incorporate with the Provisional Order and extend and apply to the proposed tramways and works all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal or extend all or some of the pro-

visions of that Act, and of the following among other Acts: The Locomotive Act, 1861, and the Locomotives Act, 1865; or any Act amending such Acts.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, and a copy of this notice, will be deposited for public inspection on or before the 30th day of November instant, at the office of the clerk of the peace for the county of Middlesex, at his office at Clerkenwell-green.

And notice is also given, that on or before the same day a copy of the said plans and sections, and a copy of this notice, and a published map with the line of the proposed tramways marked thereon, together with a diagram, will be deposited at the Railway Department of the Board of Trade, Whitehall-gardens, and that a copy of such plans and sections, and a copy of this notice will, on or before the same day, be deposited at the office of the Metropolitan Board of Works, Spring-gardens, in the office of the Clerk of the Parliaments, and in the Private Bill Office of the House of Commons, with the vestry clerk of the parish of St. John, Hampstead, at his office at Haverstock-hill, with the vestry clerk to the parish of St. Pancras, at his office in Pancras-road, and a copy of so much of the said plans and sections as relates to each of the above-named parishes, together with a copy of this notice, will, on or before such 30th day of November, be deposited for public inspection with the parish clerk (if any) of each parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the cost of one shilling for each copy to all persons applying for the same at the office of the undersigned, Messrs. Fowler and Co., 3, Victoria-street, Westminster.

All parties 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, on or before the 15th day of January next, and copies of the objections must at the same time be sent to the Promoters, addressed to the undersigned, Messrs. Fowler and Co.

Dated this 16th of November, 1881.

Fowler and Co., 3, Victoria-street, Westminster, Solicitors and Parliamentary Agents.

Board of Trade.—Session 1882,
Plymouth Pier.

(Application for a Provisional Order for Revival and Extension of Time for Completion of Works.)

NOTICE is hereby given, that, on or before the 23rd day of December next, application is intended to be made to the Board of Trade by the Plymouth Pier Company, Limited, for a Provisional Order pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for the following purpose, that is to say:—

To revive and extend the time for the completion of the Pier and works authorised by the Plymouth Pier Order, 1878, as confirmed by "The Pier and Harbour Orders' Confirmation Act, 1878."

And notice is hereby given that, on or before

the 30th day of November instant, a copy of this Notice, as published in the London Gazette, will be deposited with the Clerk of Peace for the county of Devon, at his Office at Exeter, at the Custom House at Plymouth, and at the Offices of the Board of Trade, Whitehall-gardens, London.

And notice is hereby also given that, on and after the 23rd day of December next, printed copies of the Draft Provisional Order, 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, Messrs. Fowler and Co., 3, Victoria-street, Westminster.

Dated this 19th day of November, 1881.

Henry Kimber and Co., 79, Lombard-street, London, Solicitors.

Fowler and Co., 3, Victoria-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1882.

Tramway Act, 1870.

Highgate Hill Tramways.

(Construction of Tramways in the Parishes of St. Mary Islington, St. Pancras and Hornsey, in the County of Middlesex; Power to use other than Animal Power on the Tramways; Repeal and Amendment of Acts; and Other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, under the provisions of the above Act, for a Provisional Order to authorise the Steep Grade Tramways and Works Company Limited (hereinafter referred to as "the Company") to make, form, lay down, maintain and use the tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works and conveniences in connection therewith (that is to say):

Tramway No. 1, commencing in Highgate-hill at a point distant 7 yards or thereabouts from the south-east corner of the Archway Tavern, Highgate-hill, passing thence in a north-westerly direction along Highgate-hill and terminating in High-street, Highgate, at a point 8 yards or thereabouts measured in a north-easterly direction from the centre of the entrance to Fair Seat House. This tramway will be a double line throughout. The total length will be 4 furlongs 1.30 chains.

Tramway No. 2, commencing at the termination of the proposed Tramway No. 1, passing thence in a north-westerly direction along High-street aforesaid, and terminating at a point 57 yards or thereabouts in a northerly direction from the turnpike-gate, opposite the Cholomeley's School, Highgate. This tramway will be a single line throughout. The total length will be 2 furlongs 2 chains.

The proposed tramways will be made and pass from, in, through or into the following parishes, or some or one of them, that is to say, St. Mary Islington, St. Pancras and Hornsey, in the county of Middlesex.

Each of the said tramways hereinbefore described, is intended to be constructed on a gauge of 3 feet 6 inches.

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

To empower the Company from time to time, either temporarily or permanently, to make, maintain, alter and remove such crossings, passing places, sidings, junctions, curves, turnouts and other works, in addition to those particularly specified in the Notice, as may be necessary.

for or convenient to the efficient working of the tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, carriage houses, works, or buildings of the Company.

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

To incorporate with the Provisional Order and extend and apply to the proposed tramways and works all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal or extend all or some of the provisions of that Act, and of the following among other Acts: The Locomotive Act, 1861, and The Locomotives Act, 1865; or any Act amending such Acts.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works and a copy of this notice will be deposited for public inspection on or before the 30th day of November instant, at the office of the Clerk of the Peace for the county of Middlesex, at Clerkenwell Green.

And notice is also given, that on or before the same day a copy of the said plans and sections, and a copy of this notice, and a published map with the line of the proposed tramways marked thereon, together with a diagram, will be deposited at the Railway Department of the Board of Trade, Whitehall Gardens, and that a copy of such plans and sections, and a copy of this Notice will, on or before the same day, be deposited at the office of the Metropolitan Board of Works, Spring-gardens, in the office of the Clerk of the Parliaments, and in the Private Bill Office of the House of Commons, with the Vestry Clerk of the parish of St. Mary Islington, at his office at Upper-street, Islington, with the Vestry Clerk to the parish of St. Pancras, at his office in Pancras-road, and with the Clerk to the Hornsey Local Board, at his office at Southwood-lane, Highgate, and a copy of so much of the said plans and sections as relates to each of the above-named parishes, together with a copy of this Notice, will on or before such 30th day of November be deposited for public inspection with the parish clerk (if any) of each parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the cost of one shilling for each copy to all persons applying for the same at the office of the undersigned, Messrs. Fowler and Co., 3, Victoria-street, Westminster.

All parties 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, on or before the 15th day of January next,

and copies of the objections must at the same time be sent to the Promoters, addressed to the undersigned, Messrs. Fowler and Co.

Dated this 16th day of November, 1881.

Fowler and Co., 3, Victoria-street, Westminster, Solicitors and Parliamentary Agents.

Board of Trade—Session 1882.

Tramways Act, 1870.

Pentonville Hill Tramways.

(Construction of Tramways in the Parishes of St. James, Clerkenwell, St. Mary, Islington, and St. Pancras, in the County of Middlesex; Power to Use other than Animal Power on the Tramways; Repeal and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, under the provisions of the above Act, for a Provisional Order to authorise the Steep Grade Tramways and Works Company, Limited (hereinafter referred to as "the Company") to make, form, lay down, maintain and use the tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works and conveniences in connection therewith (that is to say):

Tramway No. 1.—Commencing in Pentonville-road at a point 14 yards or thereabouts in a southerly direction from the south-east corner of the Angel Inn, Islington, passing thence westward along the Pentonville-road, and terminating by a junction with the existing London Street Tramway at a point opposite the northern entrance to the Metropolitan Railway station.

This tramway will be a double line throughout.

The total length will be 4 furlongs 9 chains 65 links.

Tramway No. 2.—Commencing by a junction with the existing North Metropolitan Tramway, at a point near the western end of the City-road, 47 yards or thereabouts in an easterly direction from the south-east corner of the Angel Inn, Islington, passing thence westward across St. John-street and High-street, Islington, and terminating at the commencement of the proposed Tramway No. 1 before described.

This tramway will be a double line throughout; the total length will be 1 chain 65 links.

The proposed tramways will be made and pass from, in, through or into the following parishes, or some or one of them, that is to say, St. James, Clerkenwell, St. Mary, Islington, and St. Pancras, in the county of Middlesex.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet 8 inches.

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

To empower the Company from time to time, either temporarily or permanently, to make, maintain, alter and remove such crossings, passing places, sidings, junctions, curves, turnouts, and other works, in addition to those particularly specified in the notice, as may be necessary for or convenient to the efficient working of the tramways, or any of them, or for facilitating the

passage of traffic along streets, or for providing access to any stables, carriage houses, works, or buildings of the Company.

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

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal or extend all or some of the provisions of that Act, and of the following among other Acts: The Locomotive Act, 1861, and The Locomotives Act, 1865; or any Act amending such Acts.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works and a copy of this notice will be deposited for public inspection on or before the 30th day of November instant, at the office of the clerk of the peace for the county of Middlesex, at Clerkenwell-green.

And notice is also given, that on or before the same day a copy of the said plans and sections, and a copy of this notice, and a published map with the line of the proposed tramways marked thereon, together with a diagram, will be deposited at the Railway Department of the Board of Trade, Whitehall-gardens, and that a copy of such plans and sections, and a copy of this notice will, on or before the same day, be deposited at the office of the Metropolitan Board of Works, Spring-gardens, in the office of the Clerk of the Parliaments, and in the Private Bill Office of the House of Commons, with the vestry clerk of the parish of St. James', Clerkenwell, at his office at Rosoman-street, Clerkenwell, with the vestry clerk to the parish of St. Mary, Islington, at his office at Upper-street, Islington, and with the vestry clerk of the parish of St. Pancras, at his office in Pancras-road, and a copy of so much of the said plans and sections as relates to each of the above-named parishes, together with a copy of this notice, will on or before such 30th day of November, be deposited for public inspection with the parish clerk (if any) of each parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the cost of one shilling for each copy to all persons applying for the same at the office of the undersigned, Messrs. Fowler and Co., 3, Victoria-street, Westminster.

All parties 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, on or before the 15th day of January next, and copies of the objections must at the same

time be sent to the Promoters, addressed to the undersigned, Messrs. Fowler and Co.

Dated this 16th day of November, 1881.

Fowler and Co., 3, Victoria-street, Westminster, Solicitors and Parliamentary Agents.

Board of Trade—Session 1882.

Penmaenmawr Pier.

(Application for Provisional Order for Powers to erect a Pier at Penmaenmawr, and to Levy Tolls, to Lease the Undertaking, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by The Penmaenmawr Pier Company, Limited (hereinafter called "the Company"), for a Provisional Order pursuant to the "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," to confer on the Company the following powers, or some of them, that is to say:—

1. To construct and maintain a promenade pier, with all necessary shipping and landing places and jetty, with all proper works, sea walls, terraces, approaches, toll houses, toll gates, buildings, and other conveniences connected therewith, for promenade, and for the embarking and landing of passengers, fish, goods, and merchandise, and for the safe keeping of boats, such pier to be situate wholly in the parish of Dwygyfylchi, in the county of Carnarvon, and on the foreshore and bay of the sea adjoining the said parish, commencing at a point distant 150 yards or thereabouts, measured in a straight line, in a north-easterly direction, from the north-eastern corner of the building known as Mrs. Macdonald's Bathing House, and extending thence seaward in a north-western direction for the distance of 400 yards or thereabouts, and there terminating.

2. To authorise the purchasing, taking on lease, or otherwise acquiring by agreement, by the Company, of all the lands and hereditaments necessary for the construction of the pier and the approaches thereto, and conveniences connected therewith or otherwise, and to deviate from the lines and levels of the intended works as shown on the plans and sections hereinafter mentioned.

3. To authorise the levying of tolls, rates, and duties upon or in respect of the said pier and works, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

4. The Order will incorporate, with or without variation, the requisite provisions of the "Harbours Docks and Piers Clauses Act 1847," and the "Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

5. To empower the Company to sell, lease, or let, or mortgage the whole or any part of the said undertaking, or 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 given, that on or before the 30th day of November instant, plans and sections of the proposed pier and works, and a copy of this notice, will be deposited with the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon, at the Custom House at Beaumaris, the Custom House at Conway, 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 Company, 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 Carnarvon, at his office at Carnarvon 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 16th day of November, 1881.

Hughes and Pritchard, Bangor, Solicitors.

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

In Parliament—Session 1882.

Electric Lighting, Synchronising, and Pneumatic Bill.

(Incorporation of Company; Power to Light Public and Private Streets, Places, and Buildings within the Counties of Middlesex and Surrey, by means of the Electric Light; to Manufacture and Supply such Light for purposes of Lighting, Heating and Motive Power; to Actuate and Synchronise Clock Mechanism within the said Counties; Purchase, &c., of Lands; to Break up Streets, &c.; to Levy Rents, Rates and Charges; to hold, &c., Patent Rights; Agreements with Sanitary and other Authorities.)

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

To incorporate the Company and to authorise the Company so to be incorporated (in this notice called the Company) to produce and supply electric light, or to supply light produced, or generated, or procured by the means or agency of electricity (and hereinafter included in the expression "electric lighting") for all public and private purposes, including the supply of electric light and electricity, and any such means or agencies as aforesaid for purposes of heating, or motive power within the counties of Middlesex and Surrey, or any part or parts of those counties, and to authorise the Company to actuate and synchronise clock mechanism, whether public or private in the whole or any part of the said counties by means of pneumatic motive power, transmitted through tubes or other mechanical means, and to synchronise or correct errors of time by electricity, or by other means.

-To authorise the Company to manufacture, generate or produce, or to purchase a supply of

electric light for the purposes of lighting, including in such purposes any application of electric light and electricity and any other such means or agency as aforesaid, for the purposes of heating or producing motive power, and to sell and dispose of such light or to charge for the supply thereof; also to carry on the business usually carried on by companies, bodies or persons supplying electric light, or which is or which may become incident thereto, and to erect, provide, maintain and from time to time to alter, enlarge, renew or discontinue all engines, machinery, plant and apparatus used or required in the manufacture, generating or production and supply of electric light, and for actuating and synchronising clock mechanism, and to lay down, place, erect and maintain mains, pipes, pillars, posts, wires, conductors and insulators and other works and apparatus connected therewith, in, through, across, along, under and over, and for such purposes to open, break up and otherwise interfere with streets, roads, lanes, passages, footpaths and other highways and places, tramways, railways, canals, docks, basins, waters, rivers, bridges, houses, works and other buildings within the intended district of supply; and also any sewers, drains, water or gas mains and pipes, telegraph pipes, tubes and apparatus, and all other works in, over or under the same respectively.

To authorise the Company to purchase, take, hold and use patent rights or licences, or authorities under letters patent, or Acts of Parliament, for the use of inventions relative to the manufacture, conversion, or utilization or distribution of electric light, or for the manufacture, commission or utilization of residual products and materials arising in, or resulting from, the manufacture or supply of electric light, or for the use of inventions in relation to the actuating and synchronising clock mechanism.

To empower the Company to manufacture, purchase or hire engines, machinery, meters, fittings and other apparatus used for and in connection with the supply of electric light, and to sell, or let on hire, or otherwise dispose of the same and to levy and collect rates, rents and charges for the sale and supply of electric light, and for the use of such engines, machinery, meters, fittings and other apparatus.

To authorise the Company for the purposes of the intended Act, to purchase or acquire by agreement, and to hold lands and buildings and easements in and over the same, and leasehold and other interests therein.

To authorise the Company to enter into and carry into effect contracts and arrangements for the supply of electric light, and for actuating and synchronising clock mechanism with and to any Corporation, Sanitary Authority, Local Board of Health or Local Board, Trustees of turnpike road, or any highway board or other body constituted in pursuance of any Act relating to highways in England, or any surveyors of any highway or any other corporations, bodies and persons, and with any railway dock and other companies, and to vary, alter, suspend or rescind any such contract or arrangement, or to enter into and carry into effect other contracts or arrangements in lieu thereof or in addition thereto, upon such terms and conditions as they shall respectively think fit.

To authorise and empower the Company for the purposes of the intended Act to make, levy and recover rates, rents and charges, and to grant exemptions from the payment of such rates, rents and charges.

To enable the Company to make and enforce

bye-laws, and to impose penalties for the purposes of the intended Act.

And the Bill will or may incorporate with itself, or make applicable to the purposes thereof, with or without modification, all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Gasworks Clauses Act, 1847," "The Gasworks Clauses Act, 1871," and "The Telegraphs Act, 1863," and it will confer upon the Company all other powers, rights and privileges, and contain all other provisions necessary for carrying into effect the objects of the intended Act, and it will vary and extinguish all such existing rights and privileges as may be inconsistent or interfere with the attainment of any of the objects aforesaid.

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

Dated this 18th day of November, 1881.

Hanly and Fellows, 22, Abingdon Street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1882.

Sea View and Brading Harbour Steam Tramway. (Construction of Tramways between Sea View and Brading Harbour, in the Isle of Wight; Compulsory User, &c., of Streets, Tolls; Use of Steam or Mechanical Power; Agreements with Road Authorities, &c.)

APPPLICATION is intended to be made to the Board of Trade for a Provisional Order, under the Tramways Act, 1870, for the purposes, or some of the purposes following (that is to say):

To authorise a Company to be incorporated in accordance with the rules and regulations of the Board of Trade, or any other Company or Corporation, person or persons, to be named in the Draft Provisional Order (hereinafter called "the Promoters"), to construct and maintain wholly in the Isle of Wight the following tramways, or some or one of them, or some part or parts thereof respectively (that is to say):

A tramway commencing in the parish of St. Helen's, in the Isle of Wight, at a point 10 yards, or thereabouts, from the south side of the tollgate of the Sea View Pier, in the parish of St. Helen's aforesaid, passing thence along the sea shore across Horestone Point and Nodes Point, continuing by the St. Helen's Old Church sea mark over the cart road leading from St. Helen's to the sea beach, proceeding by the north-west side of St. Helen's Milldam and St. Helen's Mill under the cart road from the mill to St. Helen's and under the new road from the Quay at the Brading Harbour to St. Helen's, and terminating by a junction with the railway of the Brading Harbour Improvement Railway and Works Company at or adjoining the St. Helen's Station of the said Company at St. Helen's aforesaid, and which tramway will be wholly in the said parish of St. Helen's.

The line will be single throughout, except two passing places, one immediately north of Horestone Point, the other in the vicinity of the said St. Helen's Old Church sea mark.

The line of tramway will, except at passing places aforesaid, consist of a single pair of rails of the gauge of 4 feet 8½ inches.

To empower the Promoters from time to time to make such crossings, passing places, sidings, junctions, and other works, as may be necessary

or convenient for the efficient working of the proposed tramway, or for providing access to the sea shore or to any stables, engine, 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 same, to make in the same or any adjacent street, road, or land, and maintain, so long as occasion may require, a temporary road or way in lieu of the road or way so discontinued to be used.

To enable the Promoters, for the purposes of the proposed tramways, to purchase by agreement or to take leases or easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same.

To enable the corporations, local boards, vestries, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control and management of the said streets, roads, and places respectively, to enter into contracts and agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

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

To amend or repeal as far as may be necessary or expedient for any of the purposes of the Provisional Order the provisions, or some of the provisions, of the Tramways Act, 1870.

On or before the 30th day of November, 1881, plans and sections of the proposed tramways and works, and a copy of this advertisement, will be deposited at the office of the Board of Trade, London, and for public inspection with the Clerk of the Peace for the county of Southampton, at his office in Winchester; and on or before the same day a copy of the said plans and sections will be deposited in the parish of St. Helen's with the parish clerk thereof, at his residence.

Printed copies of the Draft Provisional Order will be deposited at the Board of Trade on or before the 23rd day of December, 1881, and printed copies of the Draft Provisional Order when deposited, and of the Provisional Order when made, may be obtained on application at the office of Mr. G. T. Porter, No. 4, Victoria-street, Westminster, Solicitor, at the price of 1s. for each copy.

Every company, corporation, or persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1882, and copies of such representation or objections must at the same time be sent to the Promoters, at the under-mentioned offices of their Solicitor; and in forwarding to the Board of Trade such objections, the objectors, or their agents, should state that a copy of the same has been so sent.

Dated this 23rd day of November, 1881.

George T. Porter, 4, Victoria-street, Westminster, Solicitor.

In Parliament—Session 1882.

Plymouth and District Tramways.

(Incorporation of Company; Construction of Tramways; Gauge; Power to use Steam or other Mechanical or Motive Power; Provisions as to User; Compulsory purchase of Lands; Repair, &c., of Streets; Tolls; Agreements 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, wholly in the county of Devon, 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.

A Tramway (No. 1), commencing in Russell-street, at a point in the centre of that street, about $\frac{1}{2}$ chain from the letter pillar-box opposite the Globe Hotel Tap, thence passing along Russell-street, Richmond-street, Cobourg-street, Portland-villas, Albany-place, North-road, Houndiscombe-road, Mutley-plain, Townsend-hill, Mannamead-road, to Compton-lane End, and terminating opposite the south-west corner of Compton-lane.

Tramway (No. 1) will be a single line, except at the following places, where it will be a double line, viz., from a point in Russell-street opposite the centre of Willow-street for a distance northwards of about 1.21 chains.

In Houndiscombe-road, 3.40 chains from the west corner of North-road for a distance northwards of about 1.50 chains.

In Mutley-plain, commencing at a point in the centre of that road, about 1.20 chains distant from the north corner of Lewis Jones' Cottages, to a point opposite the Hyde Park Hotel.

In Mannamead-road, commencing 3 chains from the termination of the said Tramway (No. 1) at Compton-lane End, and continuing in a northerly direction for a distance of 2 chains, which said intended Tramway (No. 1) will pass from, through or into the parishes, townships, and extra-parochial places of St. Andrew's, Charles the Martyr, and Compton Gifford, or some of them, in the county of Devon.

Tramway (No. 2), commencing by a junction with Tramway (No. 1) in Russell-street, opposite the north corner of Cornwall-street, passing in an eastwardly direction along Cornwall-street, East-street, crossing Old Town-street, Treville-street, Exeter-street, Embankment-road, crossing over the Great Western Railway Bridge, along the Exeter-road, through Laira to Plympton, terminating opposite the yard of the Plymouth Inn, Ridgway.

Tramway (No. 2) will be a single line, except at the following places, where it will be a double line, viz.:—

In Jubilee-street, commencing at a point opposite the east corner of Jubilee-place, for a distance eastward of about 2 chains.

In the Embankment-road, from a point opposite

Anthony-lane, for a distance measuring in an easterly direction of about 5.60 chains.

In the Exeter-road, at its junction with the Lipson-road at Laira, for a distance eastward of about 1.50 chains.

In the Exeter-road, from the east corner of the cottage nearest to the Fort in Lower Crab-tree, for a distance eastward of about 2 chains.

In the Exeter-road, commencing $2\frac{1}{2}$ chains on the Plymouth end of Plympton Bridge (across the Tavy) for a distance eastward of about 2 chains.

The said Tramway (No. 2) will pass from, in, through, or into the parishes, townships and extra-parochial places of Saint Andrew, Charles the Martyr, Laira, Egg Buckland, and Plympton St. Mary in the county of Devon.

Tramway (No. 3), commencing by a junction with Tramway (No. 2) in Cornwall-street, about 40 links from its commencement and by a junction with Tramway (No. 1) at its commencement as hereinbefore described in Russell-street, passing along Bedford-street, Westwell-street, Princess-square, Lockyer-street, St. George's-place, Millbay-road, West Hoe-road, Radford-road, and terminating opposite the front of the Pier in Grand Parade-road.

Tramway (No. 3) will be a single line except at the following places, where it will be a double line, viz.:—

In Bedford-street, from the north-east corner of the Globe Hotel, for a distance eastward of about 2 chains.

In Lockyer-street, for a distance westward of about 2 chains from the east corner of that street.

In Millbay-road, from opposite the east corner of the Duke of Cornwall Hotel, for a distance westward of about 1.50 chains.

In Grand Parade-road, from a point $2\frac{1}{2}$ chains from the termination of the Tramway, for a distance in an easterly direction of $1\frac{1}{2}$ chains.

Tramway (No. 3) will be wholly situate in the parish of St. Andrew, in the county of Devon.

Tramway (No. 4), commencing by a junction with Tramway (No. 3) in Princess-square at the end of Westwell-street, passing along Princess-place, Notte-street, Southside-street, to the Barbican, and terminating at a point opposite the south end of Brunswick Inn.

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

For a distance measuring in a south-easterly direction of 1.50 chains, commencing at the north-west corner of the Bristol Inn.

In the Barbican, commencing about 3 chains from the termination of the tramway, and continuing south for about 2 chains.

Tramway (No. 4) will be wholly situate in the parish of St. Andrew, in the county of Devon.

Tramway (No. 5), commencing by a junction with Tramway (No. 1) at the junction of Russell-street with Morley-street, passing along Morley-street, Cambridge-street, Oxford-street, Sidney-street, across North-road, along Albert-road, Pennycomequick, Deadlake-lane, over the London and South Western Railway by the bridge leading to Providence-place, along Paradise-place, Lower Stoke-road to Devonport, and terminating in Fore-street at a point opposite the south-east corner of Princes-street.

Tramway (No. 5) will be a single line except at the following places, where it will be a double line, viz.:—

In Deadlake-lane, from the west side of the railway arch of the Great Western Railway to the south end of the bridge, passing over the Cornwall Railway at Wingfield-villas.

In Paradise-place, commencing at a point

opposite the east corner of the Terminus Hotel, for a distance west of about 1·50 chains.

In Fore-street, Devonport, commencing at about 3·50 chains from the termination of the Tramway, and continuing in a westerly direction for about 2 chains.

Tramway (No. 5) will be situated in the parishes and townships and extra-parochial places of St. Andrew's and Stoke Damerel, in the county of Devon.

Tramway (No. 6), wholly in the parish of Stoke Damerel, commencing by a junction with Tramway (No. 5) at the junction of the road over the Cornwall Railway-bridge leading from Wingfield-villas with Deadlake-lane, passing along said bridge, along Wingfield-villas, across Stoke-road, Osborne-villas, Osborne-road, over the Cornwall Railway Bridge, along Valletort-road, along Higher Portland-road and Victoria-street to Albert-road, and terminating in Albert-road opposite the Railway Inn.

Tramway (No. 6) will be a single line except at the following places, where it will be a double line, viz. :—

In Valletort-road, from the south-west corner of Osborne road, for a distance westward of about 1·50 chains.

In Albert-road, from the south-west corner of Victoria-street, for a distance westward of about 2 chains.

Tramway (No. 7) wholly in the parish of Stoke

Damerel, commencing by a junction with Tramway (No. 5) in Lower Stoke-road at the junction of that road with Trafalgar-place, passing along Trafalgar-place, Tavistock-road, and Tavistock-street, terminating in the centre of Stoke-road, about 33 links from the lamp-post at the north end of Donegal-place.

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

In Trafalgar-place, commencing about 1 chain south of the lamp-post at the corner of Beyrout-place, continuing in a north-easterly direction for a distance of about 2 chains.

In Stoke-road opposite the north-west corner of Brunswick-place extending in a southerly direction for a distance of about 1·40 chains.

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 ..	Russell-street ..	Both sides ..	From the south corner of the first turning to Frankfort-square for a distance northward of about 1·50 chains.
	Richmond-street ..	South side ..	For the whole length of the street.
	Cobourg-street ..	Both sides ..	Between Richmond-street and Portland-villas.
	Portland-villas ..	North side ..	From the west end of Portland-villas to west corner of Albany-place.
	Albany-place ..	East side ..	For the whole length of Albany-place.
No. 2 ..	North-road ..	Both sides ..	From the centre of the junction of Albany-place with the North-road in an easterly direction to the centre of the junction of Houndiscombe-place with the North-road.
	Cornwall-street ..	Both sides ..	For the whole length of the street.
	East-street ..	East and north ..	For the whole length of the street.
	Treville-street ..	North side ..	From a point opposite the Royal Mail Post House to a point about 1 chain beyond the west corner of Charles-street.
	Briton-side, Exeter-street	Both sides ..	And from 1 chain from the west corner of Charles-street for a distance (eastward) of about 60 links
		North side ..	And for a further distance of about 1·20 chains.
	Exeter-road ..	North side ..	From opposite the west corner house in St. Martin's-lane to the corner of St. John's Church at Shepherds-lane.
No. 3 ..	Russell-street ..	Both sides ..	From the westerly corner of Arnold's-cottages for a distance (eastward) of about 1·8 chains.
		Both sides ..	From a point 3 chains short of the second milestone in the Exeter-road for a distance (eastward) of about 2 chains; from a point opposite (the western) corner of Sunny Bank Villa, Laira, for a distance in a north-easterly direction of 10 chains; from the east side of the level crossing of the Dartmoor Tramway to the western end of Longbridge. The entire length of the Great Western Railway Bridge at Plympton Saint Mary; from the east corner of Plympton Saint Mary's Churchyard to the termination of the Tramway.
		East side ..	From the Letter Box opposite the Globe Hotel Tap to the north-east corner of the Globe Hotel.
		East side ..	From the east corner of Buckland-terrace to the west corner of Albion Hotel.
	West Hoe-road ..	East side ..	From the north-west corner of the Barracks to the south-west corner of the Barracks.
	Radford-road ..	East side ..	From a point distant 85 links from the north-east end of Radford-road for a distance of 5·60 chains.

Tramway.	Name of Road.	On which side of Road.	Points between which.
No. 4 ..	Notte-street ..	Both sides ..	From the junction of Notte-street with Princess-place, to the junction of Notte-street with Southside-street.
	Southside-street ..	Both sides ..	From the north-west end of Southside-street to a point distant 90 links from the junction of Southside-street with White-lane, and from that junction to the north end of the Barbican.
No. 5 ..	Oxford-place ..	Both sides ..	4 feet from the south-west corner of Claremont-street to the junction of Sydney-street with Oxford-place.
	Sydney-street ..	Both sides ..	The whole length of the street.
	Pennycomequick	Both sides ..	From a point 27 feet from the borough boundary to the junction of Deadlake-lane with Pennycomequick, and from that point up the Deadlake-lane as far as the western end of the Cornwall Railway Arch.
	Providence-place	Both sides ..	From a point opposite the south-east corner of Waterloo-place to the junction of Providence-place with Paradise-place.
No. 6 ..	Paradise-place and Lower Stoke-road	Both sides ..	From the south-west corner of Wellington-street to the junction of Trafalgar-road with Lower Stoke-road.
	See fourth column	Both sides ..	From the south end of the railway bridge leading to Winkfield-villas to the east end of the said villas.
	Osborne-road ..	Both sides ..	From the north corner of Osborne-road to its junction with Underhill-road.
No. 7 ..	Trafalgar-place ..	West side ..	Commencing about 6 chains south of the corner of Tamar-terrace, to a point opposite the said corner.
		Both sides ..	From the south-east corner of Stoke-terrace to two doors in a north-easterly direction beyond the junction of York-place with Tavistock-road.
	Tavistock-street..	Both sides ..	From the south-east corner of the Cross Keys Inn for a distance south-east of about 80 links. The front of the second house (measuring in an easterly direction) from the corner of Church-street.
		Both sides ..	Commencing at a point 3.50 chains from the lamp post at the north-east corner of Church-street to the junction of Stoke-road with Tavistock-street.

Each of the Tramways hereinbefore mentioned is intended to be constructed on a gauge of 3 feet 6 inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To authorise the Company to work the said Tramways or some of them, or some part or parts thereof, by means of steam or other mechanical or motive power.

To authorise the Company to enter upon and open the surface of, and to alter, stop up, remove and otherwise interfere with streets, highways, public roads, ways, footpaths, bridges, railways, tramways, canals, watercourses, sewers, drains, pavements, thoroughfares, waterpipes, gaspipes and electric telegraph pipes, tubes, wires and apparatus, within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, renewing, altering or reinstating the proposed Tramways, or of substituting others in their place or for 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 within the parishes, townships and extra-parochial places mentioned in this notice for the purposes of the intended Tramways, and

to erect and hold offices, buildings and other conveniences on any such lands or on any portions thereof, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses so to be purchased or taken.

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

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads or places upon or along which any of the proposed Tramways, rails or plates may be laid, and to exempt the Company from the payment of the whole or some part of any rate or assessment in respect of any portion or part of any street, road or place upon or along which any of the proposed Tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling or materials.

To reserve to the Company the exclusive right of using on the proposed Tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed Tramways by persons or Corporations other than the Company with carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail; and to authorise and give effect to agreements between the Company and any other persons or Corporations for the use of the said Tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads or places in which the proposed Tramways will be laid or any part or parts thereof; and along, over and across such Tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities or either of them, or any or some or one of Her Majesty's Principal Secretaries of State or the Board of Trade, or some other public body or authority, to make bye-laws, rules and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules and regulations or any of the provisions of the 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 arise, 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 confirm any agreements which have been or may be made touching any of the matters mentioned in this notice.

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

To amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions, or some of the provisions of "The Tramways Act, 1870."

And notice is hereby also given, that duplicate plans and sections of the proposed Street Tramways and works, the plans showing also the lands to be taken compulsorily under the powers

of the Bill, with a book of reference to such plans, 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 Devon, at his office at the Castle, Exeter, in the said county; and that a copy of so much of the said plans, sections and book of reference as relates to each of the parishes from, in, through or into which the intended Street Tramways and works will be made or pass, or in which any lands to be taken compulsorily under the powers of the Bill are situate, and also a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of 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 14th 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.

Edgware and Harrow Junction Railway.

(Incorporation of Company with Powers to Construct a Railway from Edgware to Harrow, and to Use portions of the Edgware and Highgate, and the Kingsbury and Harrow Railways; Tolls, and Alteration of Tolls; Compulsory Purchase and taking of Lands and Houses; Working and Traffic Agreements and Arrangements with the Great Northern, and the Metropolitan Railway Companies, and Powers to those Companies to Subscribe to the Undertaking and to Appoint Directors; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament next Session for leave to bring in a Bill for an Act to incorporate a Company (hereinafter referred to as "the Company"), and to confer on that Company all necessary powers to carry into effect the following purposes, or some of them, that is to say:—

To make and maintain the railways herein-after mentioned, or some or one of them, or some part or parts thereof, with all necessary stations, junctions, approaches, works and conveniences connected therewith respectively, that is:—

Railway No. 1.—A railway commencing in the parish of Edgware, in the county of Middlesex, by a junction with the Edgware and Highgate Branch of the Great Northern Railway, at a point on the west side of the bridge carrying the said railway over Deans Brook, 374 yards or thereabouts, measured in an easterly direction along the said railway from the east end of the platform of the Edgware Station, and terminating in the parish of Harrow-on-the-Hill, in the county of Middlesex, in a field named "Hydefield Close," belonging or reputed to belong to John Graham Smith, and now or lately occupied by John Pring, at a point about 66 yards measured in a westerly direction from the north-eastern corner of that field.

Railway No. 2.—A railway wholly situate in the parish of Harrow-on-the-Hill, in the

county of Middlesex, commencing by a junction with the intended Railway No. 1, in a field named "Little Leys," belonging or reputed to belong to the Reverend R. C. Smith, and now or lately occupied by Daniel Hill, at a point about 54 yards measured in a south-westerly direction from the north-east corner of the said field, and terminating by a junction with the authorised Harrow and Rickmansworth Railway, at a point on and measured along the centre line thereof, as shown on the deposited plans of that railway, 7 miles and 0.80 chains, or thereabouts from its commencement.

Railway No. 3.—A railway wholly situate in the parish of Harrow-on-the-Hill, in the county of Middlesex, commencing by a junction with the intended Railway No. 1 in the said field, named "Little Leys," at the intended commencement of Railway No. 2, and terminating by a junction with the authorised deviation of the Kingsbury and Harrow Railway, at a point on and measured along the centre line thereof, as shown on the deposited plans of that railway, 4 furlongs 6.30 chains or thereabouts from its commencement. The said railways will pass from, through, or into, and be situate in the parishes or places of Edgware, Whitchurch, Stanmore, Great Stanmore, Little Stanmore, Hendon, Harrow-on-the-Hill and Pinner, or some or one of them, all in the county of Middlesex.

To deviate laterally from the lines of the intended railways and works to the extent shown upon the plans hereinafter mentioned, or as may be prescribed by the intended Act, and also to deviate vertically from the levels thereof shown upon the sections hereinafter mentioned.

To purchase and take (by compulsion or agreement) for the purposes aforesaid, or any of them, lands, houses and hereditaments, and rights of way, easements and other rights in or over lands, houses and hereditaments; to vary and extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with the construction, maintenance or use of the said intended railways and works, or any of them, and to confer, vary and extinguish other rights and privileges; and also to cross, alter, divert and stop up or otherwise interfere with, whether temporarily or permanently, such turnpike or other roads (public and private), streets, lanes, paths, highways, railways, tramways, rivers, canals, navigations, brooks, streams, sewers, gas, water and other pipes, telegraph wires, posts, pipes and apparatus, culverts, drains, waters and watercourses, as it may be necessary or expedient to cross, alter, divert, stop up or interfere with for the purpose of making and maintaining the said intended railways, or the works, approaches, stations or conveniences connected therewith respectively.

To levy tolls, rates, and duties upon or in respect of the said intended railways, and upon or in respect of the railways or portions of railway stations and works hereinafter mentioned of the other Railway Companies hereinafter named, and for the conveyance of passengers, animals, and goods thereon respectively, and to alter the tolls, rates and duties which are now authorised to be taken on or in respect of those railway stations and works, and to confer exemptions from the payment of such several tolls, rates and duties.

To enable the Company, on the one hand, and the Great Northern Railway Company and the Metropolitan Railway Company, 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 by the contracting Companies of the said intended railways and works, or any of them, or 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 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 authorise the apportionment of joint committees for carrying into effect any such agreements 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 enable the Company and all Companies and persons lawfully using or working the railways of the Company, or any of them, to run over and use with their engines, carriages, waggons and trucks, and for traffic of every description, and with their clerks, officers and servants, and upon such terms and conditions, and on payment of such tolls, rates and charges as may be agreed upon, or, failing agreement, be settled by arbitration or defined by the intended Bill.

So much of the Edgware and Highgate Branch of the Great Northern Railway as lies between the Mill Hill Station thereon, and the termination of that railway at Edgware, including the Mill Hill and Edgware Stations, and the works and conveniences connected therewith respectively.

So much of the Harrow and Rickmansworth Railway of the Metropolitan Railway Company as lies between the junction therewith of Railway No. 3 and the station on that railway at Harrow-on-the-Hill, including the user of that station, and the works and conveniences connected therewith.

To require the Great Northern Railway Company and the Metropolitan Railway Company, or either of them, to receive, book through, forward, accommodate, and deliver on and from their respective undertakings, 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 (reciprocal or otherwise) 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 the said Companies may respectively take and receive upon their respective undertakings.

To authorise the Great Northern Railway Company and the Metropolitan Railway Company, or either of those Companies, to subscribe and contribute funds towards the making of the intended railways or any of them, and to take and hold shares in the capital of the Company, and to guarantee to or for the Company the payment of interest or dividend (annual or otherwise), or other payments on all or any shares or stock of the Company, and the principal or interest of any loan, and for such purposes to apply their respective capital or corporate funds, and to raise further moneys by the creation of new shares and stocks, either ordinary or preference, in their respective undertakings, or by borrowing, or by all or any of those means, and to nominate or appoint one or more director or directors of the Company in respect of the moneys so subscribed:

or guaranteed by them or other their interest in the Company's undertaking,

The intended Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and will incorporate with itself all necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend, enlarge, or repeal, so far as may be necessary for the purpose aforesaid, all or some of the provisions of the several local and personal Acts following, that is to say: 9 and 10 Vict., cap. 71; 25 and 26 Vict., cap. 46; 30 and 31 Vict., cap. 13, and all other Acts relating to the Great Northern Railway Company; 17 and 18 Vict., cap. 221; 36 and 37 Vict., cap. 149; 43 and 44 Vict. (Sess. 2), cap. 166; and all other Acts relating to the Metropolitan Railway Company.

On or before the 30th day of November instant, plans and sections describing the lines and levels of the intended railways and the lands and houses which may be taken for the purposes thereof, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and houses, also an Ordnance or other published map, with the lines of railway delineated thereon, showing their general course and direction, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, E.C., 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 proposed railways will be made, and in which any lands or houses intended to be taken are situate, and also a copy of this notice as 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 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 intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1881.

Burdett-Cunningham and Anwyl, St. Stephen's - chambers, Westminster, S.W., Solicitors.

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

Board of Trade.—Session 1882.

In the Matter of the Gas and Water Works Facilities Act, 1870:

Calne Water Works Company Limited.

(Application to Board of Trade for Provisional Order to construct, maintain, and continue Waterworks and works connected therewith, in, and supply Water to, the town of Calne, in the county of Wilts and its neighbourhood, and to levy Rates, and for other purposes.)

NOTICE is hereby given, that the Calne Water Works Company Limited, Calne, in the county of Wilts, intend to promote and to make application forthwith for a Provisional Order having the following objects, namely:—

To supply water to the town of Calne and neighbourhood.

To purchase, lease, or otherwise acquire certain lands at Calstone Wellington, in the parish of Calne, and to construct and erect thereon a service reservoir and whatsoever else may be required to secure the objects for which the Company is formed.

To acquire by agreement or otherwise the right of abstracting as much water as may be required by the Company from the amount yielded by certain springs at Calstone Wellington aforesaid.

To provide and lay and fix all necessary pipes, syphons, sluice valves, fireplugs, hydrants, and standposts on, over, under, or through any private lands, roadways, carriageways, footpaths, bridges, culverts, rivers, streams, or watercourses, within the limits of the district proposed to be supplied with water.

To supply under certain statutory limitations and powers water for domestic purposes to the houses within the district intended to be supplied, and to levy rates or make charges upon any houses so supplied.

To supply water for public purposes, flushing sewers, or watering streets, and for trade or manufacturing purposes by meter or measure or otherwise, as may be determined, and to make charges therefore.

To do all such other things as may be necessary or conducive to the interests of the Company, or to the attainment of the above objects.

The said works are intended to comprise a service reservoir and other necessary works at or near the said springs, and also a system of cast-iron pipes, six inches in diameter, carrying the water to the town of Calne, whence it will be distributed in smaller pipes together with hydrants service and stand pipes for the delivery of water to the owners, inhabitants, and occupiers in the district aforesaid.

The names of the parishes in which the proposed works (if any) will be made and the said pipes will be laid, are as follows:—Parishes of Calne, Blackland, and Calstone Wellington, in the said county of Wilts.

The documents and plans relating to the said Provisional Order required by the Statutes and Rules of the Board of Trade in that behalf to be deposited by the promoters will be deposited on or before November 30th, 1881, at the offices of the Board of Trade, Whitehall, and also in the office of the Clerk of the Peace for the county of Wilts, at Marlborough.

Printed copies of the Draft, Provisional Order, and of the Provisional Order when made, will be obtainable by any person at the office of Mr. Edward Robert Henly, Solicitor, Calne, Wilts, and at the office of Mr. Edward George, Parliamentary Agent, No. 158, Strand, London, on payment of one shilling for each copy supplied.

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 for the said Provisional Order, may do so by letter 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. In forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been forwarded to the Promoters or their agents.

Dated this 17th day of November, 1881.

Edward R. Henly, Calne, Wilts, Solicitor to the Company.

Edward George, 158, Strand, London, Parliamentary Agent.

In Parliament—Session 1882.

Stroud Water.

(Incorporation of Company—Construction of Works—Collection, Storage, Distribution, and Supply of Water to Parishes, &c., within Borough of Stroud, and to the Parish of Eastington, in the County of Gloucester—Compulsory Purchase of Lands; Rates, Rents, and Charges—Power to Purchase Water and Waterworks, &c., of Local Board of Health and other Companies, Bodies, and Persons—Sale or Lease of Lands—Agreements with Corporations, Companies, Local Boards and Authorities, &c.—Protection of Works, &c., of 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 effecting the purposes, or some of the purposes, following, that is to say:—

(1.) To incorporate a Company and to enable the Company to be incorporated (hereinafter called "the Company") to make and maintain the wells, works, pumping station, reservoirs, and conduit or line of pipes hereinafter mentioned, that is say:—

(a.) A well, pumping station, and reservoir, to be situate in the parish of Minchinhampton, in the borough of Stroud and county of Gloucester, in a field belonging to William Chapman, and in the occupation of George Drew, bounded on the north by the Thames and Severn Navigation Canal, on the south partly by the Great Western Railway and partly by a turnpike road leading from Chalford to Cirencester, on the east by the fence forming the boundary of the parish of Minchinhampton, and on the west by land belonging to the Great Western Railway Company.

(b.) A reservoir and works, to be situate in the said parish of Minchinhampton, in the triangular piece of land, being part of Minchinhampton Common, formed by the intersection of the roads leading from Amberley and Stroud to Minchinhampton respectively, at a point distant about 260 yards north-west from the house known as the Windmill, and containing two acres or thereabouts.

(c.) A conduit or line of pipes commencing at the pumping station aforesaid, and terminating in the said reservoir on Minchinhampton Common, and which said conduit or line of pipes will pass through the parishes of Minchinhampton, Bisley, and Stroud, all in the county of Gloucester.

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 take, collect, and divert into the intended well, works, pumping station, and reservoirs aforesaid, and therein impound, and thence distribute the waters of any springs and streams on or near the site of the intended well, works, pumping station, and reservoirs, or on any lands for the time being belonging to the Company.

4. To enable the Company to supply water for public and private purposes to and within the following or some of the following parishes, townships, extra-parochial and other places, that is to say: Avening, Bisley, Chalford, Haywardsfield, Horsley, King-Stanley, Leonard-Stanley, Minchinhampton, Nailsworth, Painswick, Pitchcombe, Randwick, Rodborough, Stonehouse, Stroud, and Woodchester, all in the borough of Stroud and county of Gloucester; so much of the parishes of Brookthorpe and Standish in the said

county as lies within the said borough; and the parish of Eastington, in the county of Gloucester.

5. To empower the Company to supply their customers with water by meter, and to authorise the Company to sell meters or let them on hire.

6. To authorise the Company to make and maintain and from time to time renew, in the parishes, townships, and places aforesaid, and every or any of them, in connection with the intended works, all necessary and convenient approaches, embankments, roads, ways, wells, tanks, reservoirs, filtering beds, dams, sluices, outfalls, channels, conduits, drains, mains, pipes, engines, works, and conveniences, for collecting, filtering, storing, and distributing water.

7. 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 over lands, houses, springs, streams, waters, and other hereditaments, in the parishes, townships, and places aforesaid, for the purposes of the intended works or of the Bill, including two acres or thereabouts of the commonable land in the parish of Minchinhampton, known as Minchinhampton Common; and the Bill will, or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters, and hereditaments.

8. To empower the Company to break up, alter, divert, or stop up, either temporarily or permanently, any turnpike and other roads, streets, highways, footpaths, bridges, canals, towing paths, streams, 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.

9. To authorise and empower the Company to demand, and 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.

10. To authorise the Company to acquire by agreement any waterworks, mains, or pipes, and all lands, waters, sources of water, agreements, rights, and privileges belonging to the local board of health for the district of Stroud, in the county of Gloucester, or to any company, body, or person within the district of supply of the Company, and to confer upon the said local board and any such company, body, or persons 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.

11. 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.

12. 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 corporation, 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.

13. 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.

14. 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.

15. 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 as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Gloucester, at his office at Gloucester, in that county, and with the parish clerks of the parishes of Minchinhampton, Bisley, and Stroud, aforesaid, at their respective residences.

16. 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.

Bellamy, Strong, and Co., 54¹/₂, Bishopsgate-street Within, London, E.C., Solicitors for the Bill.

Hanly and Fellows, 22, Abingdon-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1882.

Brimstone Saltings Reclamation.

(Construction of Embankment across Barlinghall Creek, in the County of Essex; Cultivation and Improvement of Lands, 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 for effecting the objects, or some of the objects following, that is to say:—

To authorise and empower John Emerson, of Gloucester-road, Kew, in the county of Surrey, Gentleman, lord of the manors of Great and Little Wakering, in the county of Essex, or his heirs or assigns, to make and maintain an embankment to be wholly situate in the parish of Little Wakering, in the said county of Essex (with all necessary works and conveniences connected therewith), commencing at or near a point on the eastern side of the western portion of the embankment surrounding the Brimstone Saltings, 94 yards or thereabouts east of the south-east corner of the barn premises of Barling Hall farmhouse, in the occupation of Mr. Thomas Hudson, thence proceeding in a north-easterly direction across Barling Hall Creek, and terminating at or near a point on the western side of the north-eastern portion of the said embankment surrounding the said Brimstone Saltings, 160 yards or thereabouts from the point of commencement hereinbefore described.

To authorise the said John Emerson, his heirs or assigns, by means of the said embankment, and for the purposes of the said Bill, to close, stop up, alter, or divert, either temporarily or permanently, the Barling Hall Creek and Fleet-head Creek, in the parish of Little Wakering, in the county of Essex aforesaid, or any part or parts thereof respectively, and any other rivers, cuts, creeks, channels, streams or drains; and to alter, vary, divert, and stop up either temporarily

or permanently, drains, sluices, watercourses, streams, banks, ways, and roads.

To enclose, reclaim, warp, drain, improve, and convert to agricultural, building, or any other purposes, so much of the bed and sands of Brimstone Saltings, in the parish of Little Wakering and county of Essex aforesaid, and all such land, sands, and foreshore (if any) as will be enclosed by the proposed embankment.

To confirm all contracts and agreements already or which may hereafter be entered into between the owners or other parties interested in the lands to be reclaimed, and the said John Emerson, his heirs or assigns, or any person or persons on his or their behalf, and to authorise other contracts and agreements, and 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, full powers of conveying lands or any interest therein, for the purposes of the intended Act.

To deviate laterally from the lines of the intended embankment and other works to the extent shown on the plans to be deposited as hereinafter mentioned, and also to deviate from the levels of the said works as defined on the sections to be deposited as hereinafter mentioned.

To enable the said John Emerson, his heirs or assigns, to purchase by compulsion lands and other property within the aforesaid parishes and places for the purposes of the said embankment, reclamation, and other works, and of the Bill and to vary, repeal, or extinguish all rights and privileges connected with such lands and other property so proposed to be purchased and taken, or which would in any wise impede or interfere with the construction, maintenance, or use of the intended works, or the reclamation of the lands proposed to be reclaimed, and to confer, vary, and extinguish other rights and privileges.

To vary, extinguish, exclude, or modify all rights of foreshore or frontage, and all ferry, wharfage, and quay rights, rights of anchoring and beaching, and other rights, powers, privileges, franchises, and jurisdictions which will impede or interfere or are inconsistent with the objects and purposes of the Bill or any of them, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the said intended embankment and works, and the lands and other property in or through which the same 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 and other property, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in that county, and on or before the same day a copy of the said plans, sections, and book of reference will be deposited with the parish clerk of each parish in or through which the proposed embankment and works are to be made, and in the case of an extra-parochial place with the parish clerk of some adjoining parish.

Printed copies of the Bill 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.

John Locke Jeans, 1, Clement's-inn, Strand, W.C., Solicitor for the Bill.

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

In Parliament—Session 1882.

Great Western Railway—No. 1.

(Railways in the Counties of Worcester and Cornwall; Bridges, Footpaths and Roads, and Stopping up of Roads, in the Counties of Cornwall and Brecon; Additional Lands in the Counties of Worcester, Devon, Cornwall, and Brecon; Powers to Company and Helston Railway Company as to Railways at Gwinear Road and Helston; Powers to Company and London and North Western Railway Company as to additional Lands in the County of Hereford; Powers to Company and Tiverton and North Devon Railway Company as to additional Lands in the County of Devon; Amendment of Section 92 of the Lands Clauses Consolidation Act, 1845; Provision as to Repair and Construction of Roads; Tolls; Provisions as to Superfluous Lands on the Railways of the Company; Vesting the Undertakings of the Swindon and Highworth Light Railway Company and the Berks and Hants Extension Railway Company in the Company; Power to Company to subscribe to the Capital or Debenture Debt of the Alexandra (Newport) Dock Company and the Bala and Festiniog Railway Company; Agreements with the Whitland and Cardigan Railway Company as to the Debenture Debts and Preference Capitals of that Company; Agreements with Corporation of Bodmin and Local Board of Health of Camborne; Confirming Agreements with the Tiverton and North Devon and Teign Valley Railway Companies and the Vestry of the Parish of Paddington; Provisions as to Prevention of Trespass on Railways of Company; Provisions as to the Working of the Stratford and Moreton Railway, and Shipston-on-Stour Branch; Abandonment of part of the Shipston-on-Stour Branch; Further Powers with reference to the Superannuation Funds of the Company and of the Railway Clearing House; Revival of Powers for Purchase of Lands for and Completion of certain parts of the Coleford Railway; Power to Company and the Ross and Ledbury and Newent Railway Companies or either of them to sell and dispose of certain parts of the Hereford and Gloucester Canal; Release of the Deposit made in respect of the Acton and Brentford Railway; Power to apply Corporate Funds; Capital; Powers to Helston, London and North Western, Tiverton and North Devon, and Coleford Railway Companies to apply Corporate Funds; Amendment of Acts).

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

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

1. A railway (No. 1) to be wholly situate in the township of Darlingscote, in the parish of Tredington, in the county of Worcester, commencing by a junction with the Stratford and Moreton Railway of the Company at a point thereon about 8 chains northward of the level crossing of the said railway at Longdon Farm, and terminating by a junction with the Shipston-on-Stour Branch of that railway about 1 chain north-westward of where the road from Darlingscote to Longdon Farm crosses the said Branch on the level.

No. 25042.

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2. A railway (No. 2) commencing in the parish of Saint Winnow, in the county of Cornwall, in the Bodmin Road Station of the Cornwall Railway, and terminating in a field situated within the borough and parish of Bodmin, the property of the Mayor, Aldermen, and Burgesses of the said borough, in the occupation of John Mudge, and numbered 1563 upon the tithe apportionment map of the said borough and parish, which field is situate on the western side of the road leading from Bodmin to Lostwithiel and partly opposite to the south-western corner of the wall of the Militia Stores and Barracks in Bodmin, which intended Railway will pass from, through or into the several parishes, townships, extra-parochial or other places following, or some of them, viz.: Saint Winnow, Cardinham, Lanhydrock, and the borough and parish of Bodmin, all in the county of Cornwall.

3. A railway (No. 3) to be situated wholly within the said borough and parish of Bodmin, in the county of Cornwall, commencing by a junction with the intended Railway No. 2 at the termination thereof hereinbefore described, and terminating at the north-west corner of a garden, the property of the Right Hon. Lord Robartes, and occupied by Spry Harris, which said garden forms part of the field numbered 1677 on the tithe apportionment map of the borough and parish of Bodmin, and is situate at the point of bifurcation of the two roads at the southern end of the town of Bodmin, one of which leads from Bodmin to Lostwithiel and the other from such last-mentioned road towards Kirland and Tregullon.

4. A railway (No. 4) to be situated wholly within the said borough and parish of Bodmin, in the county of Cornwall, commencing by a junction with the intended Railway No. 3 in a field, the property of the Right Hon. Lord Robartes, and in the occupation of Spry Harris, and numbered 1675 on the tithe apportionment map of the said borough and parish of Bodmin, and which field is situate about 12 chains southward of the said point of bifurcation, passing thence in a south-westerly direction for a distance of about 13 chains, and terminating in a field, the property of the representatives of the late Thomas Hext, and in the occupation of Thomas Baron, and numbered 1582 on the tithe apportionment map of the said borough and parish.

5. A railway (No. 5) to be situated wholly within the said borough and parish of Bodmin, in the county of Cornwall, commencing by a junction with the intended Railway No. 2 at the termination thereof, and passing thence in a north-westerly direction for a distance of about 15 chains, and terminating by a junction with the intended Railway No. 4 at the termination thereof.

6. A Railway (No. 6) commencing in the said borough and parish of Bodmin by a junction with the intended Railways Nos. 4 & 5 at the termination thereof, and terminating in the parish of Bodmin on the eastern side of the road leading from Boscarne Mill to Boscarne Farm, adjoining and to the southward of the southern fence of the Bodmin and Wadebridge Railway, which intended railway will pass from, through or into the several parishes, townships extra-parochial or other places following, or some of them, viz.: the borough and parish of Bodmin, in the county of Cornwall.

To widen, extend and enlarge, at the northern end thereof, the bridge in the parish of Redruth, in the county of Cornwall, which carries the Company's railway over the public carriage road near the western end of the Company's Redruth Station.

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

So much as lies within the boundaries of the

Company's property of the tramway in the parish of Penderyn, in the county of Brecon, which crosses the railway of the Company on the level immediately adjoining and on the eastern side of the signal box, which is situate 127 yards or thereabouts westward of the western end of the down passenger platform at the Hirwain Station; and in lieu thereof to make and maintain a new tramway under the said railway near to the site of the said level crossing, such tramway to commence by a junction with the existing tramway about 96 yards northward of the said level crossing, and to terminate by a junction with such tramway about 85 yards southward of such crossing, and to be situate wholly in the said parish.

So much as lies within the boundaries of the Company's property of the road, in the last-mentioned parish and county, which crosses the said railway of the Company on the level 27 yards or thereabouts eastward of the said signal box, and in lieu thereof to make and maintain a new road over the said railway at or near the site of the said level crossing, such road to commence by a junction with the existing road about 36 yards northward of the said level crossing, and to terminate by a junction with such road 48 yards southward of such crossing, and to be situate wholly in the said parish.

To enable the Company to purchase by agreement or compulsion lands (which expression in this notice includes houses and buildings) for the purposes of the railways, bridges, roads and works to be authorised by the intended Act or described therein, also to purchase by agreement or compulsion for any of the purposes of the intended Act, and for the general purposes of their undertaking and works connected therewith, and for providing increased accommodation, the lands following, that is to say:—

Certain lands in the parish of Shipston-on-Stour, in the county of Worcester, on the western side of and adjoining the Shipston-on-Stour Branch Railway of the Company, and extending for a distance of about 9 chains northwards of the northern end of the terminus of the said railway at Shipston-on-Stour.

Certain lands in the parish of East Teignmouth, in the county of Devon, situate on the southern side of and adjoining the land of the Company over the site of the East Teignmouth Tunnel and lying between such land and the road on the southern side of the railway which leads from Myrtle-hill to Dawlish-street, and bounded on three sides by the property of the Company.

Certain lands in the parish of Ugborough, in the county of Devon, lying on the southern side of the Company's railway and adjacent thereto, and extending from the end of the mileage yard of the Company's Kingsbridge-road Station to about 210 yards, measured in an easterly direction, from the milepost indicating 232 miles from Paddington, and including the road or approach to the said mileage yard.

Certain lands in the parish of Redruth, in the county of Cornwall, on both sides of the Company's railway and adjacent thereto, and extending from the viaduct at the western end of the Company's Redruth Station to the tunnel at the eastern end of the said station.

Certain lands in the parish of Camborne, in the county of Cornwall, on both sides of the Company's railway and adjacent thereto, and extending for distances of about 13 chains on the north-western and about 18 chains on the south-eastern side of the said railway measured in a south-westerly direction from the centre of the public road which crosses the railway of the Company on the level at the Camborne Station.

Certain lands in the parish of Phillack, in the county of Cornwall, on the northern side of the Company's railway and adjacent thereto, and lying between a point about 50 yards eastward of the milepost on the said railway indicating 317½ miles from Paddington and a point about 38 yards westward of the milepost indicating 317¼ miles from Paddington.

Certain lands in the parish of Gwinear, in the county of Cornwall, on both sides of the Company's railway and adjacent thereto and extending for distances of about 18½ chains measured in a westerly direction and 24½ chains measured in an easterly direction from the entrance to the booking-office of the Company's Gwinear Road Station.

Certain lands in the parish of Penderyn, in the county of Brecon, situate between the road level crossing of the Company's railway about 6½ chains westward of Hirwain Station and the tramway belonging to the Aberdare Canal Company which leads from Hirwain to the Penderyn Quarries.

To enable the Company and the Helston Railway Company, or either of them to make and maintain, with all necessary stations, sidings, approaches, roads, works and conveniences connected therewith, the railways following (that is to say):—

A railway to be wholly situate in the parish of Gwinear, in the County of Cornwall, commencing by a junction with the authorised railway of the Helston railway Company at or near the point where such railway is intended to cross the road leading from the Company's Gwinear Road Station to Coswen Saussen Farm, such point being about 17 chains eastward of the entrance to the booking office of the said station, and terminating on the southern side of the Railway of the Company on land belonging to the Company and adjoining their railway at a point thereon about 6 chains measured in a westerly direction from the entrance to the said booking-office.

A railway, commencing in the Parish of Wendron, in the county of Cornwall, by a junction with the authorised railway of the Helston Railway Company at or near the point marked 8 miles 2 furlongs on the plans deposited in respect of that railway with the Clerk of the Peace for the county of Cornwall in November, 1879, such point being in the field numbered 6009 on the title commutation map of the parish of Wendron, which field belongs to Frederick Vivian Hill, and is occupied by John Bray, and terminating in the parish and borough of Helston at a point about 38 yards to the southward of the town prison, Helston, in a field belonging to Richard Kirby, and occupied by John Bray, which said intended railway will pass from, in, through or into the several parishes, townships, extra-parochial or other places, or some of them, viz.: Helston and Wendron, in the county of Cornwall and:

To authorise the Company and the Helston Railway Company or either of them to purchase by agreement or compulsion lands for the purposes of the said railways, or either of them, or some part or parts thereof.

To enable the Company and the London and North Western Railway Company or either of them to purchase by agreement or compulsion the following lands, for the purposes of the said Companies or either of them, and for the purposes of the Barr's Court Joint Station of the said Companies, and for providing increased accommodation connected therewith (that is to say):

Certain lands in the parishes of Saint John the Baptist, Holmer, and All Saints, in the city of

Hereford, in the county of Hereford, lying on the north-east side of and adjoining the Barr's Court Joint Station, and extending for a distance of about 12 chains in a south-easterly direction from the bridge which carries the road from Hereford to Lyde over that station, and for a distance of about 6 chains north-east of the north-eastern boundary of the said Joint Station property.

To enable the Company and the Tiverton and North Devon Railway Company or either of them to purchase by agreement or compulsion the following lands for the purposes of the said Companies or either of them, and for the purpose of the undertaking of the Tiverton and North Devon Railway Company, and for providing increased accommodation connected therewith, and with the Devon and Somerset Railway (that is to say):

Certain lands in the parish of Morebath, in the County of Devon, adjoining to and on the eastern and western sides of the Tiverton and North Devon Railway, and extending from the junction of that railway with the Devon and Somerset Railway to a point on the said Tiverton and North Devon Railway about 40 chains from the said junction in the direction of Bampton.

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

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

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

To make provision for the repair of all or any of the new roads, streets, footpaths or highways, to be constructed under the authority of the intended Act by the same persons and by the same means as other roads, streets, footpaths or highways in the parishes, townships or places within which the intended new roads, streets, footpaths, or highways respectively will be situate are for the time being legally repairable, or by such other persons and means as may be prescribed by the intended Act, and to authorise the Company and the Trustees, County, Local or Highway Boards, or other persons having the charge, management or control of such roads, streets, footpaths or highways, to enter into and carry into effect agreements with reference to the matters aforesaid or any or either of them, or as to the construction or contribution towards the cost of any such roads, streets, footpaths or highways, and other matters relating thereto, and if so agreed to delegate to such Trustees, County, Local or Highway Boards the power of constructing all or any of such roads, streets, footpaths or highways.

To vest in and appropriate to the purposes of the Company the sites of the portions of roads and footpaths proposed to be stopped up, or, as the case may be, of so much thereof respectively as is situate within the limits of the Company's property.

And it is also proposed by the said intended Act to authorise the levying of tolls, rates, dues and other charges for and in respect of the use

of the said intended railways respectively, and the railways or parts of railways respectively, for which a revival of powers is sought to be obtained, and also for the use of the other works, conveniences and accommodation connected with all of the said railways or parts of railways, and to grant exemptions from such tolls, rates, dues and charges.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company in relation to the said lands; to enable the Company to sell or dispose of the lands which have been acquired by them, or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands, or any part or parts thereof, or to dispose of, lease or let the said lands or any part or parts thereof on ground rents, chief rents or otherwise, and at such rent and upon such terms and conditions as the Company may think proper; and so far as necessary to alter, amend and extend the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands; and to enable the Company to retain portions of land which may now be deemed superfluous, notwithstanding anything in the said Act or the Acts relating to the Company.

To provide for the vesting or to vest the undertakings of the Swindon and Highworth Light Railway Company and the Berks and Hants Extension Railway Company or either of them, which Companies are hereinafter referred to as the vested Companies, in and amalgamation thereof with the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the intended Act; to empower the Company to substitute shares or stock of the Company for shares or stock of the vested Companies or either of them, and to create and issue shares or stocks for that purpose, either with or without a preference or priority in payment of dividend; to dissolve or provide for the dissolution of the vested Companies or either of them; and to provide for the exercise and fulfilment by the Company in their own name and under the hands of their directors, officers and servants of all the rights, powers, privileges and obligations of the vested Companies or either of them, whether with reference to the acquisition of lands, the construction and maintenance of works, the levying of tolls, rates and charges, the granting or issuing of mortgages or bonds or otherwise, and to provide for the conversion into shares or stock of the Company of the shares or stock in the capital of the vested Companies or either of them, whether before or after the same shall have been paid up in full.

To authorise the Company to subscribe or contribute to the capital and to the debenture debt of the Alexandra (Newport) Dock Company and the Bala and Festiniog Railway Company, or either of them, and to appropriate such portion of their existing capital as may be necessary therefor, and to enter into and carry into effect agreements with the said Companies respectively with reference thereto.

To authorise the Company on the one hand, and the Whitland and Cardigan Railway Company on the other hand, to enter into and carry into effect agreements as to the payment of the interest upon the debenture debts, debentures and debenture stocks or either of them of the Whitland and Cardigan Railway Company or some part or parts thereof, and as to the dividends on the Preference Capitals of that Company

or some part or parts thereof, and as to the appropriation of such portion of the funds of the Companies or either of them as may be necessary for such purpose, and as to the exercise by the Company in their own name of the borrowing powers of the Whitland and Cardigan Railway Company.

To empower the Company and any of the Companies hereinbefore mentioned to make and enter into and carry into effect contracts or agreements with respect to all or any of the matters aforesaid.

To enable the Company and the Mayor, Aldermen and Burgesses of the borough of Bodmin (hereinafter called the Corporation) to enter into and carry into effect contracts and agreements with reference to the lands and property of the Corporation required for the Railways 2, 3, 4, 5 and 6 or some of them, and the works and conveniences connected therewith and generally in reference thereto, and for the conveyance to the Company of such lands free of charge or on such terms and conditions as may be agreed on, and to confirm such agreement.

To enable the Company and the Local Board of Health of Camborne, in the county of Cornwall (hereinafter referred to as the Local Board), to enter into and carry into effect contracts and agreements with reference to the construction by the Local Board of a road and footpath across the Company's Roskeare Branch Railway on the level, and as to the user and maintenance of such crossing and generally in relation thereto, and as to the terms, conditions, obligations and liabilities to be entered into or incurred with reference to the matters aforesaid, and if necessary to confirm any such agreement.

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

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

To confirm and give effect to an agreement between the Company and the Vestry of the parish of Paddington as to a certain street or road and lands in the parish of Paddington and for other purposes.

To make other and more effectual provisions than now exist for the prevention and punishment of trespassers upon the railways or works of the Company, and to vest in the Company and their officers and servants more immediate powers for the removal or apprehension of such trespassers.

To make further and other provisions as to the working and user, by locomotive and other mechanical power or otherwise, of so much of the Stratford and Moreton Railway of the Company, and the Shipston-on-Stour branch of that railway, or any part or parts thereof respectively, as is or are situate between Moreton-in-the-Marsh and Shipston-on-Stour.

To authorise the Company to abandon and relinquish, so far as they may think necessary and proper, so much of the Shipston-on-Stour branch railway of the Company as will or may be rendered unnecessary by the construction of Railway No. 1 hereinbefore described, and to appropriate the site thereof, or a part thereof, to the purposes of their undertaking, or to sell, lease or otherwise dispose of the same and of the site thereof

or of such part or parts thereof as they may think desirable.

To confer further powers upon the Directors of the Company and the committees of management of the Superannuation Funds of the Company, and of the Railway Clearing House Superannuation Fund, or either of them, as the case may be, as to the rules, benefits and payments of, to or from the said Superannuation Funds and generally in relation to such Funds.

To revive the powers granted to the Coleford Railway Company by the Coleford Railway Act, 1872, for the compulsory purchase of lands, houses and buildings required for the construction of so much of the Coleford Railway as is herein-after described; and also to revive the powers granted by the said Act of 1872 and extended by the Coleford Railway Act, 1877, for the completion of so much of the said Railway No. 1 authorised by the said Act of 1872 as is herein-after described (that is to say) -

(a.) So much of the said Railway No. 1 as lies between the commencement thereof and the property numbered on the plans deposited in respect of the said railway with the Clerk of the Peace for the counties of Monmouth and Gloucester respectively in November, 1871, 35 in the parish of Dixon, in the county of Monmouth, and which said portion of railway will be situate wholly within the parish of Dixon, in the said county of Monmouth;

(b.) Also so much of the said Railway No. 1 as lies between the point on the said plans deposited as aforesaid indicating 3 miles 1 furlong from the commencement of the said railway and the point thereon indicating 3 miles 5 furlongs from the commencement of such railway; and which said portion of railway will be wholly situate within the parish of Newland, in the county of Gloucester.

To enable the Company and the Ross and Ledbury and Newent Railway Companies, or either of them as the case may be, to sell and dispose of such part or parts of the Hereford and Gloucester Canal (hereinafter referred to as the canal) as may not be required for the purposes of the Company, or of the Ross and Ledbury and Newent Railway Companies, or either of them, and the lands, houses, reservoirs and basins connected with such part or parts of the said canal or belonging thereto, together with the right of way or navigable communication over and along such part or parts of the said canal, and to discontinue the preservation, maintenance and use of the said part or parts of such canal.

To extinguish or provide for the extinguishment of all tolls, rates, duties, charges and all rights of way, liberties, easements and all other rights and privileges of every description upon, over or along the said portions respectively of the said canal and lands.

To provide for the transfer and release, upon the application of the Company or of any party or parties to be named or referred to in that behalf in the Bill, of the sum of £7,121 Bank Three pounds per Cent. Annuities, transferred as mentioned in the 6th and 7th Sections of the Acton and Brentford Railway Act, 1868, and for payment of the dividends and interest thereon, and that such annuities, dividends and interest shall be paid or transferred to the Company or to any other party or parties to be named in the Bill, and to make all necessary provisions in respect thereto.

To enable the Company to apply to the purposes of the intended Act or some of them such portion of their corporate funds as they shall think expedient, and to raise for such purposes and for the general purposes of their undertaking

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

To enable the Helston Railway Company, the London and North Western Railway Company, the Tiverton and North Devon Railway Company, and the Coleford Railway Company respectively, to apply their corporate funds to the purposes of the intended Act.

And also to alter, amend and extend or repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned in this Notice, and also of the several Acts (local and personal) following, or some of them (that is to say): Act relating to the Company and their undertaking, videlicet: 5 and 6 William IV., cap. 107, and any other Act or Acts relating to the Company.

Acts relating to the Stratford and Moreton Railway, videlicet: (local and personal Acts) 1 and 2 Geo. IV., cap. 63; 6 Geo. IV., cap. 168; 3 William IV., cap. 70, and any other Act or Acts relating to that Railway.

Act relating to the Helston Railway Company and their undertaking, videlicet: (local and personal Act) 43 and 44 Vic., cap. 48, and any other Act or Acts relating to that Company.

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

Act relating to the Tiverton and North Devon Railway Company and their undertaking, videlicet: (local and personal Act) 38 and 39 Vict., cap. 165, and any other Act or Acts relating to that Company.

Acts relating to the Coleford Railway Company and their undertaking, videlicet: (local and personal Acts) 35 and 36 Vic., cap. 120; 40 and 41 Vic., cap. 50, and any other Act or Acts relating to that Company.

Act relating to the Swindon and Highworth Light Railway Company and their undertaking, videlicet: (local and personal Act) 38 and 39 Vic., cap. 112, and any other Act or Acts relating to that Company.

Act relating to the Berks and Hants Extension Railway Company and their undertaking, videlicet: (local and personal Act) 22 and 23 Vict., cap. 105, and any other Act or Acts relating to that Company.

Act relating to the Alexandra (Newport) Dock Company and their undertaking, videlicet: (local and personal Act) 28 and 29 Vic., cap. 377, and any other Act or Acts relating to that Company.

Acts relating to the Bala and Festiniog Railway Company and their undertaking, videlicet: (local and personal Acts) 36 and 37 Vic., cap. 207; 41 and 42 Vic., cap. 15, and any other Act or Acts relating to that Company.

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

Acts relating to the Whitland and Cardigan Railway Company and their undertaking, videlicet: (local and personal Acts) 32 and 33 Vic., cap. 91; 40 and 41 Vic., cap. 185, and any other Act or Acts relating to that Company.

Acts relating to the Ross and Ledbury Railway Company and their undertaking, videlicet: (local and personal Acts) 36 and 37 Vic., cap. 202; 41 and 42 Vic., cap. 21, and any other Act or Acts relating to that Company.

Acts relating to the Newent Railway Company

and their undertaking, videlicet: (local and personal Acts) 36 and 37 Vic., cap. 227; 41 and 42 Vic., cap. 20, and any other Act or Acts relating to that Company.

Acts relating to the Acton and Brentford Railway, videlicet: (local and personal Acts), 28 and 29 Vic., cap. 320; 31 and 32 Vic., cap. 52, and any other Act or Acts relating to that Railway.

Acts relating to the Herefordshire and Gloucestershire Canal Navigation, videlicet: (local and personal Acts) 31 Geo. III., cap. 89; 33 Geo. III., cap. 119; 2 and 3 Vic., cap. 26; 33 and 34 Vic. cap. 83; and any other Act or Acts relating to that Navigation.

And notice is hereby given that maps, plans and sections relating to the objects of the intended Act, together with books of reference to such plans, and also a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November in the present year, as follows (that is to say): As regards the lands and works in the county of Worcester, with the Clerk of the Peace for the county of Worcester, at his office at Worcester. As regards the lands and works in the county of Cornwall, with the Clerk of the Peace for the county of Cornwall, at his office at Bodmin. As regards the lands and works in the county of Brecon, with the Clerk of the Peace for the county of Brecon, at his office in Brecon. As regards the lands in the county of Devon, with the Clerk of the Peace for the county of Devon, at his office at Exeter. As regards the lands in the county of Hereford, with the Clerk of the Peace for the county of Hereford, at his office in Hereford. As regards the lands and works in the counties of Gloucester and Monmouth, with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the county of Monmouth, at his office at Usk. And that a copy of so much of the said plans, sections and books of reference as relates to each of the before-mentioned parishes, together with a copy of this Notice published as aforesaid, will be deposited on or before the same day with the Parish Clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the Parish Clerk of the adjoining parish, at his residence.

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

Dated this 9th of November, 1881.

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

In Parliament—Session 1882.

Great Western Railway—No. 2.

(Railways in the county of Glamorgan, Bridges, Roads, and additional Lands in that county; Tolls; Capital; Distribution of certain moneys amongst creditors of the late Briton Ferry Floating Dock Company; Vesting the undertaking of the Torbay and Brixham Railway Company in the Company; Amendment of Acts).

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

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

1. A railway (No. 1) to be wholly situate in the parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the railway of the Company at the western end of the platform of the Company's high level passenger station at Quaker's Yard, and terminating by a junction with the Gethin Railway in the occupation of and worked by Messrs. Crawshay Brothers, at or near the public road bridge which crosses the said railway about 20 chains from the southern end of such Railway.

2. A Railway (No. 2) to be wholly situate in the said parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the intended railway (No. 1) at or near the termination thereof, and terminating at a point on the said Gethin Railway about 6 chains southward of where the Vale of Neath Railway of the Company crosses the said Gethin Railway on the level.

3. A railway (No. 3) to be wholly situate in the said parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the intended Railway No. 2 at or near the termination thereof, and terminating by a junction with the Vale of Neath Railway of the Company at a point thereon about 6 chains northward of the said crossing of the Gethin Railway on the level.

4. A railway (No. 4) to be wholly situate in the said parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the intended Railway No. 2 at or near the termination thereof, and terminating by a junction with the Ynisfach Railway, in the occupation of and worked by Messrs. Crawshay Brothers, at or near the southern end of that railway.

5. A railway (No. 5) to be wholly situate in the said parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the said intended Railway No. 4 at or near the termination thereof, and terminating about 9 chains westward of the north-western termination of the Glamorganshire Canal in a yard abutting on and bounded on the western side thereof by the river Taff, which yard lies between that river and the Pandy Mill and Forge and the Castle and Centre Mills of the Cyfartha Iron Works.

6. A railway (No. 6) to be wholly situate in the parish of Llantrissant, in the county of Glamorgan, commencing by a junction with the Ely Valley Extension Railway about 5 chains eastward of the entrance to the booking-office at the Hendre-forchan Junction Station, and terminating by a junction with the Ely Valley Railway at a point thereon about 17 chains northward of the bridge which carries such railway over the public carriage road immediately to the southward of the Ton-yr-e-fail Goods Station on that Railway.

7. A railway (No. 7) commencing in the parish of Llantrissant, in the county of Glamorgan, by a junction with the Ely Valley Railway at or near the termination of the intended Railway No. 6 and terminating in the parish of Llanwornno, in the county of Glamorgan, by a junction with the Railway of the Taff Vale Railway Company at or near the south-eastern end of the platforms at the Porth Station on that railway, which intended railway will pass from, in, through or into the several parishes, townships, extra-parochial or other places following, or some of them, viz.: Llantrissant and Llanwornno, in the county of Glamorgan.

8. A railway (No. 8) commencing by a junction with the South Wales Railway of the Company at or near a point thereon about 3 chains eastward of the milepost on that railway indicat-

ing 196½ miles from Paddington, and terminating by a junction with the Porthcawl Branch of the Llynvi and Ogmore Railway Company at or near a point thereon about 27 chains north-east of the crossing on the level by the said railway of the road from Pyle Bridge to Pwylgarth, which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, viz., Pyle and Kenfig, in the county of Glamorgan.

To widen, extend and enlarge, at the northern side thereof, the Bridge which carries the Company's Swansea and Neath Railway over the public carriage road which crosses that railway at a point about 7 chains westward of the milepost on the said railway indicating 1½ miles from Swansea, and which lengthening, extension and enlargement will be wholly situate in the parish of Swansea, in the county of Glamorgan.

To enable the Company to stop up and discontinue so much as lies within the boundaries of the Company's property of the road, in the parish of Aberdare, in the county of Glamorgan, which crosses the railway of the Company on the level 195 yards, or thereabouts, westward of the western end of the passenger platform at the Llwydcoed Station, and in lieu thereof to make and maintain a new road under the said railway at or near the site of the said level crossing, such road to commence by a junction with the existing road about 100 yards northward of the said level crossing, and to terminate by a junction with such road about 65 yards southward of such crossing, and to be situate wholly in the said parish.

To enable the Company to purchase by agreement, or compulsion, lands, houses and buildings for the purposes of the railways, bridges, roads and works to be authorised by the intended Act, or described therein, also to purchase by agreement, or compulsion, for any of the purposes of the intended Act, and for the general purposes of their undertaking, and works connected therewith, and for providing increased accommodation the lands, houses, and buildings following (hereinafter referred to as lands), that is to say:

Certain lands in the parish of Llandaff, on the northern side of the Company's South Wales Railway, and adjacent thereto, and extending for a distance of about 10 chains westward, of a point 4 chains, or thereabouts, measured in a westerly direction from the mile post on the said railway, indicating 171 miles from Paddington. These lands form part of Canton Common, in the said parish, and the quantity proposed to be taken is estimated at one acre.

Certain lands in the parish of Swansea, in the county of Glamorgan, on the northern side of the Company's Swansea and Neath Railway, and adjacent thereto, and extending for a distance of about 29 chains, measured in a westerly direction from a point about 11 chains westward of where the Tennant Canal crosses under the said Railway, near the Crown Paint Works.

Certain lands in the parish of Llandilo Talybont, in the county of Glamorgan, on the northern side of the Llanelly Railway, and adjacent thereto, and extending for a distance of about 30 chains eastward of the crossing of the river Loughor, by the said Railway, near the Pontardulas Station.

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

To authorise the alteration, diversion, widening, crossing or stopping up of all turnpike and other roads, bridges, footpaths, railways, tramways, aqueducts, canals, ferries, streams, and

rivers adjoining the aforesaid lands, houses, and buildings with which it may be necessary or convenient to interfere in the conversion and use of those lands, houses and buildings.

To make provision for the repair of all, or any of, the new roads and highways to be constructed under the authority of the intended Act by the same persons, and by the same means as other roads or highways in the parishes, townships, or places within which the intended new roads or highway respectively will be situate, are for the time being legally repairable, or by such other persons and means as may be prescribed by the intended Act, and to authorise the Company and the Trustees, County, Local or Highway Boards, or other persons having the charge, management, or control of such roads or highways, to enter into and carry into effect agreements with reference to the matters aforesaid, or any or either of them, or as to the construction or contribution towards the cost of any such roads or highways, and other matters relating thereto, and if so agreed to delegate to such Trustees, County, Local or Highway Boards the power of constructing all or any of such roads or highways.

To vest in and appropriate to the purposes of the Company the sites of the portions of roads proposed to be stopped up, or, as the case may be, of so much thereof respectively as is situate within the limits of the Company's property.

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

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

To make provision for or with reference to the distribution of certain moneys in the possession of the Company which, upon the transfer of the undertaking of the Briton Ferry Floating Dock Company to the Company, were set apart for distribution among the creditors of the Dock Company, or such of them as may be entitled to any share or interest therein, and also as to the discharges or receipts to be given to the Company in respect thereof, and so far as may be necessary to alter, amend or repeal the Briton Ferry Dock Transfer Act, 1873.

To provide for the vesting, or to vest the undertaking of the Torbay and Brixham Railway Company, which Company is hereinafter referred to as the vested Company, in and amalgamation thereof with the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the intended Act; to empower the Company to substitute shares or stock of the Company for shares or stock of the vested Company, and to create and issue shares or stocks for that purpose, either with or without a preference or priority in payment of dividend; to dissolve or provide for the dissolution of the vested Company, and to provide for the exercise and fulfilment by the Company in their own name and under the hands of their directors, officers and servants of all the rights, powers, privileges

and obligations of the vested Company, whether with reference to the acquisition of lands, the construction and maintenance of works, the levying of tolls, rates and charges, the granting or issuing of mortgages or bonds or otherwise, and to provide for the conversion into shares or stock of the Company of the shares or stock in the capital of the vested Company, whether before or after the same shall have been paid up in full.

And also to alter, amend, extend or repeal so far as may be necessary all or some of the powers and provisions of the several Acts (local and personal) following, or some of them (that is to say): 5 & 6 William IV., cap. 107, and any other Act or Acts relating to or affecting the Great Western Railway Company.

Act relating to the Torbay and Brixham Railway Company and their undertaking, viz.: (local and personal) Act, 27 and 28 Vic., cap. 247, and any other Act or Acts relating to that Company.

And notice is hereby further given, that maps, plans, and sections of the intended railways and works, showing the lines and levels of the intended railways, and the lands and property intended to be taken for the purposes thereof, with a book of reference to such plans, and also a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of Glamorgan, at his office in Cardiff. And that a copy of so much of the said plans, sections and book of reference as relates to each of the before-mentioned parishes, together with a copy of this notice published as aforesaid, will be deposited on or before the same day with the Parish Clerk of each such Parish at his residence; and in the case of any extra parochial place, with the Parish Clerk of the adjoining Parish at his residence.

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

Dated this 10th day of November, 1881.

E. R. Nelson, 20, Abingdon-street, Westminster.

Board of Trade—Session 1882.

Taunton Tramways.

(Construction of Street Tramways in the Borough of Taunton; Compulsory User, &c., of Streets; Repeal and Amendment of Acts and other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, under the provisions of "The Tramways Act, 1870," for a Provisional Order to authorise the Taunton Tramways Company, Limited (hereinafter referred to as "the Company"), to make, form, lay down, and maintain the several tramways hereinafter described, with all necessary and proper rails, plates, sleepers, and conveniences, with power to widen the bridge over the River Tone, known as the North Town Bridge, and to alter the approaches thereto, and the gradients of such approaches (that is to say):—

Particulars.

Tramway No. 1, commencing at a point in the centre of the road known as the Down Side Station approach, 43 feet south of the door of the booking office on the down platform of the Great Western Railway Station at Taunton, thence passing along the Station approach, Station-road, and Bridge-street, across the River Tone by the North Town Bridge, along North-street, Fore-street, and East-street, and terminating in the centre of East-street, at a point 27 feet measured in a northerly direction from the Drinking-

Fountain situate at the junction of Silver-street with East-street.

Tramway No. 1a.—A passing place (2·50 chains in length) commencing and terminating respectively by junctions with Tramway No. 1, its point of commencement being 1 chain from the commencement of Tramway No. 1, and its point of termination 2·50 chains East from its point of commencement.

Tramway No. 1b.—A passing place (2·50 chains in length) commencing and terminating respectively by junctions with Tramway No. 1, its point of commencement being half a chain South from the point of junction of North-street with St. James-street, and its point of termination being 2·50 chains South from its point of commencement.

Tramway No. 1c.—A passing place (2·50 chains in length) commencing and terminating respectively by junctions with Tramway No. 1, its point of commencement being half a chain West from the termination of Tramway No. 1, and its point of termination 2·50 chains West from its point of commencement.

Tramway No. 2, commencing at a point in the centre of the Station-road, 75 feet from the South-west corner of the tap of Douch's Hotel, passing along in a Northerly direction Station-road, Kingston-road (under the railway bridge), along the Railway approach, to the up side of the Taunton Station, and terminating at a point in the centre of the said Railway approach, 50 feet East from the North-east corner of the Goods Shed of the Great Western Railway Company.

Tramway No. 2a.—A passing place (2·50 chains in length) commencing and terminating respectively by junctions with Tramway No. 2, its point of commencement being half a chain West from the termination of Tramway No. 2, and its point of termination being 2·50 chains West from its point of commencement.

Tramway No. 3.—Commencing by a junction with Tramway No. 1, in the centre of the road or street known as North-street, at a point 30 feet North from the Drinking Fountain at the foot of the Parade, thence passing along the Parade on the West side, High-street, and terminating in the centre of the said High-street, at a point 50 feet North from the North-east corner of the Savings Bank.

Tramway No. 3a.—A passing place (2·50 chains in length) commencing and terminating respectively by junctions with Tramway No. 3, its point of commencement being half a chain North from the termination of Tramway No. 3, and its point of termination being 2·50 chains North from its point of commencement.

Tramway No. 4, commencing in the centre of the road or street known as Bridge-street, at a point 45 feet South-west from the South-east corner of the George public-house, thence passing along Wood-street, a road or street leading to the River Tone, which is not at present named, across the Tone at the termination of the said road or street, thence in a South-easterly direction across a field belonging to the Gas Works, and up to and into the Gas Works yard and premises, and terminating in the said yard or premises, at a point 100 feet or thereabouts North from the entrance gates of the said Gas Works yard or premises.

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:—

In the Station approach of the Down side of the Taunton Station, for a distance of $2\frac{1}{2}$ chains from a point 1 chain from the commencement of

Tramway No. 1, hereinafter described to a point $3\frac{1}{2}$ chains East of said point of commencement.

In North-street for a distance of $2\frac{1}{2}$ chains from a point half a chain South of the point of junction of North-street with St. James-street, to a point 3 chains south of the said point of junction.

In East-street for a distance of $2\frac{1}{2}$ chains from a point half a chain from the termination of Tramway No. 1, hereinbefore described to a point 3 chains West of said point of termination.

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 the up side Station Approach for a distance of $2\frac{1}{2}$ chains from a point half a chain from the termination of Tramway No. 2, hereinafter described to a point 3 chains West of the said point of termination.

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 for a distance of $2\frac{1}{2}$ chains from a point half a chain from the termination of Tramway No. 3, hereinbefore described to a point 3 chains from the said point of termination of Tramway No. 3.

The intended Tramways Nos. 1a, 1b, 1c, 2a, 3a, and 4 will be laid as single lines.

The proposed tramways will be made and pass from, in, through, or into the following parishes, townships, or extra-parochial places, or some of them, that is to say, Taunton St. James and Taunton St. Mary Magdalen, all in the county of Somerset.

In the following instances the tramways will be so laid that, for a distance of 30 feet or upwards, a less space than 10 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway, viz.:—

Tramway No. 1.—In the Station-road on both sides thereof, from a point 47 feet North from the North abutment of the aqueduct which carries the Grand Western Canal over the said road to a point 23 feet South of the South abutment of the said aqueduct.

Tramway No. 1.—In the Station-road on both sides thereof, from a point opposite the South-east corner of the street at present unnamed on the North-west side of Flook House, measured in a South-easterly direction along the Station-road to a point 66 yards South-west from the first mentioned point.

Tramway No. 1.—In Bridge-street on both sides thereof, from a point 43 feet North from the Northern abutment of North Town Bridge, along the said Bridge-street across the said North Town Bridge, to a point 96 feet South from the Southern abutment of the said bridge.

Tramway No. 4.—In Wood-street on both sides thereof for the entire length of such street.

To authorise and empower the Company from time to time to enter upon, open, and break up the surface, and to alter, divert, stop up, and otherwise interfere with streets, highways, turnpike and other roads, footpaths, passages and places, railways, tramways, rivers, canals, streams, watercourses, sewers, drains, bridges, pavements, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, laying down, maintaining, repairing, removing, renewing, and altering the proposed tramways and works, or of substituting

others in their place, or otherwise for the purpose of the said Provisional Order.

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 promoters, or any other tramway system.

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 for the purposes of the proposed tramways to purchase by agreement, or to take easements over lands, houses, and property, and to erect stables, offices, buildings, and other conveniences on any such lands, and to sell, lease, or dispose of lands, houses and property.

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

To empower the Company to hold and acquire patent rights in relation to tramways and the motive power thereon.

To authorise the Company from time to time on such terms and conditions, and subject to such restrictions (if any) as may be prescribed by the Provisional Order, to use upon all or any of the proposed tramways such steam or mechanical power for the moving thereon of carriages as may be prescribed or authorised by the said Order.

To make provision for the maintenance and repair of the whole or any portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways or any rails, plates, or works connected therewith may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of the respective streets, roads, and places upon or along which any of the proposed tramways or any rails, plates, sleepers, or works connected therewith may be laid.

To provide for and regulate the use by the Company for the purposes of the said Provisional Order of any paving, metalling or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Company the exclusive right of using on the proposed tramways and works carriages with flange wheels, or other wheels especially adapted to run on an edged rail or on a grooved rail, and to prohibit, except by agreement with the Company, and upon terms to be prescribed by the Provisional Order or otherwise, the use of the said tramways and works by persons or corporations other than the Company, with carriages and flange wheels or

other wheels, especially adapted to run on an edged rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on such persons and corporations.

To make provision for regulating the passage of traffic, whether of the Company or not, along streets, roads, and places in which the said tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective road authorities, or any or some or one of Her Majesty's Principal Secretaries of State or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the Provisional Order.

To enable the Company and the Corporation of Taunton or other body or bodies corporate, or persons having respectively the duty of directing the repairs or the control and management of the said streets, roads, and places respectively, to enter into contracts and agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

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

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

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purpose of the Provisional Order, or as may be deemed expedient to alter, amend, repeal, or extend all or some of the provisions of that Act, and to confirm or give effect to any agreement with any local authority.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset at his office at the city of Wells in that county, that a copy of such plans, sections, and Gazette notice, together with a published map of the district with the line of the proposed tramways marked thereon, together with a diagram, will be deposited at the office of the Board of Trade, Whitehall-gardens, London, and copies of the said plans, sections, and Gazette Notice will be deposited at the office of the Clerk of the Parliaments, House of Lords, at the Private Bill Office, House of Commons, with the town clerk of the borough of Taunton at his office at Taunton; and notice is also given, that a copy of so much of the said plans and sections as relates to each parish, township, or extra-parochial place respectively from, in, through, or into which the intended tramways will be made or pass, together with a copy of the Gazette notice, will be deposited for

public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence: all the above-named deposits will be made on or before the 30th day of November instant.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same at the offices of the undersigned Solicitors and Parliamentary Agent.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January, 1882; and a copy of such objection must at the same time be sent to the promoters or their undersigned Solicitors and Parliamentary Agent on their behalf, and in forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of the same has been sent to the promoters or their agent.

Dated the 17th day of November, 1881.

Foss and Legg, 3, Abchurch-lane, London, E.C., Solicitors.

W. A. Woodley, junior, 13, Hammet-street, Taunton, Solicitor.

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

In Parliament—Session 1882.

Edgware, Stanmore, and Harrow Railway.

(Incorporation of Company; Railways from Edgware to Stanmore and Harrow; Junctions with Great Northern, London and North Western, and Metropolitan (Harrow and Rickmansworth) Railways; Running Powers over portions of Great Northern, London and North Western, and Metropolitan Railway Companies; Lines; Agreements with those Companies.)

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

To incorporate a Company (hereinafter called "the Company"), and to enable them to make and maintain the railways hereinafter mentioned, all in the county of Middlesex, with all needful works, stations, sidings, approaches, and conveniences connected therewith respectively, that is to say:—

Railway No. 1.—Commencing in the parish of Edgware by a junction with the Highgate and Edgware branch of the Great Northern Railway, at a point 210 yards, or thereabouts, measured in a south-easterly direction along the said railway, from the south-eastern end of the passenger platform of the Edgware Station of the said railway, and terminating in the parish of Great Stanmore on the west side of the road known as Green-lane, leading from St. John's Church, Stanmore, to Stanmore-hill, in a field forming part of the Bentley Priory Estate, and numbered 81 on the Ordnance map of the said parish to the scale of 1 inch to a mile, at a point on that road 366 yards, or

thereabouts, northward of the junction therewith of the road leading from Harrow Weald Common, between Bentley Priory and Stanmore Park to Stanmore.

Railway No. 2.—Commencing in the parish of Great Stanmore by a junction with the said intended Railway No. 1, at the point above described as the termination thereof, and terminating in a field on the western side of the road between Harrow Station of the London and North Western Railway and Weald Stone Farm, at a point about 36 chains or thereabouts in a northerly direction from the centre of the bridge carrying the said road over the said railway at Harrow Station, and 40 chains or thereabouts, in a southerly direction from the Red Lion public-house, near Weald Stone Farm.

Railway No. 3.—Commencing in the parish of Harrow-on-the-Hill, by a junction with Railway No. 2, at the termination thereof hereinbefore described, and terminating in the same parish by a junction with the London and North Western Railway, at or near a point measured 20 yards or thereabouts in a north-westerly direction along that railway from the centre of the bridge carrying that railway over the road known as Headstone Drive.

Railway No. 4.—Commencing in the parish of Harrow-on-the-Hill by a junction with Railway No. 2, at the termination thereof hereinbefore described, and terminating in the same parish, in a field numbered 588 on the said Ordnance map of the same parish, by a junction with the authorised Harrow and Rickmansworth Extension of the Metropolitan Railway, at a point 60 yards or thereabouts to the southward of the main road from Harrow, by Roxborough Tavern to Pinner, 200 yards or thereabouts measured in an easterly direction from the mile-post on that road indicating 11 miles from London, and 470 yards or thereabouts in a westerly direction from the centre of the cross roads at Roxborough Tavern aforesaid.

Railway No. 5.—Commencing in the parish of Pinner by a junction with Railway No. 4, hereinbefore described, on the western side of a footpath or occupation road leading from Headstone into the said main road, 12 chains or thereabouts westward of the said eleventh milestone, and at a point measuring along the said path or occupation road, in a northerly direction 19 chains or thereabouts from the junction thereof with the said main road, and terminating in the same parish by a junction with the said authorised Harrow and Rickmansworth Railway to the south of the said main road, at a point on the western boundary of the field numbered 616 in the said parish on the said Ordnance map, 433 yards or thereabouts measured in a south-west by south direction from the point where the said road crosses the stream at Hooking Green Bridge, and 440 yards or thereabouts measured in an easterly direction from the point where the said footpath joins the said main road.

The above railways will be wholly in the county of Middlesex, and will pass from, through, or into the parishes of Edgware, Little Stanmore, Great Stanmore, and Harrow-on-the-Hill, and Pinner, or some of them.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently;

roads, railways, tramways, drains, sewers, pipes, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works, to deviate from the lines of railway, both laterally and vertically, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, and to levy tolls, rates, and charges in respect thereof, to alter existing tolls, rates, and charges, and to exercise other rights and privileges.

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

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, or portion of railways, hereinafter described, viz.:—

So much of the Great Northern Railway as extends between the Finchley Station on the Edgware Line and Edgware, together with the Edgware and Finchley Stations.

So much of the London and North Western Railway as extends from the junction therewith of Railway No. 3, hereinbefore described, and the Harrow Station on that railway together with that station.

So much of the Kingsbury and Harrow, and authorised Harrow and Rickmansworth Extensions of the Metropolitan Railway as extends between the Harrow Station of that railway, and the junction of Railway No. 5, hereinbefore described, with the said authorised Harrow and Rickmansworth Extension Railway, together with all stations, sidings, conveniences, and other works connected with the said portions of railway respectively.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Acts, 1845, 1860, and 1869;" "The Railways Clauses Acts, 1845 and 1863;" and it will amend and enlarge the powers and provisions of the following among other Acts, namely, 9 and 10 Vic., cap. 71, and any other Act relating to the Great Northern Railway Company; 9 and 10 Vic., cap. 204, and any other Act relating to the London and North Western Railway Company; 16 and 17 Vic., cap. 186, 43 and 44 Vic., cap. 134, and any other Act relating to the Metropolitan Railway

Company; the Metropolitan and St. John's Wood Railway Act, 1864, and any other Act relating to the Metropolitan and St. John's Wood Railway Company; the Kingsbury and Harrow Railway Act, 1874, and any other Act relating to the Kingsbury and Harrow Railway.

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

Ingram, Harrison, and Ingram, 67, Lincoln's Inn-fields, W.C., Solicitors for the Bill.

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

In Parliament.—Session 1882.

Welshpool and Llanfair Railway.

(Extension of Time, &c.)

(Revival and Extension of Time for compulsory purchase of Land and completion of Works; Extension of limits of Deviation; New Railway and Road; Purchase of more Land; Alteration of Gauge; Reduction of Capital and Parliamentary Deposit; Alteration of Tolls; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to revive and extend the respective times limited by the Welshpool and Llanfair Railway Act, 1877, for the compulsory purchase of lands authorised to be taken under the powers of the said Act, and for the completion of the Railway and works thereby authorised.

And it is proposed to authorise the Welshpool and Llanfair Railway Company, hereinafter called "the Company," to make and maintain with all proper stations, approaches, works, and conveniences connected therewith respectively, the following Railway and Works, or some or one of them, that is to say:—

- 1) A Railway to be wholly situate in the parish of Welshpool, otherwise Pool, in the county of Montgomery, and in the townships of Pool Upper and Pool Lower, commencing in the township of Pool Lower by a junction with the authorised Welshpool and Llanfair Railway, at a point on that railway 200 yards or thereabouts, measured in a north-westerly direction, from the commencement thereof, as shown on the plans referred to in

the Welshpool and Llanfair Railway Act, 1877, and therein and hereinafter referred to as "the deposited plans," and terminating in the township of Pool Lower, at the public road leading from Welshpool to Leighton, at a point 66 yards or thereabouts, measured in a north-westerly direction, from the western end of the Welshpool Station on the Cambrian Railway.

2. A deviation or extension of the limits of lateral deviation of the Welshpool and Llanfair Railway, as shown on the deposited plans, to be wholly situate in the parish of Llanfair in the same county, and the townships of Llanoddian, Ucha, and Heniarth, commencing at a point in the township of Heniarth on the present limits of deviation, as shown on the deposited plans, at or near the eastern entrance to Dolrhydy David Mill, in a field belonging or reputed to belong to R. D. Gough, Esq., and in the occupation of Edmund Jehu, and numbered 36A, in the said parish on the plans hereinafter referred to, and terminating at a point on the said limits of deviation, in a field belonging or reputed to belong to Eliza Beck, and in the occupation of Richard Jones, and numbered 57 in the said parish on the plans hereinafter referred to.

3. A Road, seven yards or thereabouts in width, commencing at the turnpike road leading from Welshpool to Llanfair, at a point 79 yards or thereabouts to the east of the Smithy Cottage, on the west side of Pont Sycoed, in the parish of Llangyniew, in fields belonging to R. D. Pryce, Esq., and Mr. William Jones, and occupied respectively by David Thomas and Morgan Jones, and numbered 7A and 8 in that parish, on the plans hereinafter referred to, passing thence from, through, and into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Llangyniew, Meifod, Cyfronydd, and Mathyrafal, and terminating in the said township of Mathyrafal at the main road leading from Meifod to Llanfair, at a point 76 yards or thereabouts, measured in a westerly direction, from the junction of the road leading to Pont Robert and the Noyadd, in a field belonging to the Earl of Powis, and in the occupation of Mary Richards, and numbered 50 in the parish of Llangyniew, on the plans hereinafter referred to.

And it is proposed to authorise the construction of the said authorised and intended Railways on a narrower gauge than four feet eight and a half inches, and to alter and reduce the capital and borrowing powers of the Company as fixed by the said Act, and to provide for the immediate release or repayment of part of the money deposited with the Chancery Division of the High Court of Justice, as mentioned in the said Act, discharged from all obligations attaching thereto under or by virtue of the provisions thereof.

And it is proposed to authorise the Company to levy tolls, rates, and charges, to alter and increase the tolls, rates, and charges authorised by the said Act, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges, and to take and purchase lands and buildings by compulsion or agreement in the several parishes, townships, and places hereinbefore mentioned, and to stop up, alter, or divert temporarily or permanently all roads, footpaths, sewers, and works of every description which it may be convenient so to stop up, alter, or divert for any of the purposes of the intended Act or of the Company's undertaking, and to vary or

extinguish all rights and privileges which might in any way hinder or prevent the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges, and for all or any of the purposes aforesaid, and otherwise to amend or repeal certain of the provisions of the said Act.

A plan in duplicate of the said intended Railway and works, and of the lands to be taken under the powers of the intended Act, a section in duplicate, a Book of Reference to the said plan, and a published map showing the general course or direction of the intended Railway, will be deposited for public inspection with the Clerk of the Peace for the county of Montgomery, at his office at Welshpool, in the said county of Montgomery, and a copy of so much of the said plan, section, and Book of Reference as relates to any parish or extra-parochial place will be deposited, in the case of a parish, with the Parish Clerk of such parish, at his residence, and in the case of an extra-parochial place with the Parish Clerk of a parish adjoining thereto, at his residence. Each such deposit will be made on or before the 30th day of November instant, and will be accompanied by a copy of this notice.

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.

Romford and Tilbury Railway.

(Incorporation of Company; Construction of Railway from Romford to Tilbury; Working and Traffic Agreements and Facilities; Power to use Portions of Great Eastern, and London Tilbury and Southend Railways; Compulsory Purchase of Lands; Tolls, Rates, and Charges; 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 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 in the County of Essex the railways hereinafter mentioned, 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 Romford by a junction with the Great Eastern Railway (Colchester Line), at a point distant 95 yards or thereabouts measured in an easterly direction from the east end of the down passenger platform of the Romford Station, and terminating in the parish of Grays Thurrock by a junction with the London, Tilbury, and Southend Railway, at a point distant ninety yards or thereabouts, measured in a north-westerly direction along the last-mentioned railway from the centre of the level crossing by that railway of the road known as the Bell House Manor Way; which intended Railway (No. 1) will pass from, in, through, or into the parishes and places of Romford, Havering-atte-Bower, Hornchurch North Division, Hornchurch South Division,

Upminster, Cranham, North Ockendon, South Ockendon, Stifford, Grays Thurrock and Little Thurrock, in the County of Essex.

2. A Railway (No. 2), commencing in the said parish of Grays Thurrock by junction with the said intended Railway No. 1 before described, at a point on or near the centre of the road numbered 117 on the 25-inch ordnance map, such point being distant forty-three yards or thereabouts measured in an easterly direction along the said road from the place where the fence between the fields numbered 116 and 118 on the said map joins the northern boundary or fence of that road, and terminating in the said parish of Little Thurrock at the point where two dykes or ditches intersect each other at the south-east corner of the field numbered 165 on the said 25-inch ordnance map, which intended Railway (No. 2) will pass from, in, through, or into the said parishes, and places of Grays Thurrock and Little Thurrock.

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 also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be provided for by the Bill.

To authorise the Company to purchase by compulsion, and also by agreement, lands, houses, and hereditaments, 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.

To authorise the Company to cross, stop up, or remove, alter, or divert, temporarily or permanently, all such railways, tramways, canals, navigations, rivers, streams, turnpike and other roads, highways, bridges, sewers, drains, dykes, 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 railways and works, or any of them.

To authorise the Company to levy tolls, rates, and charges upon or in respect of the intended railways and works, and also upon and in respect of the portions of railways and stations and works hereinafter mentioned belonging to other Companies, and to alter and vary 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 respectively.

To authorise the Company and all Companies lawfully working or using the intended railways to run and work over and into and use with their engines, carriages, and waggons and officers and servants for the purposes of traffic of every description.

So much of the Colchester line of the Great Eastern Railway Company as is situated between the junction therewith of the intended Railway No. 1 and the Romford Station, including that station.

2. So much of the London, Tilbury, and Southend Railway as is situated between the termination of the intended railway No. 1 and the Tilbury Station, including that station and the piers and landing and shipping places at Tilbury;

Together with all sidings, buildings, offices, warehouses, approaches, watersupplies, telegraphs, signals, machinery, works, and conveniences on or connected with the aforesaid portions of railway and stations, upon such terms and conditions, and on payment of such tolls, rates, and charges as

may from time to time be agreed upon between the Company and the Great Eastern Railway Company and the London, Tilbury, and Southend Railway Company respectively, or determined by the Railway Commissioners or by arbitration, or defined by the Bill, and to require the Great Eastern Railway Company, and the London, Tilbury, and Southend Railway Company, to afford all requisite facilities for such purposes.

The Bill will authorise the Company on the one hand, and the Great Eastern Railway Company and the London, Tilbury, and Southend Railway Company, or either of those Companies on the other hand, to make and carry into effect contracts, agreements, and arrangements for or with reference to the maintenance, working, and use of the railways and works of the Company, or any part thereof; the regulation, management, interchange and transmission of traffic to, from, and over their respective railways; and supply and maintenance of engines, rolling and working stock and plant, and of officers and servants for such working, use, maintenance, and management; the fixing, collecting, payment, division, and appropriation of the tolls and other income and profits arising from such traffic; the payments, rebates, and allowances to be made and allowed by either of the contracting Companies to the other or others of them, and any incidental matters; and the Bill will sanction and confirm any agreements which have been, or may be made touching any of the matters aforesaid.

The Bill will incorporate with itself "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 requisite or desirable for any of the purposes thereof the Bill will alter, amend, repeal, or enlarge some of the provisions of the several local and personal Acts of Parliament following, that is to say, 8 and 9 Vic. cap. 48; 9 and 10 Vic. cap. 270, and all other Acts relating to the Great Eastern Railway Company or their undertaking; 15 and 16 Vict. cap. 84, 17 and 18 Vic. cap. 133, and all other Acts relating to the London, Tilbury, and Southend Railway Company or their undertaking.

On or before the 30th day of November, 1881, plans and sections showing the lines and levels of the said intended railways and works, together with a book of reference to such plans, an Ordnance map, with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford; and 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 from, in, through, or into which the said railways and works will be made or pass, 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 clerk of some adjoining parish, at his residence.

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

Dated this 14th day of November, 1881.

C. J. Mander, 9, New-square, Lincoln's-inn, Solicitor.

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

In Parliament.—Session 1882.

Bristol Port and Docks Commission.

(Compulsory sale to a body of Commissioners to be constituted by the intended Act of the Port, Harbour, and Dock Estate of the Mayor, Aldermen, and Burgesses of the city of Bristol, and of the undertakings of the Bristol Port and Channel Dock Company; the Bristol Port and Channel Dock Warehouse Company (Limited), and the Bristol and Portishead Pier and Railway Company; Dissolution and Winding-up of those Companies; Tolls, rates, and charges, creation and guarantee of stock; Borrowing of money; Rating and other powers; Area or limits of rating; Abolition of certain existing rates and charges; Amendment, repeal, or consolidation 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 an Act (hereinafter called "The Intended Act") for the following or some of the following, among other purposes, that is to say:—

To authorise and empower the purchase by agreement or compulsion, by or on behalf of a body of Commissioners (in this notice called "The Commissioners"), to be constituted, appointed, and incorporated by and under the intended Act of the Port, Harbour, and Dock Estate of the Mayor, Aldermen, and Burgesses of the city of Bristol (hereinafter called "The Corporation"), and of the undertakings of the Companies hereinafter named, or any of them, or any part of such undertakings respectively, and to authorise, require, and compel the Corporation and such Companies respectively to sell their said undertakings, or any part or parts thereof, by agreement or otherwise.

The Companies referred to in this notice whose undertakings will be sought to be wholly or in part purchased under the powers of the intended Act are the following, that is to say:—

The Bristol Port and Channel Dock Company.

The Bristol Port and Channel Dock Warehouse Company (Limited).

The Bristol and Portishead Pier and Railway Company.

To empower the Commissioners and the Corporation and the said Companies respectively from time to time to enter into and carry into effect contracts and agreements for and in relation to the acquisition as aforesaid of their respective undertakings, or any or either of them; and to confirm and if thought fit to alter or vary any such contract or agreement which may have been, or which, during the progress of the intended Act, may be entered into.

To prescribe (if thought fit) the terms of the submission to arbitration; and to determine or to confer on the arbitrators or the umpire all requisite powers to enable them or him to determine the rights and interests of the various classes of mortgagees, debenture-holders, debenture stockholders, and other creditors, and preference and ordinary share and stockholders, in the loan and share capitals of the said Companies respectively, and in the port, harbour, and dock estate of the Corporation, and the manner and proportion in which these classes shall share in the consideration for the transfer of the undertaking in which they are severally interested.

To make all necessary and proper provision for the maintenance, management, and regulation by the Commissioners of the undertakings so purchased, and to enable the Commissioners to complete any unfinished works and to carry on the said undertakings when the same shall have been so transferred to or vested in them, and to exercise all or any of the rights, privileges,

powers, and authorities of the before-named Corporation and Companies, including the rights of the Corporation as conservators of the port and harbour of Bristol, subject to such alterations, if any, as the intended Act may define, or as Parliament may prescribe, and all such further powers, rights, authorities, and privileges as may be deemed necessary or expedient for or in relation to any of the foregoing matters.

To make provision for borrowing such moneys and issuing such stock as may be required for acquiring the undertakings of the said Corporation and Companies, and carrying into effect the purposes of the intended Act, on the security of the undertakings acquired by and vested in the Commissioners by and under the intended Act, and of the tolls, dues, rates, charges, and other revenues arising therefrom, with the addition of such guarantee or indemnity out of any rates leviable within the borough of the city and county of Bristol, and all or such part or parts as may be defined by the intended Act of the following parishes and places adjoining or adjacent to the said city or dock undertakings respectively, that is to say:—Westbury-upon-Trym, Stoke Bishop, Shirehampton, Horfield, Stapleton, St. George, and Bitton, all in the county of Gloucester, and of Brislington, Bedminster, Long Ashton, and Portishead, in the county of Somerset, or some of them (hereinafter called "The Dock Rate Area"), as may be deemed expedient; or as may be provided by the intended Act, and, if necessary, to provide for and authorise a new and special rate to be assessed and levied either by the Commissioners themselves or by the respective local authorities within the whole of the dock rate area of such amount as may be defined by the intended Act, or as may be from time to time required for making good any deficiency in the revenue and income of the Commissioners to meet the interest on the moneys borrowed or stock issued by them, and after any such new and special rate is assessed and levied, the borough rate of fourpence in the pound, referred to in section 64 of "The Bristol Dock Act, 1848," shall absolutely cease and determine.

To make provision as to the application and distribution of the purchase moneys, and as to the payment of the debts and liabilities of the respective undertakings purchased, and to provide for the conversion of the mortgages, debentures, and debenture stock of the Corporation, and the said Companies, into the stock to be issued by the Commissioners, and to authorise all trustees and other parties under disability to accept and hold such last-mentioned stock.

To provide for the dissolution of the Companies whose entire undertakings shall be purchased, and for the winding up of their affairs.

To make provision as to the employment of, and duties to be performed by the existing officers and servants of the Corporation and respective Companies, and for compensating such as may be deprived of any salary or emoluments.

To enable the Commission to levy tolls, rates, dues, and charges for the use of the undertakings so transferred to or vested in them, and to levy rates for all or any of the purposes of the intended Act, and to alter existing tolls, rates, dues, and charges, and to confer, vary, and extinguish exemptions from existing or future tolls, rates, dues, and charges, and to repeal and abolish, or otherwise to commute and compound for by an annual or gross sum, all payments to the Corporation out of dock revenues, all town dues on goods, water bailiff or quay wardens' fees and mayor's dues on vessels, and all other fees, dues, and charges of a like nature.

The intended Act will vary or extinguish all

rights and privileges which may in any way interfere with any of its objects, and will confer other rights and privileges, and will vary and extend, or repeal, alter, and consolidate such of the provisions as may be deemed expedient of the following local and personal Acts, that is to say:—"The Bristol Dock Act, 1848," "The Bristol Dock Act, 1865," and "The Bristol Dock Act, 1881," and any other Act relating directly or indirectly to the Corporation, the Bristol Port and Channel Dock Acts, 1864, 1871, 1872, 1874, 1875, 1877, 1878, and 1880, and any Act relating directly or indirectly to the Bristol Port and Channel Dock Company, or to the Bristol Port and Channel Dock Warehouse Company (Limited), and their respective undertakings; "The Bristol and Portishead Pier Docks and Railway Acts, 1863, 1866, and 1871," "The Bristol and Portishead Pier and Railway Acts, 1873 and 1877," "The Portishead Docks Acts, 1878 and 1880," and any other Act relating directly or indirectly to the Bristol and Portishead Pier and Railway Company, and will or may incorporate, with or without variation, such of the provisions as may be thought fit of the "Harbours, Docks, and Piers Clauses Act, 1847," "The Commissioners Clauses Act, 1847," "The Railways Clauses Consolidation Act, 1845," and "The Local Loans Act, 1875."

The intended Act will confer upon the Commissioners all such further powers, rights, and privileges as may be necessary or expedient for and with reference to the purchase of and carrying on of any of the before-mentioned undertakings, and in obtaining and carrying into execution any of the objects and powers of the intended Act, and it will vary and extinguish existing rights, powers, and privileges.

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

Dated this 16th day of November, 1881.

Isaac Cooke and Sons, Bristol, Solicitors for the intended Act.

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

In Parliament.—Session 1882.

Liskeard and Caradon Railway.

(Alteration and Abandonment of portions of Existing and Construction and Acquisition of New Lines—Power to Carry Passengers and Levy Tolls—Application of Funds—Further Money Powers—Powers Relating to Capital—To enter into agreements with the Liskeard and Looe Union Canal Company for Purchase, Lease, Working, &c.—Amalgamation, &c.—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the Liskeard and Caradon Railway Company (hereinafter referred to as "the Company") to make, widen, enlarge, deviate, improve, maintain, and make applicable for the conveyance of passengers the following railways, in the county of Cornwall, or some of them, or some part or parts thereof respectively, with all proper stations, approaches, works, and conveniences connected therewith, respectively, viz.:—

1. A railway (hereinafter called "Railway No. 1") to be wholly situate in the borough and parish of Liskeard, commencing by a junction with the Liskeard and Caradon Railway at a point near to the engine shed at Moorswater, belonging to the Company, and terminating in

an orchard adjoining Lanchard-lane, on the south side of the said lane, numbered 1,640 on the tithe apportionment of the said parish, and which said orchard is the property of and is occupied by James Godfrey.

2. A railway (hereinafter called "Railway No. 2") to be situate in the borough and parish of Liskeard and parish of St. Cleer, commencing in the borough and parish of Liskeard by a junction with the railway of the Company at a point near to and on the south side of the point at which the said railway crosses Highwood-lane, and terminating in the parish of St. Cleer by a junction with the Tokenbury Branch of the Company at or near a point where the said branch railway passes under the road leading from South Caradon mine to Stantan farm.

3. A railway (hereinafter called "Railway No. 3"), to be situate in the parishes of St. Cleer and Linkinhorne, commencing in the parish of St. Cleer by a junction with the Tokenbury Branch of the Company at or near the south-west end of the coal stores of the Company at Tokenbury Corner, and terminating in the parish of Linkinhorne, at a point five chains or thereabouts to the northward of the gate near Sargent's Corner; across the railway leading to Kilmar Rocks.

4. A railway (hereinafter called "Railway No. 4"), to be wholly situate in the parish of Linkinhorne, commencing by a junction with Railway No. 3 at a point one chain or thereabouts from the point at which Railway No. 3 is now carried over the public road leading from Cheesewring Village to Linkinhorne, and terminating at Phoenix Mine, at or near the coal depôt of the said mine.

5. A railway (hereinafter called "Railway No. 5"), to be wholly situate in the parish of Linkinhorne, commencing by a junction with Railway No. 3, at or near a point 13 chains or thereabouts from and to the northward of the point at which Railway No. 3 crosses the public road from Cheesewring to Linkinhorne, and terminating at or near a point about three chains from and to the north of the Primitive Methodist Chapel at Cheesewring Village.

6. A railway (hereinafter called "Railway No. 6"), to be situate in the parishes of Linkinhorne and St. Cleer, commencing in the parish of Linkinhorne by a junction with Railway No. 5, at a point two chains or thereabouts to the east of the changing house of South Phoenix Mine, and terminating in the Parish of St. Cleer, at or near the stone quarry known as Gold Diggings Quarry.

7. A railway (hereinafter called "Railway No. 7") commencing in the parish of Linkinhorne by a junction with Railway No. 3 at the point hereinbefore described as the termination of that railway, and terminating in the parish of Altarnun, in Trewint Marsh, at a point on the south side of the main road from Launceston to Bodmin, 66 yards or thereabouts to the west of the corner of a field formerly part of Hooper's Meadow, and numbered 1,326 on the Tithe Apportionment Map of the Parish of Altarnun, and which meadow is owned and occupied by Edmund Whale. Railway No. 7 will pass in, from, through, or into the several parishes following, or some of them, that is to say—Linkinhorne, St. Cleer, Northhill, and Altarnun.

The following quantities of commons or commonable lands will be subject to the compulsory powers of purchase to be conferred by the intended Act, as being within the limits of lateral deviation defined upon the plans hereinafter

referred to, but not more than the estimated quantities hereinafter mentioned will be actually required to be taken for the purposes of the Act, that is to say—In the parish of Linkinhorne, 12 acres of Caradon Common, whereof not more than 8 acres will require to be taken; and 50 acres of Langstone Common, whereof not more than 25 acres will require to be taken. In the parish of St. Cleer 10 acres of Craddock Moor, whereof not more than 5 acres will require to be taken. 10 acres of Newell Tor Moor, whereof not more than 3 acres will require to be taken; and 50 acres of Smallacombe Plain, whereof not more than 7 acres will require to be taken.

In the parish of Altarnun 50 acres of East Moor, whereof not more than 7 acres will require to be taken; and 20 acres of Trevint Marsh, whereof not more than 3 acres will require to be taken.

And it is proposed to authorise the Company and the Liskeard and Looe Union Canal Company to enter into and carry into effect contracts and agreements with respect to the working, maintenance and use by one of the said Companies of the railway and works of the other of such Companies, or any part of such railway and works, and for the passage over the railway of one of such Companies of the engines and carriages of the other of such Companies, and the supply of engines, carriages, and rolling stock for the purposes of such railways or either of them, and the conduct, regulation, and management of the traffic upon or over the said railways, or either of them, or any part thereof respectively, and for fixing, levying, dividing, and apportioning the tolls and charges arising from such traffic, and to enable the said Companies respectively to levy tolls on the said railways or any part thereof, and to exercise all such other powers as may be found mutually desirable with respect to the working and use of the said railways, or either of them, or any part thereof, and to the conduct, management, and interchange of traffic thereon, or for the leasing by one of the said Companies to such other Company, either in perpetuity, or for any period of years, the said undertakings or undertaking of the other of such Companies, and to confirm any contracts or agreements for the purposes aforesaid which may have been entered into prior to the passing of the intended Act.

Also to authorise the union, by amalgamation of the said two Companies and the consolidation into one undertaking of the separate undertakings of the said two Companies, so that the undertakings of the said two Companies, and all lands, stations, and works belonging to or held by or for them respectively, or which may be acquired by or vested in them respectively, and all their respective estates and interests in any lands, tenements, or hereditaments, railways, stations, works, or other property held by them respectively, and all other their rights, interests, powers, privileges, duties, and liabilities of what nature or kind soever may be vested in, belong, and attach to and exercised and enjoyed by such united Company, such union and amalgamation to be from and after such period or periods and upon the terms and conditions, and subject to the provisions and regulations which may be agreed upon between the said Companies, or which may be provided for in the intended Act, or be prescribed by Parliament.

Also to authorise the Company to deviate laterally from the lines of the intended works, to the extent shown on the plans hereinafter referred to, or as may be provided by the intended Act,

and also to deviate vertically from the levels shown on the sections hereinafter referred to.

Also 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, watercourses, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes and places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up, and to abandon all such parts of the already existing or authorised line or lines of the Company as it may be expedient to abandon by reason of the construction of any of the intended works or of their being otherwise unnecessary, and not required for the purposes of the Company.

Also to authorise the Company to purchase and take by compulsion or agreement lands and buildings in the several parishes and places aforesaid for any of the purposes of the intended Act.

Also 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 their existing railways, and upon or in respect of the intended railways, and works to alter existing tolls, rates, and duties, and to confer exemptions from the payment of tolls, rates, and duties.

Also to authorise the Company to apply any funds belonging to them, or which they are now authorised to raise for the purposes of the intended Act, or for the general purposes of their undertaking, and to raise further moneys by the creation and issue of new ordinary guaranteed preference or debenture shares or stock, and by borrowing on mortgage or otherwise.

To define, classify, and regulate the capital, or the several classes of capital, and the borrowing powers of the Company, and the rights and privileges as between themselves of the shareholders, stockholders, and mortgagees of the Company, or of any class or classes thereof respectively, and to provide for the capitalisation of moneys expended by the Company out of revenue for purposes to which capital is ordinarily applied.

To vary or extinguish all rights and privileges which might interfere with the objects of the intended Act, 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 intended Act, to alter, amend, extend, or repeal some of the provisions of the several local Acts of Parliament following, that is to say, the 6th and 7th Vic., cap. 43, and 23rd Vic. cap. 20, and all other Acts relating to the Company; 6th George IV. cap. 163, 21 Vic. cap. 11, and all other Acts relating to the Liskeard and Looe Union Canal Company.

A plan and section in duplicate of the intended railways and works, showing the situation, lines, and levels thereof respectively, a book of reference to the plan, and an Ordnance map, with the lines of the intended railways delineated thereon, so as to show their general course and direction, will be deposited for public inspection with the Clerk of the Peace for the County of Cornwall, at his office at Bodmin; and a copy of so much of the said plan, section, and book of reference as relates to any parish will be deposited with the Parish Clerk of such 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 the intended Act

will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1881.

Dated November 14th, 1881.

Childs and Son, Liskeard, Solicitors for the Bill.

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

In Parliament.—Session 1882.

Bristol Docks and Harbour Board.

(Constitution of Board; Provisions as to Qualification, Appointment, Election, and Meetings of Board and Committees; Transfer of Bristol Corporation Docks; Powers, &c., to Board and Transfer to or Acquisition by Board of Undertakings of Bristol Port and Channel Dock Company, and Bristol Port and Channel Dock Warehouse Company (Limited), and Dock Undertaking of Bristol and Portishead Pier and Railway Company; Winding-up of the first two of those Companies; Agreements with the said Corporation and Companies; Money Provisions and Powers; Terms and Conditions to be made binding on Shareholders, &c., and Creditors of the Companies; Special Powers to Persons under disabilities; Transfer of Powers, &c., under Acts relating to Corporation and Companies' Charters, &c.; Compensation to Officers and Servants; Purchase, Sale, and Lease of Lands, &c., By-laws; 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 constitute or to provide for the constitution of trustees, commissioners or conservators, or some other body or person (in this notice referred to as "the Board"), for the conservancy, management, preservation and improvement of the rivers Avon and Frome, and of the harbour and port of Bristol, and of all docks, piers, jetties and works thereon, and to confer upon and vest in the Board all powers, rights and privileges necessary for effecting such purposes.

2. To prescribe, define and regulate the qualifications, nomination, appointment, election, retirement and rotation of members of the Board from time to time, and to provide for the nomination, appointment, or election of members or additional members of the Board from time to time.

3. To prescribe the qualifications of and scale and mode of voting by any persons or body of persons who may be authorised by the Bill to appoint or elect members of the board, and to make all necessary provisions for the preparation and revision of lists of such persons.

4. To prescribe or regulate the time and places of holding meetings of the Board; the appointment, duties and powers of Committees of the Board; the proceedings of the Board and of such Committees; the mode of summoning and the quorum at any such meetings, and the filling up of vacancies in the Board; and (if thought expedient) the appointment of a standing arbitrator or arbitrators to determine questions upon which a conflict of opinion may from time to time arise at meetings of the Board; and to define and regulate the duties and proceedings of such arbitrator or arbitrators.

5. To transfer to and vest in the Board, or to enable the Board to acquire upon such terms and conditions (pecuniary or otherwise) as may be agreed upon or settled by arbitration or defined or prescribed by the Bill; the docks and works connected therewith belonging to the Mayor,

Aldermen and Burgesses of the City of Bristol (herein called "the Corporation"), and the city dues, and all property, rights and powers of the Corporation, in whatever capacity, in relation to the said docks, or exercisable within the port, including their rights, powers and jurisdictions as a conservancy authority and a pilotage authority; and to make provision with reference to the maintenance and repair, by the Corporation, the Board, or otherwise, of any roads, quays or places on or connected with the said docks, over which public rights of way or other rights may exist.

6. To transfer to and vest in the Board, or to enable the Board to acquire, upon such terms and conditions (pecuniary or otherwise) as may be agreed upon or settled by arbitration, or defined or prescribed by the Bill, all or any part or parts of the docks, property, estates and effects, rights, powers and privileges of the Bristol Port and Channel Dock Company (hereinafter called "the Avonmouth Dock Company"); and of the Bristol Port and Channel Dock Warehouse Company Limited (hereinafter called "the Warehouse Company"); and of the Dock undertaking of the Bristol and Portishead Pier and Railway Company (herein called "the Portishead Company"); and of any other corporation, company or body, or any person or persons in, over or affecting the port.

7. To make provision, if thought necessary or expedient, for the winding up of the affairs and dissolution of the Avonmouth Dock Company, and the Warehouse Company, or either of them.

8. To authorise the Board, or any persons on behalf of the Board on the one hand, and the Corporation, the Avonmouth Dock Company, the Warehouse Company, and the Portishead Company, or any of them, on the other hand, to enter into and execute contracts, agreements and arrangements for or with respect to all or any of the above-mentioned matters, and for or with respect to facilitating the carrying into effect of the objects of the Bill, and the Bill will or may confirm any contract, agreement or arrangement which has been, or may be made for any of those purposes.

9. To make provision for charging upon the income, revenue and property of the Board, or some part or parts thereof, all or any debentures, bonds, debenture stock, rent charges and other monies charged exclusively or partly on the undertakings and property, tolls, rates and dues to be transferred to the Board, or any of them, or any part or parts thereof respectively, and to define, prescribe and regulate the priorities, inter se, of the holders of or persons entitled to any such securities or moneys as aforesaid, and of the mortgagees, creditors and stock and share holders of the Corporation and the Avonmouth Dock Company, and the Warehouse Company, and the Portishead Company, before or after the transfer of their respective undertakings and property, or any part or parts thereof respectively to the Board, and to authorise and enable the Board to pay off any moneys borrowed, or redeem or consolidate any securities charged upon such undertakings respectively, upon such terms and conditions as may be agreed or prescribed by the Bill.

10. To make binding on the mortgagees, creditors and stock and shareholders of the Corporation, and of the Avonmouth Dock Company, and of the Warehouse Company, and of the Portishead Company respectively, any terms or conditions (pecuniary or otherwise) relating to any of the matters aforesaid, which may be assented to by such a proportion of the respective class as may be prescribed by the Bill.

11. To enable trustees and persons having limited powers or under any incapacity to agree with the Board as to the terms and conditions upon which their shares, rights, property and interests, or any mortgage of or security charged upon any undertaking or part of an undertaking to be transferred to the Board shall be transferred or surrendered or secured upon the undertaking and property of the Board, and to accept mortgages, bonds or securities of the Board in exchange for their existing securities, and to empower all trustees to invest moneys on the securities of the Board.

12. To transfer to and vest in the Board and to enable them to exercise all or any of the powers, with or without modification, of the following Acts or any of them, and to apply all or some of the provisions of the said Acts, with or without modification, to the Board, and throughout the Port, that is to say, 47 George III., session 2, cap. 33, 3 George IV., cap. 24, 6 George IV., cap. 201, 1 Vic., cap. 85, 5 and 6 Vic., cap. 31, 11 and 12 Vic., cap. 43, 28 and 29 Vic., cap. 33, the Bristol Dock Act, 1881, and any other Act or Acts relating to the Corporation as dock owners or as a harbour conservancy or pilotage authority, or in any wise affecting the Port, the Bristol Port and Channel Dock Acts, 1864, 1871, 1872, 1875, 1877, 1878, and 1880, and any other Act or Acts relating to the Avonmouth Dock Company; 26 and 27 Vic., cap. 107, 29 and 30 Vic., cap. 88, 34 and 35 Vic., cap. 142, 36 and 37 Vic., cap. 46, 40 and 41 Vic., cap. 79, 43 and 44 Vic., cap. 22, and any other Act or Acts relating to the Portishead Company, and all or any other Act, charter, or instrument, in any way relating to or affecting the Port, or which would or might advance, hinder, or interfere with the carrying out of the objects of the Bill, and, if necessary, to extend the provisions of such Acts, or any of them, or of any charters or instruments as aforesaid; and to make the same with or without modifications applicable to and throughout the whole of the Port, and especially to transfer to and vest in the Board (with all necessary powers for levying and collecting the same) all or any of the tolls, dues, rates (other than any borough rate leviable under the Bristol Dock Act, 1848), rents, duties, assessments and charges leviable and recoverable under the powers of the aforesaid Acts, or any of them; and all or any other tolls, dues, rates, rents, assessments, charges, and dues leviable within the Port.

13. To provide (if so thought expedient) that upon such terms and conditions as may be agreed upon, or as may be specified in or prescribed by the Bill, the Corporation may, after the intended transfer, continue to levy and collect or receive any moneys now levied, collected or received by the Corporation under the Acts above mentioned, or any of them.

14. To empower the Board to grant compensation or pensions, and to make allowances to any officers or servants of the Corporation or of the Avonmouth Dock Company, or the Warehouse Company, or the Portishead Company, on of the Board, whose services may no longer be required by the Board, and for that purpose to form superannuation and other funds, and apply their funds and revenues.

15. To make such provision as may be necessary, or thought expedient, with reference to the management, maintenance, working and user of the several undertakings to be transferred to the Board by or under the Bill, and for the constitution of the same into one united undertaking.

16. To empower the Board to purchase, take,

on lease or otherwise acquire, and from time to time to sell, let and dispose of lands, houses, tenements and hereditaments, and any interests or rights therein, and any interests or rights in and over the Port.

17. To authorise the Board to make and alter, from time to time, bye-laws, rules and regulations, for or with respect to the regulation, management, control and maintenance, or any matter connected with the Port or with any docks, quays, piers, wharves, jetties or other works or conveniences of the Board, or of any other person therein, and to impose and recover penalties for any infringement of such bye-laws, rules or regulations, or of any of the provisions of the Bill.

18. To empower the Board from time to time to raise and to borrow and re-borrow money for the purposes, or any of the purposes, of the Bill, on the credit of the tolls, dues, rates, rents, charges and duties or other revenue of the Board, and on credit of the property from time to time vested in them, and to create debenture or other stock and grant mortgages or annuities, perpetual or otherwise, and to apply their corporate funds and revenues to any such purposes as aforesaid, and to provide sinking funds for the repayment of any principal moneys borrowed, or the redemption and extinguishment of any stock or annuities.

19. The Bill will vary or extinguish all rights and privileges which would interfere with its objects, and confer other rights and privileges, and will amend, vary or repeal, so far as may be necessary, or thought expedient, the provisions, or some of the provisions, of the several Acts above referred to, or of some or one of those Acts.

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

Dated this 17th day of November, 1881.

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

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

In Parliament.—Session 1882.

Maidstone Water.

(New Works; Purchase of Lands Compulsorily and by Agreement; Powers and Regulations as to Fouling Water; Amendment of Acts.)

NOTICE is hereby given, that the Maidstone Waterworks 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 authorise the Company to construct and maintain the following works, wholly in the parish of West Farleigh, in the county of Kent (that is to say):—

(1.) An aqueduct, conduit, or line of pipes commencing at the spring known as the Ewell spring; which rises in a wood called Quarry Wood, belonging to Richard Whitehead, Esquire, and in the occupation of Charles Chambers, and terminating by a junction with the existing pipes of the Company in and on the north-west side of the mill pond of Tutsham Mills.

(2.) An aqueduct, conduit, or line of pipes commencing at the spring situate in land belonging to the said Richard Whitehead and in the occupation of the said Charles Chambers, and which rises at a point about 2½ chains south of the junction of the Ewell stream with an ornamental pond in the grounds of the said Richard Whitehead, and flows

thence into the Ewell stream, and terminating by a junction with Aqueduct No. 1 at a point about 1 chain south-west of the said junction of the Ewell stream.

(3.) An aqueduct, conduit, or line of pipes commencing at a spring which rises about 176 yards south-west of the said junction of the Ewell stream with the said ornamental pond, and about 56 yards east of the road leading from Maidstone to Yalding, on land belonging to the said Richard Whitehead and in the occupation of the said Charles Chambers, and which flows into the said Ewell stream, and terminating by a junction with the aqueduct, conduit, or line of pipes No. 1 at or near the point where it crosses the said road.

(4.) An aqueduct, conduit, or line of pipes commencing at the spring known as Tutsham Spring, and situate in land belonging to Roger Leigh and in the occupation of Ambrose Warde, and terminating by a junction with the existing pipes of the Company in or on the north-west side of the mill pond of Tutsham Mill.

(5.) All cuts, adits, culverts, drains, sluices, engines, pumps, tanks, pools, cisterns, approaches, works, and appliances subsidiary to the said proposed works or necessary or convenient for or in relation to the collecting, conveying, appropriating, and using the waters of the said springs.

2. To enable the Company to collect, divert, take, use, and appropriate, for the purpose of the said new works and of their undertaking, all such springs, streams, and waters as will or may be intercepted by the proposed works, or as may be found under any lands for the time being belonging to the Company, in or over or in respect of which they have any easements, and particularly the following springs, streams, and waters, namely, the Ewell Spring and its before-mentioned two tributary springs and the Tutsham Spring, which flow directly into the Tutsham mill pond, and from thence into the mains, conduits, pipes, and reservoirs of the Company.

3. To confer upon the Company further powers for the prevention of the pollution of the said springs, streams, and waters.

4. To enable the Company to deviate from the lines and levels shown in the deposited plans and sections to any extent defined in the Bill.

5. To authorise the Company to lay down and maintain pipes and apparatus in, over, and across, and for that purpose to break up, alter, divert, stop up, and interfere with streets, roads, lanes, rivers, watercourses, streams, railways, tramways, sewers, drains, pipes, and telegraph apparatus.

6. To enable the Company to acquire compulsorily and by agreement and to hold lands, easements, water, and property for the purposes of the Bill.

7. 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.

8. 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 amend, enlarge, and repeal the necessary powers and provisions of "The Maidstone Waterworks Act, 1860," "The Maidstone Waterworks Act, 1863," "The Maidstone Water Order, 1873," "The Maidstone Water Order, 1874," "The Maidstone Water Order,

1879," and any other Act or Order relating directly or indirectly to the Company.

9. 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 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.

10. A plan and section in duplicate describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of such lands, houses, and other property, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and on or before the same day a copy of the said plan and section and book of reference, and a copy of this notice, will be deposited with the parish clerk of the said parish of West Farleigh, 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 18th day of November, 1881.

John Case and Son, Solicitors, Maidstone.

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

In Parliament.—Session 1882.

Southwold Bridge.

(Incorporation of Company; Construction of Bridge over River Blyth at Southwold, with approaches thereto; Acquisition or Extinction of Ferry and Ferry Rights; Powers to Limited Owners; Agreements with and Contribution by Corporation of Southwold, Justices of the Peace for Suffolk; Feoffees of Parish of Walberswick and Southwold Harbour Commissioners, or some of them; Power to take and lease Tolls and other matters.)

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

To incorporate a Company (hereinafter referred to as "the Company"), and to empower the Company to make and maintain the bridge and approach roads hereinafter described, with all proper fences, drains, culverts, footpaths, toll-gates, toll-houses and other buildings, works and conveniences connected therewith, all in the county of Suffolk (that is to say):

1. A bridge over the River Blyth, commencing on the south side of the river, in the parish of St. Andrew Walberswick, and terminating on the north side of the river in the parish of St. Edmund Southwold, and to be situate at or near and on the west side of the site of the existing ferry over the said river known as the Walberswick Ferry.

2. An approach road (No. 1), to be wholly situate in the said parish of St. Andrew Walberswick, commencing by a junction with the public road leading to the said ferry, at or near the entrance gate to the Walberswick Vicarage, and terminating at the south end of the said bridge.

3. An approach road (No. 2), to be situate wholly in the said parish of St. Edmund Southwold, commencing by a junction with

the public road leading to the said ferry, at or near the bridge carrying that road over the creek leading to the salt works, and terminating at the north end of the said bridge; with power to the Company to stop up and appropriate the site of so much of the last-mentioned public road as lies between the said last-mentioned bridge and the river.

To empower the Company to deviate, in the construction of the said bridge, approach roads and works, from the lines and levels thereof, as shown upon the deposited plans and sections hereinafter mentioned, and to incorporate with the intended Act such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and to the temporary occupation of lands.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all roads, footpaths, rivers, streams, culverts and drains within or adjoining to the before-mentioned parishes which it may be necessary to cross, stop up, alter or divert in executing the purposes of the intended Act.

To empower the Company to purchase or acquire, by compulsion or agreement, and to hold and use, permanently or temporarily, lands, houses and buildings and easements therein, in the parishes aforesaid, for the purposes of the intended Act.

To authorise the Company to enter into and carry into effect contracts or agreements for the purchase from the owner or owners thereof of the said ferry over the River Blyth, known as Walberswick Ferry, and the rights connected therewith, and to discontinue and extinguish, or provide for the discontinuance and extinction of the said ferry, and of all other rights of ferry and other rights or privileges in or over the said river between the bridge carrying the Southwold Railway over the same and the sea.

To provide or enact that the said bridge, approach roads and works shall be deemed to be the improvement of land within the meaning of the Improvement Land Act, 1864, and to confer upon any tenant for life of, or any person or body 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 maintenance of the said bridge, approach roads and other works, the powers conferred by the said Act upon landowners as defined therein.

To make provision for the repair and maintenance of the said approach roads respectively and the works connected therewith, or part or parts thereof, by the parties liable to the repair of the highways in the parishes in which the same are respectively situate, or by such other parties as may be prescribed or provided for by the intended Act in that behalf.

To authorise the Company on the one hand, and the Mayor, Aldermen, and Burgesses of the borough of Southwold (hereinafter called the Corporation) and the Justices of the Peace for the county of Suffolk (hereinafter called the Justices), or either of them, on the other hand, to enter into and carry into effect contracts and agreements for and in relation to the lease, sale, and transfer of the whole or any part of the undertaking and powers of the Company to the Corporation and the Justices, or one of them, in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties, or as may be prescribed or authorised by the intended Act, and to confirm any such contracts and agreements which may

have been or may be entered into prior to the passing of the intended Act.

To authorise and enable the Corporation, the Justices, the Feoffees of the parish of Walsberswick, the Southwold Harbour Commissioners, and any other Corporation, public body or Commissioners, to subscribe and contribute towards and to hold shares in, or to guarantee interest upon, the capital or debenture debt of the Company, and to apply their corporate funds, rates, or revenues for that purpose, and to raise money for the like purpose on the security of their property or revenues, or of any rates, tolls, dues, or charges which they are entitled or authorised to demand, receive, or recover.

To empower the Company to levy, demand and recover tolls, rates and charges for or in respect of the intended bridge, approach roads and other works, or some of them, and to grant exemptions from the payment of tolls, rates and charges.

To empower the Company to let or lease the said bridge, and the tolls, rates and charges to be levied in respect thereof.

To vary or extinguish all rights and privileges connected with the lands, houses and buildings to be purchased or taken for the purposes of the intended Act, or which would in any manner interfere with the objects of the intended Act, and to confer, vary and extinguish 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 intended bridge, approach roads and other works, showing the lines and levels thereof, and the lands to be taken for the purposes thereof, with a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Suffolk, at his office at Ipswich, and also with the parish clerks, or if there are no parish clerks, with the Vicars of the said parishes of St. Edmund Southwold and St. Andrew Walberswick, at their respective residences.

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

Dated this 17th day of November, 1881.

Carr, Fulton and Carr, 7, Vigo-street, London, Solicitors for the Bill.

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

In Parliament.—Session 1882.

Church Fenton, Cawood, and Wistow Railway.

(Railway to join the Hull, Barnsley, and West Riding Junction Railway; Compulsory Purchase of Lands; Tolls; Extension of Time for Compulsory Purchase of Lands and Completion of Works of authorized Railway; Additional Capital; Working Agreements with Hull, Barnsley, and West Riding Junction Railway and Dock Company; Incorporation of Acts; Amendment of Acts, and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session by the Church Fenton, Cawood, and Wistow Railway Company (in this notice called "the Company") for leave to bring in a Bill for all or some of the following objects, powers, and purposes, that is to say:—

1: To enable the Company to exercise the following powers, and to make and maintain the railway and works hereinafter described, or one of them, or some part or parts thereof, with all needful stations, approaches, sidings, bridges, roads,

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

- (1) A railway commencing in the township and parish of Wistow, in the West Riding of the county of York, by a junction with the railway authorized by "The Church Fenton, Cawood, and Wistow Railway Act, 1879" (in this notice called "the Act of 1879"), at or near the termination of that railway as shown on the plans deposited for the purposes of that Act with the Clerk of the Peace for the said West Riding, at his office at Wakefield, in the month of November, 1878, in a garden numbered on those plans 16, in the said parish of Wistow, belonging, or reputed to belong, to James Backhouse, and in the occupation of Ellen Matthewman, and terminating in the township and parish of Drax, in the said West Riding, by a junction with the railway authorized by "The Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880" (in this notice called "the Act of 1880"), and in that Act called Railway No. 2 (in this notice called Railway No. 3), now in course of construction, at a point on that authorized railway 3 yards or thereabouts measured in a south-westwardly direction from the point on that Railway No. 3 where that railway crosses the lane called or known as Brigg-lane, shown on the plans deposited for the purposes of the said Act of 1880 with the Clerk of the Peace for the West Riding of the county of York, between the points on those plans denoting 3 miles 7 furlongs and 4 miles from the commencement of the said Railway No. 3, and in a field numbered 19, in the parish of Drax, on those plans belonging, or reputed to belong, to the Rev. Samuel Hobbs Hooper, the Right Reverend the Bishop of Rochester, and Edward Wilson, and in the occupation of Robert Turner, which said intended railway and works will be situate in, or be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some or one of them, that is to say, Wistow, Selby, Brayton, Barlow, Camblesforth, Carlton, Snaith, Long Drax, and Drax, or some or one of them, all in the West Riding of the county of York.
2. To empower the Company to deviate laterally from the line of the intended railway to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the Bill, and to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned, to any extent to be authorized by the Bill, and whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.
3. To empower the Company to cross, open, or break up, divert, alter, stop up, or otherwise interfere with, whether temporarily or permanently, all turnpike and other roads, streets, highways, railways, sidings, tramways, bridges, drains, sewers, navigations, rivers, canals, streams, and water-courses, gas, water, and other pipes, telegraph and electric posts, wires, and pipes, and other apparatus and works of every description within the parishes, townships, and places aforesaid which it may be necessary or expedient to cross, open, or break up, divert, alter, stop up, or otherwise interfere with for the purposes of the intended railway and works, or all or any of the purposes of the Bill.
4. To empower the Company to enter upon, purchase, take, and use temporarily and permanently, by compulsion or otherwise, and to hold all such lands, houses, and other property in the parishes, townships, extra-parochial, and other places aforesaid, or either of them, as may be necessary or convenient for the purposes of the intended railway and works, and of the Bill, and particularly to purchase compulsorily about 70 acres of the common known as Barlow-common, in the said township of Barlow, in the said parish of Brayton, and to vary and extinguish all manorial, commonable, and other rights and privileges over or affecting, or in any manner connected with the lands, houses, and property so to be purchased or taken.
5. To enable and authorize any tenant for life, or other person having a limited estate or other 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 authorized and intended railways, or either of them, or any part or parts thereof respectively, or any station, siding, road, approach, buildings, works, or conveniences connected therewith, to subscribe for and to 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 authorized and intended railways, or either 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 considerations, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person or any other person or persons on their behalf respectively and the Company with respect to the matters aforesaid.
6. To provide that the intended railway shall, for the purposes of tolls, rates, duties, and charges, and for all other purposes, unless otherwise provided by the Bill, form part of the undertaking of the Company.
7. To authorize the Company to demand, levy, take, and recover tolls, rates, duties, and charges upon and in respect of the intended railway and works, or any part or parts thereof, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon, to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges.
8. To authorize the Company to apply their existing funds, and any moneys which they have still power to raise to the purposes of the intended railway and works, and of the Bill, and for those purposes, and for the general purposes of their undertaking, to raise additional capital by the creation and issue of new shares or stock, with or without a guaranteed or preferential dividend or other special rights or privileges attached thereto, and by borrowing, or by the creation and issue of debenture stock, or by any of such means.
9. To extend the time limited by the Act of 1879 for the compulsory purchase of lands for, and for the completion of, the railway and works authorized by that Act.
10. To enable the Company, on the one hand, and the Hull, Barnsley, and West Riding Junction Railway and Dock Company, on the other hand, from time to time to enter into and carry into effect, alter, vary, and rescind and renew contracts, agreements, and arrangements for or with respect to the working, use, management, construction, and maintenance by the last-named Company of the intended railway and the authorized railway of the Company, and the works connected therewith respectively, or some of them, or some

part or parts thereof respectively, the supply of rolling-stock, plant, and machinery, the appointment, payment, and removal of officers and servants, the payments to be made, and the conditions to be performed, with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, rates, and charges, receipts, and revenues levied, taken, or arising from that traffic, and the division, appropriation, and appointment of the revenue arising from such traffic or other the profits of the respective undertakings of the contracting Companies, and the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies to the other of them for, or on account of, any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint Committees, and the exercise of all or such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to confirm, and if thought fit to vary, any such contract or agreement which may have been, or which during the progress of the Bill may be, entered into touching any of the matters aforesaid.

11. The Bill will vary and extinguish all existing rights and privileges inconsistent with, or which would in any way interfere with or prevent or hinder the execution of any of its objects, and will confer all powers, rights, and privileges which may be necessary for carrying the same into effect, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Act, 1869;" "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.

12. The Bill will, so 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):—

"The Church Fenton, Cawood, and Wistow Railway Act, 1879," and any other Act relating to the Company, and "The Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880," and any other Act relating to the Hull, Barnsley, and West Riding Junction Railway and Dock Company.

Duplicate plans and sections describing the lines, situations, and levels of the intended railway and works, and the lands, houses, and other property in, through, or under which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and other property, and also an Ordnance map, with the line of the said railway delineated thereon, so as to show its general course and direction; and a copy of this notice, as published in the 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 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 intended railway or works

are to be made, or in which any lands, houses, or other property intended to be taken under the Bill are situate, and a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish at his usual place 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 usual 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.

Mills and Bibby, Huddersfield;

Mann and Son, York;

Solicitors for the Bill.

Simson, Wakeford, Goodhart, and Medcalf,
11, Great George Street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1882.

Skipton and Kettlewell Railway (Extension to Darlington).

(Construction of New Railways in Extension of Authorised Line of Railway in the counties of York and Durham; Deviation and Abandonment of portions of Authorised Line; Alteration of Levels of Authorised Line; Diversions of Roads; Construction of a New Public Road; Compulsory Purchase of Lands; Stopping up of Streets; Tolls; Further Capital; Increase of Number of Directors; Running Powers over portions of North Eastern Railway and Use of Stations, and Working and Traffic Agreements and Arrangements with Midland, North Eastern, and Lancashire and Yorkshire Railway Companies; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, by the Skipton and Kettlewell Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—

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

Railway No. 1, commencing in the township of Threshfield, in the parish of Linton, in the West Riding of the county of York, at a point distant 148 yards or thereabouts, measured in a straight line, in a north-easterly direction from a house known as Lowfield, in the north-east corner of a field belonging or reputed to belong to the Rev. Thomas Whitaker Nowell, and in the occupation of William Eastwood, and terminating in the township and parish of Spennithorne, in the North Riding of the county of York, in and on the east side of the public road leading from Stoop House to the Cross Roads, at or near Parson's Barn, at a point in that road distant 15½ chains or thereabouts, measured in a southerly direction along the said road, from the bridge carrying the North Eastern Railway (Bedale and Leyburn Branch) over the said road.

Railway No. 2, commencing by a junction with Railway No. 1 at the point of termination thereof as above described, and terminating in the township of Constable Burton, in the North Riding of the county of York, in a field belonging or reputed to belong to Marmaduke D'Arcy Wyvill, and in the occupation of George Cockfield, immediately to the north of Peter Wood, near to the southern boundary of the last-mentioned field, at a point in that field distant 21 chains or thereabouts, measured in a straight line in an

easterly direction, from Middlefield House, and also distant $10\frac{1}{2}$ chains or thereabouts, measured in a north-westerly direction in a straight line through the aforesaid Peter Wood, from the centre of the North Eastern Railway (Bedale and Leyburn Branch).

Railway No. 3, commencing by a junction with the aforesaid Railway No. 2, at the point of termination thereof as before described, and terminating in the township of Newton Morrell, in the parish of Gilling detached, in the North Riding of the county of York, in and on the north side of the disturnpiked road leading from Barton to Stapleton, at a point in that road distant 26 chains or thereabouts, measured in a westerly direction along the said road, from the bridge known as Willow Bridge, which carries the said road over Clow Beck.

Railway No. 4, commencing by a junction with Railway No. 3, at the point of termination thereof as before described, and terminating in the township and parish of Darlington, in the county of Durham, in and on the western side of a lane commonly known as the Old Four Riggs Lane, or Easton Road, at a point distant one and a half chains or thereabouts, measured along the said lane, from the northern extremity thereof.

Railway No. 5, commencing by a junction with Railway No. 4, at the point of termination thereof, as before described, and terminating in the parish of Darlington, and township of Cockerton, in the county of Durham, by a junction with the North Eastern Railway (York, Newcastle, and Berwick), at a point on that railway distant 27 chains or thereabouts, measured in a southerly direction along the centre of the said North Eastern Railway, from the bridge carrying the public road known as Salter's Lane over that Railway.

Railway No. 6, commencing by a junction with Railway No. 1, at the point of termination thereof as before described, and terminating in the township of Constable Burton, in the parish of Fingall, in the North Riding of the county of York, by a junction with the North Eastern Railway (Bedale and Leyburn Branch) at a point on that railway distant $24\frac{1}{2}$ chains or thereabouts, measured along the centre of the said North Eastern Railway, from the bridge carrying that railway over the public road leading from the cross roads at or near Parsons Barn to Stoop House.

Railway No. 7, commencing by a junction with the North Eastern Railway (Bedale and Leyburn Branch), and at the point of termination of Railway No. 6 as before described, and terminating by a junction with Railway No. 3 at the point of commencement thereof as before described.

Railway No. 8, commencing by a junction with Railway No. 3, at the point of termination thereof as before described, and terminating in the township and parish of Manfield, in the North Riding of the county of York, by a junction with the Merrybent and Darlington Railway, at a point on that railway distant 15 chains or thereabouts, measured in a northerly direction along the centre of the said Merrybent and Darlington Railway, from the bridge which carries the road leading from the Clow Beck Farm over that railway.

Railway No. 9, commencing by a junction with Railway No. 4, at the point of termination thereof as before described, and terminating in the township and parish of Darlington, in the county of Durham, by a junction with the siding leading to the building known as the Lime Shed, at the North Road Station of the North Eastern (Stockton and Darlington) Railway, at a point distant $1\frac{1}{2}$ chains or thereabouts, measured along the centre of such siding, from the south-eastern extremity thereof.

Railway No. 10, commencing by a junction with Railway No. 4, at the point of termination thereof as before described, and terminating in the township and parish of Darlington, in the county of Durham, by a junction with the North Eastern (Stockton and Darlington) Railway, at the eastern extremity of the viaduct which carries the North Eastern Railway over the River Skerne, or thereabouts.

Railway No. 1A, wholly in the township and parish of Skipton, in the West Riding of the county of York, commencing by a junction with the Midland (Leeds and Bradford Railway Extension from Shipley to Colne) Railway, at a point distant 10 chains or thereabouts, measured in a southerly direction along the centre of that railway, from the bridge which carries the New Skipton and Carlton Road over the said railway, and terminating in a field numbered 537 on the Tithe Commutation map belonging to the Right Honourable Henry James, Baron Hothfield, and in the occupation of John Hogg, at a point in that field distant 5 chains or thereabouts, measured in a northerly direction, from the barn known as Gouldha, otherwise Gould Hay Lathe.

Railway No. 2A, commencing by a junction with Railway No. 1A, at the point of termination thereof, as before described, and terminating in the township of Stirton-with-Thorlby, in the parish of Skipton, in the West Riding of the county of York, in and on the south side of the public road known as Culvert Lane, at a point in that lane distant $18\frac{1}{2}$ chains or thereabouts, measured in a northerly direction along the said lane, from the centre of the culvert or aqueduct which carries the Leeds and Liverpool Canal over the said lane.

Railway No. 3A, commencing by a junction with Railway No. 2A, at the point of termination thereof as before described, and terminating in the township of Flasby-with-Winterburn, in the parish of Gargrave, in the West Riding of the county of York, by a junction with the Skipton and Kettlewell Railway, authorised by the Skipton and Kettlewell Railway Act, 1880, at the point marked "3 miles 6 furlongs" on the deposited plans of that railway.

Railway No. 4A, commencing by a junction with Railway No. 1A, at the termination thereof as above described, and terminating 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 or near the point of junction of the Midland (Little North Western) Railway with that railway.

Railway No. 5A, commencing in the township and parish of Carlton, 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, distant 39 chains or thereabouts, measured in a westerly direction along the centre of that railway, from the centre of the bridge or viaduct which carries the last-mentioned railway over the River Aire and Carlton Lane, and terminating by a junction with Railway No. 3A, at the point of commencement thereof before described.

The Railways so proposed to be authorised will pass from, in, through, or into the parishes, townships, townlands, extra-parochial and other places following, or some of them, that is to say: Threshfield, Linton, Burnsall, Conistone, Kilnsey, Conistone-with-Kilnsey, Kettlewell, Starbottom, Kettlewell-with-Starbottom Arncliffe, Buckden, Cray, Hubberholme, Skipton, Carlton, Stirton-with-Thorlby, Stirton, Thorlby, Gargrave, Flasby-with-Winterburn, and Broughton, all in the West Riding of the county of York; Bishop-

dale, Aysgarth, Newbiggin, Streethead, West Burton, Burton-cum-Walden, Sorrowsykes, Swinethwaite, Wanlas Park, Gale Bank, West Witton, Park Gate, West Parks, Wensley, Wensleydale, Yoredale, Middleham, Spennithorne, Harnby, Fingall, Constable Burton, Hunton, Arrathorne, Patrick Brompton, Appleton, Hornby, Hornby detached, Patrick Brompton detached, Patrick Brompton and Hornby intermixed, Hawxwell, Tunstall, Scotton, Katterick, Hipswell, Brough Hall, Colburn, Hudswell, Richmond, Easby, Saint Trinian's, Saint Martin's near Richmond, Brompton-upon-Swale, Skeeby, Moulton, Middleton Tyas, Gilling detached, Barton, Newton Morrel, Manfield, Cleasby, Stapleton, Stanwick, and Croft, all in the North Riding of the county of York; Blackwell, Darlington, Bongate, Cockerton, and Haughton-le-Skerne, all in the county of Durham.

It is intended to authorise the relinquishment of the construction in the line and on the levels authorised by the said Skipton and Kettlewell Railway Act, 1880, of so much of the said authorised line as lies between the authorised point of commencement thereof and a point distant therefrom 3 miles and 6 furlongs or thereabouts.

It is intended to authorise an alteration of the authorised levels of the said authorised line in the townships and parishes of Flasby-with-Winterburn, Gargrave, Rilstone, Hetton, Burnsall, Cracow, Linton, and Threshfield, between the points distant from the commencement of such authorised line 4 miles and 4 miles 2 furlongs, 4 miles 4 furlongs and 4 chains, and 5 miles 2 furlongs and 3 chains, 5 miles 5 furlongs and 3 chains and 6 miles and 1 chain, 6 miles 1 furlong and 8 chains, and 6 miles 3 furlongs and 4 chains, 8 miles 4 furlongs, and 8 miles 7 furlongs, 9 miles 4 chains, and 9 miles 1 furlong and 5 chains.

To empower the Company to make a new road situate wholly in the township and parish of Skipton, and in the West Riding of the county of York, commencing in the Broughton Road at a point in that road opposite 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 Carlton, at the point of junction of that road with the new road leading into the Keighley and Kendal disturnpiked road.

To empower the Company to alter the existing lines and levels of, and to divert in the manner shown on the plans and sections hereinafter mentioned, and for the distances hereinafter specified, the following roads, or some or one of them, or some parts or part thereof respectively, in the townships of Hetton and Rilstone and parish of Burnsall, all in the West Riding of the county of York, all of which roads converge upon Skirsegill Bridge (that is to say):—

- (A.) The road leading from Skirsegill Bridge to the village of Rilstone, for a distance of eight chains or thereabouts from the centre of the said bridge.
- (B.) The road leading from Skirsegill Bridge to the village of Cracow, for a distance of 15 chains or thereabouts from the centre of the said bridge.
- (C.) The road leading from Skirsegill Bridge to Fleets House and Bordley, for a distance of 16 chains or thereabouts from the centre of the said bridge.

To empower the Company to alter the existing lines and levels of, and to divert in the manner shown on the plans and sections hereinafter mentioned, and for the distance hereinafter specified, the following road, or some part or parts thereof, in the townships of Linton and Cracow, and in

the parishes of Burnsall and Linton, all in the West Riding of the county of York, that is to say: the road leading from Cracow to Linton, for a distance of forty-three chains, or thereabouts, in a southerly direction, and for a distance of eighteen chains in a northerly direction, from the public-house or inn known as "Catch All." The said last-mentioned road diversion will include the construction of a short branch road to join the road to Threshfield, at the said "Catch All" public-house or inn.

To empower the Company to stop up and convert to the use of, and acquire for the purposes of the Company the streets and roads following, or some part or parts thereof respectively, all in the township and parish of Darlington, in the county of Durham (that is to say):—

- (A.) So much of Four Riggs Lane as lies to the north of Gladstone Street;
- (B.) So much of Dodds Street as lies between Old Four Riggs Lane or Easton Road and Selborne Terrace;
- (C.) The whole of Foster Street;
- (D.) The whole of Lowe Street;
- (E.) The whole of Selborne Terrace.

To empower the Company to acquire, by compulsion or agreement, and to hold lands, houses, and buildings for the purposes of the intended railways, roads, road diversions, and works; and to vary and extinguish all rights and privileges connected with the lands, houses, and buildings so to be purchased and taken, or which would in any manner impede or interfere with the objects of the Bill, and to confer, vary, and extinguish other rights and privileges.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, canals, rivers, and streams within or adjoining to the before-mentioned parishes, townships, and other places, which it may be necessary to cross, stop up, alter, or divert in executing the purposes of the Bill.

To empower the Company to demand and recover tolls, rates, and charges for and in respect of the use of the intended railways and works; to vary existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To empower the Company to increase their capital, and to raise a further sum of money for the purposes of the Bill by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To 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 Bill, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways, roads, road diversions, and other works, or any of them respectively, or the objects or purposes of the Bill, 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, roads, road diversions, 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, roads, road diversions, 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 and all or any other Companies, Company, and persons lawfully working, using, or running over the undertaking of the Company, or any part thereof, from time to time to run over and use with their engines, carriages, and trucks, and with their officers and servants, and for purposes of traffic of every description, the portions of railways and stations hereinafter described or referred to, and all sidings, junctions, signals, telegraphs, points, crossings, roads, approaches, platforms, offices, sheds, engine-houses, water, watering places, buildings, machinery, works, and conveniences connected with such portions of railways and stations respectively, upon such terms and conditions, pecuniary or otherwise, and upon payment of such tolls, rates, and charges as may from time to time be agreed upon or settled by arbitration, or as may be prescribed in or provided for by the Bill.

The portions of railways and stations hereinbefore referred to are the following:—

So much of the Railway of the North Eastern Railway Company (hereinafter called "the North Eastern Company") as lies between the commencement of Railway No. 7 and Leyburn Station.

To require and compel the Midland Company and the North Eastern Company respectively to afford all requisite facilities for the exercise of the powers aforesaid, and for receiving, transferring, delivering, and forwarding over their respective systems traffic of every description passing from or coming to the Railway of the Company, and to book or invoice through all or any of such traffic, and to enable the Company and all or any such other Companies or Company and persons as aforesaid to levy, receive, and recover tolls, fares, rates and charges in respect of passengers, animals, and things conveyed by them or any of them from, over, through, or into the before-mentioned portions of railways and stations respectively, and to alter the tolls, fares, rates, and charges now leviable, and to fix and determine, or to provide for the fixing and determining, of the tolls, fares, rates and charges to be hereafter leviable upon, at, or in respect of the said portions of railways and stations respectively, or any part thereof, and of the works and conveniences connected therewith, and to authorise agreements between the Company and the Midland Company and the North Eastern Company respectively, with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the Bill, and make all such provisions as may be necessary for carrying the same into full and complete effect.

To enable the Company, on the one hand, and the North Eastern Company, the Midland Company, the Great Northern Railway Company, and the Lancashire and Yorkshire Railway Company (hereinafter called the "contracting Com-

panies"), or any or either of those Companies respectively on the other hand, to enter into and carry into effect agreements for and with respect to the working, use, management, and maintenance of the Skipton and Kettlewell Railway already authorised, and of the intended railways and works, or any part thereof, and the supply of rolling and working stock, and of officers and servants for the conduct and conveyance of the traffic on the said authorised and intended railways and works, the payments to be made and the conditions to be performed in reference to such working, use, management, and maintenance, and for and with respect to the interchange, transmission, forwarding, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, and for and with respect to the fixing of the tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to confirm or give effect to any agreement which may have been, or may, before the passing of the Bill, be entered into between the Company and the contracting Companies, or any of them, with reference to the matters aforesaid, or any of them.

So far as may be necessary for the objects and purposes aforesaid, it is intended, if need be, to alter, amend, extend, or to repeal all or some of the powers and provisions of the following local and personal Acts, viz.: 17 and 18 Vic., cap. 211, and all other Acts relating to or affecting the North Eastern Company; 7 and 8 Vic., caps. 18 and 59, and all other Acts relating to or affecting the Midland Company; 9 and 10 Vic., cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company; 1 and 2 Wm. IV., cap. 60; 6 and 7 Vic., cap. 111; and 22 and 23 Vic., cap. 110, and all other Acts relating to or affecting the Lancashire and Yorkshire Railway Company; and 42 and 43 Vic., cap. 201, and any other Act or Acts relating to or affecting the Company.

The Bill 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.

And Notice is hereby also given, that, on or before the 30th day of November instant, plans and sections describing the lines and levels of the proposed railways, roads, road diversions, and works, and the lands, houses, and other property in or through which they will be made, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and the occupiers of such lands, houses, and other property, and 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 be deposited with the Clerk of the Peace for the North Riding of the county of York at his office at Northallerton, and with the Clerk of the Peace for the West Riding of the county of York at his office at Wakefield, and with the Clerk of the Peace for the county of Durham at his office in the city of Durham, and that a copy of the said plans, sections, and book of reference, or so much thereof as relates to each parish in or through which the intended Railways and works will be made, together with a copy of this Notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the Parish Clerk of each such parish at his residence, and as regards any extra-parochial place (if any)

with the Parish Clerk of some adjoining parish at his residence.

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

Dated this 17th day of November, 1881.

Longdale and Eaton Turner, } Solicitors
30, Bedford-row; } for the Bill.
George Robinson, Skipton; }
Wyatt, Hoskins, and Hooker, 28, Parli-
ament-street, Westminster, Parliamen-
tary Agents.

In Parliament.—Session 1882.

Sutton and London and South Western Junction Railway.

(Incorporation of Company; Constructions of Railways between the London and South Western Railway at Worcester Park Station and Sutton; Compulsory Purchase of Lands; Tolls; Running Powers and use of Worcester Park Station; Working and other Arrangements with the London and South Western Railway Company; Amendment of Acts; and other purposes.)

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

To incorporate a Company (hereinafter referred to as "the Company") and to empower the Company to make and maintain the railways hereinafter described, or some of them, or some part or parts thereof, with all necessary stations, approaches, sidings, works and conveniences connected therewith, viz.:—

No. 1, a railway, commencing in the parish of Sutton, at a point situate at the eastern boundary of an inclosure (formerly intended for a skating rink) between Hill-road and the main road from Cheam to Carshalton, belonging to Alfred Cortis, and in the occupation of H. S. Freeman; at a point about equi-distant from Hill-road and the said main road, and terminating in the parish of Cuddington at a point about 6½ chains in an easterly direction from the mile post on the Epsom and Leatherhead branch of the London and South Western Railway indicating 11 miles from London, and in a field belonging to and in the occupation of the Executors under the Will of the late John Jefferies Stone.

Railway No. 2, wholly in the parish of Cuddington, commencing at the before described termination of Railway No. 1, and terminating by a junction with the said Epsom and Leatherhead branch at a point about 6 chains south of the centre of the bridge carrying the said railway over the road between Cheam and Malden Green.

Railway No. 3, commencing at the before-described termination of Railway No. 1, and terminating in the parish of Malden at a point situate in a field adjoining the said Epsom and Leatherhead Branch Railway, which point is about 20 yards in an easterly direction from the eastern side of the northern end of the down platform of Worcester Park Station, which said intended railways will pass from, through and into the parishes of Sutton, Cheam, Cuddington, Morden, and Malden, all in the county of Surrey.

To empower the Company to purchase and take by compulsion and agreement, and to hold lands, houses and property in the parishes and places aforesaid for the purpose of the intended railways and works, and to vary and extinguish

all rights and privileges connected with the lands, houses and property so to be purchased and taken which would in any manner impede or interfere with the objects of the intended Act, and to confer, vary and extinguish other rights and privileges.

To empower the Company to cross, divert, alter and stop up, whether temporarily or permanently, all public carriage and other roads, highways, footways, railways, tramways, canals, rivers, streams, drains, sewers, pipes and telegraphs which it may be necessary or convenient to cross, divert, alter or stop up for the purposes of the intended Act.

To empower the Company to demand, take and recover tolls, rates and charges for or in respect of the use of the intended railways and works, and upon the portion of railway, station and works hereinafter mentioned belonging to the London and South Western Railway Company, and to alter the tolls, rates and duties which that Company are now authorised to take, and to grant exemptions from the payment of such tolls, rates and charges.

To authorise the Company and all other companies or persons running over, working or using the railways of the Company, or any part thereof, to run over and use with their engines and carriages, officers and servants, and for the purposes of their traffic of every description, the portions of railway hereinafter described, or some part or parts thereof respectively, that is to say:—

The portion of the Epsom and Leatherhead branch of the London and South Western Railway, between the junction therewith of Railway No. 2 and the Worcester Park Station, together with the use of the said junctions, and to use the said station at Worcester Park, and the signals, water, watering places, engine-sheds, offices, warehouses, sidings, junctions, roads, works and conveniences connected with the said portion of railway and station upon payment of such tolls, rates or other remuneration, and upon such terms and conditions as shall be mutually agreed upon between the London and South Western Company and the Company, or, failing such agreement, as shall be settled by arbitration, or otherwise provided for by the intended Act.

To enable the Company on the one hand and the London and South Western Railway Company on the other hand, to enter into and carry into effect agreements for, and with respect to the construction, working, use, management and maintenance of the intended railways and works or any part thereof, and the supply of rolling and working stock, and of officers and servants for the conduct and conveyance of the traffic on the intended railways and works, and the payments to be made, and the conditions to be performed in reference to such construction, working, use, management and maintenance, and for and in respect to the interchange, transmission, forwarding and delivery of traffic coming from or destined for the respective railways of the Company and the London and South Western Railway Company, and for and with respect to the fixing of the tolls and charges to be demanded, taken and recovered in respect of such traffic, and to confirm or give effect to any agreement which may have been or may, before the passing of the intended Act, be entered into between the said Companies; with reference to any of the matters aforesaid.

To alter, amend or repeal all or some of the provisions of the several Acts of Parliament following, or some of them, that is to say: (local and personal) Act 4 and 5 Will. IV, cap. 88; 22 and 23 Vic., cap. 44; 24 and 25 Vic., caps. 111 and 190; 27 and 28 Vic., caps. 298 and 325; 28 and

29 Vic., caps. 104 and 273; 34 and 35 Vic., cap. 68; 39 and 40 Vic., cap. 213; 42 and 43 Vic., cap. 25; and all other Acts relating to the London and South Western Railway Company.

And notice is hereby further given, that on or before the 30th day of November next, in the present year, duplicate plans and sections of the intended railways and works, showing the lands to be taken for the purposes thereof, with a book of reference to such plans, and an Ordnance map with the general course and direction of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette will be deposited with the Clerk of the Peace for the county of Surrey, at his office at Newington Causeway, 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 of the before-mentioned parishes, with a copy of this notice published as aforesaid, will also be deposited with the parish clerk of 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 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.

Fowler and Co., 3, Victoria-street, Westminster, Solicitors.

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

In Parliament.—Session 1882.

South London Tramways.

Power to South London Tramways Company to construct New Tramways in the County of Surrey; New Passing Places and Junctions; Tolls; Abandonment of part of Tramway No. 5 authorised by the South London Tramways (Extensions) Act, 1880; Extension of Time for the Construction of Part of Tramways authorised by the South London Tramways Acts of 1879 and 1880; Repeal or variation of section 11 of the South London Tramways Act, 1879; Purchase of Undertaking of City of London and Metropolitan Tramways Company, Limited; and Dissolution of that Company; Powers to Purchase and run Omnibuses, &c.; Agreements with and subscriptions by other Tramways Companies relating thereto; Additional Capital; Amendment of Acts; and other purposes).

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

To empower the Company to make, form, lay down, and maintain the several tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith, that is to say:—

(1.) Tramway No. 1 (single line) commencing in Wandsworth-road by a junction with the existing or authorised Tramway of the Company at a point about $1\frac{1}{2}$ chains measured along that road in a north-easterly direction from Westbury-street, and terminating in Wandsworth-road at a point about $3\frac{1}{4}$ chains measured in a north-easterly direction along that road from Pensbury-street or road.

(2.) Tramway No. 2 (double line) commencing at the termination of Tramway No. 1, and

terminating in Wandsworth-road at a point about $\frac{1}{2}$ a chain measured in a north-easterly direction along that road from Albion-road.

(3.) Tramway No. 3 (single line) commencing at the termination of Tramway No. 2, and terminating in Wandsworth-road, about $5\frac{1}{2}$ chains measured in a north-easterly direction along that road from Milton-street.

(4.) Tramway No. 4 (double line) commencing at the termination of Tramway No. 3, and terminating in Wandsworth-road at a point about $\frac{1}{2}$ a chain measured in a north-easterly direction along that road from Howard-street.

(5.) Tramway No. 5 (single line) commencing at the termination of Tramway No. 4, and terminating in Wandsworth-road at a point about $5\frac{1}{2}$ chains measured in a north-easterly direction along that road from Brookland-road.

(6.) Tramway No. 6 (double line) commencing at the termination of Tramway No. 5, and terminating in Wandsworth-road at a point about a $\frac{1}{4}$ of a chain measured in a north-easterly direction along that road from Devonshire-road.

(7.) Tramway No. 7 (single line) commencing at the termination of Tramway No. 6, and terminating in Wandsworth-road, at a point about a $\frac{1}{4}$ of a chain measured in a north-easterly direction along that road from Pascal-street.

(8.) Tramway No. 8 (double line), commencing at the termination of Tramway No. 7, and terminating in Wandsworth-road at a point about $2\frac{3}{4}$ chains measured in a north-easterly direction along that road from Pascal-street.

(9.) Tramway No. 9 (single line), commencing at the termination of Tramway No. 8, and terminating in Wandsworth-road at a point about 1 chain measured in a southerly direction along that road from Miles-street.

(10.) Tramway No. 10 (double line), commencing at the termination of Tramway No. 9, and terminating in Wandsworth-road at a point about $4\frac{3}{4}$ chains measured in a north-easterly direction along that road from Miles-street.

(11.) Tramway No. 11 (single line), commencing at the termination of Tramway No. 10, and terminating in Wandsworth-road at a point about $5\frac{1}{2}$ chains measured in a north-easterly direction along that road from Clark's-place.

(12.) Tramway No. 12 (double line), commencing at the termination of Tramway No. 11, and terminating in the open space known as Vauxhall Cross at a point about 1 chain measured in a south-westerly direction from the lamp standard on the northernmost refuge there.

(13.) Tramway No. 13 (single line), commencing at the termination of Tramway No. 12, and terminating at Vauxhall Cross aforesaid by a junction with the commencement of Tramway No. 45 authorised by "The South London Tramways Act, 1881," at a point about $4\frac{1}{2}$ yards measured in a south-westerly direction from the lamp standard aforesaid.

(14.) Tramway No. 14 (single line), commencing in Wandsworth-road by a junction with Tramway No. 9 at a point in the Wandsworth-road about $\frac{1}{2}$ chain measured in a south-westerly direction along that road from Wyvil-road and terminating in South Lambeth-road at a point about $1\frac{3}{4}$ chains

- measured in a south-westerly direction along that road from Fentiman-road.
- (15.) Tramway No. 15 (double line), commencing at termination of Tramway No. 14, and terminating in South Lambeth-road at a point about $\frac{1}{4}$ of a chain measured in a southerly direction along that road from Archer-street.
 - (16.) Tramway No. 16 (single line) commencing at the termination of Tramway No. 15 and terminating in South Lambeth-road at a point about $7\frac{1}{2}$ chains measured in a northerly direction along that road from Archer-street.
 - (17.) Tramway No. 17 (double line), commencing at the termination of Tramway No. 16, and terminating at Vauxhall Cross aforesaid at a point about $\frac{3}{4}$ of a chain measured in a southerly direction from the lamp standard aforesaid.
 - (18.) Tramway No. 18 (single line), commencing at the termination of Tramway No. 17, and terminating at Vauxhall Cross aforesaid by a junction with Tramway No. 13 at a point about $\frac{1}{2}$ a chain measured in a southerly direction from the lamp standard aforesaid.
 - (19.) Tramway No. 19 (single line), commencing in Nine Elms-lane by a junction with the existing tramway of the Company at the termination thereof in that lane, and terminating in Nine Elms-lane at a point about 1 chain measured in a westerly direction along that lane from Wandsworth-road.
 - (20.) Tramway No. 20 (double line), commencing at the termination of Tramway No. 19, and terminating by a junction with Tramway No. 10 at a point about 2 chains measured in a north-easterly direction along Wandsworth-road from Miles-street.
 - (21.) Tramway No. 21 (double line), commencing in a road leading from Victoria-road, Battersea, to the south-eastern entrance gate of Battersea-park at a point about $\frac{3}{4}$ of a chain from that entrance gate measured in a south-easterly direction along that road and terminating in the Victoria-road aforesaid at a point about 2 chains measured in a south-easterly direction from the said entrance gate.
 - (22.) Tramway No. 22 (single line), commencing at the termination of Tramway No. 21, and terminating in the Prince of Wales-road, Battersea, at a point about 9 chains measured in an easterly direction along that road from Victoria-road, aforesaid.
 - (22A.) Tramway 22A (single line), commencing in Victoria-road aforesaid by a junction with Tramway No. 1, authorised by the South London Tramways (Extensions) Act, 1880, from a point about $\frac{3}{4}$ of a chain, measured in a northerly direction along Victoria-road aforesaid from the lamp standard on the refuge at the intersection of Victoria and Prince of Wales-Roads, and terminating by a junction with Tramway No. 22, at a point about $\frac{1}{2}$ a chain, measured in an easterly direction along the Prince of Wales-road from the lamp standard last aforesaid.
 - (23.) Tramway No. 23 (double line), commencing at the termination of Tramway No. 22, and terminating by a junction with the existing tramway of the Company in Battersea-park-road at a point about $4\frac{1}{2}$ chains measured in a south-westerly direction along that road from Stewards-lane, Battersea.
 - (24.) Tramway No. 24 (single line) commencing by a junction with the southernmost line of rails of the existing tramway of the Company in Battersea-park-road at a point about $1\frac{1}{2}$ chains measured in a north-easterly direction along that road from Lockington-street or road and terminating in Battersea-park-road by a junction with the northernmost line of rails of the existing tramway of the Company there at a point about $2\frac{1}{2}$ chains measured in a north-easterly direction along that road from Lockington-street or road.
 - (25.) Tramway No. 25 (single line), commencing in Westminster-bridge-road by a junction with the Tramway authorised by the City of London and Metropolitan Tramways Order, 1881, confirmed by the Tramways Orders Confirmation (No. 3) Act, 1881, at a point about $1\frac{1}{2}$ chains measured in a westerly direction from the Obelisk, St. George's Circus, and terminating by a junction with Tramway No. 53 authorised by "The South London Tramways Act, 1881," at a point in St. George's Circus about $\frac{1}{4}$ of a chain South of the Obelisk aforesaid.
 - (26.) Tramway No. 26 (double line) commencing in the Southwark-bridge-road by a junction with Tramway No. 53 authorised by the South London Tramways Act, 1881, at a point about $\frac{3}{4}$ of a chain measured in a northerly direction along that road from Borough-road and terminating in Southwark-bridge-road at a point about $6\frac{1}{4}$ chains measured in a southerly direction along that road from Borough-road.
 - (27.) Tramway No. 27 (single line), commencing at the termination of Tramway No. 26, and terminating in Southwark-bridge-road at a point about $3\frac{1}{4}$ chains measured in a southerly direction along that road from Lancaster-street.
 - (28.) Tramway No. 28 (double line), commencing at the termination of Tramway No. 27, and terminating in Southwark-bridge-road at a point about $1\frac{3}{4}$ chains measured in a south-easterly direction along that road from York-street.
 - (29.) Tramway No. 29 (single line), commencing at the termination of Tramway No. 28, and terminating in Southwark-bridge-road at a point about $2\frac{1}{4}$ chains measured in a south-easterly direction along that road from York-street.
 - (30.) Tramway No. 30 (double line), commencing in the Borough-road by a junction with Tramway No. 53 authorised by "The South London Tramways Act, 1881," at a point about $\frac{1}{2}$ a chain measured in a westerly direction along that road from Lancaster-street, and terminating at or near the junction of Lancaster-street with Borough-road at a point about $3\frac{3}{4}$ chains measured in a north-westerly direction along Lancaster-street from Earl-street.
 - (31.) Tramway No. 31 (single line), commencing at the termination of Tramway No. 30, and terminating in Southwark-bridge-road at a point about $\frac{1}{2}$ a chain measured in a southerly direction along that road from Lancaster-street.
- The tramways and works hereinbefore described will be situate in or pass through or into the parishes, townships, or places following, or some or one of them, viz., St. Mary, Battersea; Clapham; Lambeth; and St. George the Martyr, Southwark, all in the County of Surrey.
- Where in the description of any of the pro-

posed 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.

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

In Wandsworth-road.

On the south-east side of the road between points respectively $3\frac{1}{4}$ chains and $5\frac{3}{4}$ chains north-east of Pensbury-street or road on the south-east side between points respectively $5\frac{1}{2}$ chains and 8 chains north-east of Milton-street, on the south-east side between points respectively 2 chains south-west and $\frac{1}{2}$ a chain north-east of Devonshire-road, on the south-east side between points respectively $\frac{1}{4}$ of a chain and $2\frac{3}{4}$ chains north-east of Pascal-street.

In Wandsworth and Wyvil Roads.

On the south-east side of Wandsworth-road and south side of Wyvil-road between a point in Wandsworth-road about $\frac{1}{4}$ of a chain measured in a south-westerly direction from a point in the centre of Wandsworth-road opposite Wyvil-road and a point in Wyvil-road about $\frac{3}{4}$ of a chain measured in an easterly direction along Wyvil-road from the said point in the centre of the Wandsworth-road.

In Wyvil and South Lambeth Roads.

On the south side of Wyvil-road and east side of South Lambeth-road between a point in the Wyvil-road about $\frac{3}{4}$ of a chain measured in a westerly direction along that road from a point in the centre of South Lambeth-road opposite Wyvil-road and a point in South Lambeth-road about 3 chains measured in a northerly direction along that road from the said point in the centre of South Lambeth-road.

In Nine Elms-lane.

On the south side between the points respectively $\frac{3}{4}$ of a chain and 3 chains from the centre of Wandsworth-road opposite Nine Elms-lane.

Near Battersea Park.

On the north side of the road leading from Victoria-road, Battersea, to the south-east entrance to Battersea Park between points respectively about $\frac{3}{4}$ of a chain and $1\frac{3}{4}$ chains from the Lamp Standard at the intersection of Victoria and Prince of Wales roads.

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

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

To authorise the Company to abandon the construction of so much of Tramway No. 5 authorised by "The South London Tramways (Extensions) Act, 1880," as lies between a point $1\frac{1}{4}$ chains measured in a north-easterly direction along Wandsworth-road from Westbury-street and the termination of that tramway.

To extend the time for the construction of so much of Tramways Nos. 15 and 15a, authorised by "The South London Tramways Act, 1879," as are

situate in York-road, in the parish of St. Mary, Battersea, between Falcon-lane and Plough-lane, and of Tramways Nos. 16, 16a, 16b, 17, 17a, 18, 19, and 19a, authorised by "The South London Tramways (Extensions) Act, 1880," and to make such provision with reference to the completion of those tramways or otherwise as Parliament may authorise, and the Bill provide.

To repeal, vary, or alter Section 11 of the "The South London Tramways Act, 1879," or some part thereof as may be defined by the Bill.

To authorise the Company to enter into agreements and arrangements with the Board of Works for the Wandsworth district with reference to the widening and improvement of York-road, Battersea, and to confirm and give effect to any such agreements as may have been made or may be made before the passing of the Bill into an Act, and to enable the Company to subscribe and use their capital and funds for or towards the cost of such widening and improvement.

To empower the Company to purchase or take on lease from the City of London and Metropolitan Tramways Company Limited (hereinafter called the City Company), and to empower that Company to sell or lease to the Company all the undertaking, tramways, works, buildings, lands, plant, property, and effects of the City Company, or any part or parts thereof, and all the powers, rights, and privileges of or belonging to or enjoyed by that Company in connection therewith, of what nature or kind soever, upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the Bill, and to provide for the dissolution of the City Company, and for the exercise and fulfilment by the Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, liabilities, and obligations of the City Company, whether with reference to the construction and maintenance of works, the fixing, demanding, and recovering of tolls, rates, and charges, the raising of capital, the granting or issuing of mortgages or otherwise, and for the substitution of shares or stock of the Company for the shares or stock in the capital of the City Company, whether before or after the same shall have been paid up in full; and to authorise agreements between the said Companies with respect to the matters aforesaid, or any of them, and with reference to the working, use, management, and maintenance by the Company of the undertaking of the City Company, or any part thereof, and to confirm or give effect to any such agreement that may have been or may be made prior to the passing of the Bill.

To authorise and empower the Company to build, purchase, hire, provide, work, use and run omnibuses, coaches, hackney carriages, and other vehicles from, to, and in connection with their tramways, and generally to carry on the business of omnibus, coach, and hackney carriage proprietors; and to levy and recover tolls, rates, and charges for the use of such omnibuses, coaches, hackney carriages, and other vehicles, and to make such other provisions with respect to the matters aforesaid as the Bill will define.

To empower the Company on the one hand, and the North Metropolitan Tramways Company, the London Street Tramways Company, the London Tramways Company, and the Southwark and Deptford Tramways Company, or any or either of them on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use,

management, and maintenance of any omnibuses, coaches, hackney-carriages, and other vehicles as aforesaid, and the distribution of the receipts and profits arising therefrom, and to enable those Companies, or any or either of them, to subscribe and use their capital for such purposes.

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

To authorise the Company from time to time, and either temporarily or permanently to make, maintain, alter, and remove such crossings, passing-places, sidings, junctions, turn-outs, and other works as may be necessary or convenient for the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds or works or buildings of the Company.

To authorise the Company to enter upon and open the surface of and to alter and stop up, remove, and otherwise interfere with streets, turnpike or other roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, waterpipes, gaspipes, and electric telegraph pipes and apparatus within all or any of the parishes or places mentioned in this notice, for the purposes of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for the other purposes of the intended Act.

To empower the Company for all or any of the purposes of their undertaking, to purchase or acquire 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 the tramways 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 provide for the maintenance of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to provide for and regulate the user by the Company, for the purposes of the Bill, of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, and materials.

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

To reserve to the Company the exclusive right of using on the proposed tramways carriages adapted or suitable for running thereon.

To prohibit, except by agreement with the Company, the use of the proposed tramways by persons or Corporations other than the Company, with carriages having flange wheels, or otherwise suitable or adapted to run on the tramways, and to authorise and give effect to agreements between the Company and any other person or Corporation for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways, by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter the tolls, rates, duties, and charges which the Company are or may be authorised to take, and to confer exemptions from the payment of tolls, rates, or charges, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company to increase their capital for all or any of the purposes of the intended Act, and to raise further capital by new ordinary or preference shares, and by borrowing, to make regulations relating to the application of their authorised capital, or any part thereof, to all or any of such purposes, and to authorise the Company to apply to the like purposes, and to the general purposes of their undertaking, all or any part of the capital which they are by their existing Acts, or may be by the intended Act, authorised to raise.

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

The Bill will or may incorporate with itself, with or without alterations, or alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes thereof, the provisions or some of the provisions of all or some of the following Acts, viz., "The Tramways Act, 1870," "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and the Local and Personal Acts, 42 and 43 Vic. cap. 197, and 43 and 44 Vic. cap. 16, and 44 and 45 Vic. cap. 184, relating to the Company; 32 and 33 Vic. cap. 101, and all other Acts relating to the North Metropolitan Tramways Company; 44 and 45 Vic. cap. 164, and all other Acts relating to the City Company; 33 and 34 Vic. cap. 171, and all other Acts relating to the London Street Tramways Company; 32 and 33 Vic. cap. 94, and 36 and 37 Vic. cap. 204, and all other Acts relating to the London Tramways Company; 42 and 43 Vic.

cap. 72, and all other Acts relating to the Southwark and Deptford Tramways Company.

And notice is hereby further given that duplicate plans and sections of the proposed tramways and works, and a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will on or before the 30th of November instant, be deposited for public inspection with the Clerk of the Peace for Surrey, at his office at Newington-causeway, in that county, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, townships, extra-parochial and other places from, in, through, or into which the proposed tramways and works will be made or pass, or within which the lands and houses proposed to be taken are situate; and also a copy of this Notice, as published in the London Gazette, will, on or before the same day, be deposited for public inspection as follows, that is to say:—As regards the parishes of St. Mary, Battersea, and Clapham, with the clerk of the Wandsworth District Board of Works, at his office at Battersea Rise; as regards the parish of Lambeth, with the vestry clerk of that parish, at his office at the Vestry Hall, Kennington-green; as regards the parish of St. George the Martyr, Southwark, with the vestry clerk of that parish, at his office at the Vestry Hall, 81, Borough-road.

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

Dated this 12th day of November, 1881.

Wilkins, Blyth, and Dutton, 10, St. Swithin's-lane, Solicitors for the Bill.

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

Board of Trade—Session 1882.

North Staffordshire Tramways.

(Application for a Provisional Order to amend the North Staffordshire Tramways Order, 1880, and the North Staffordshire Tramways [Extensions] Order, 1881, and to authorise the use of Steam or other Mechanical Power; Power to use Engines and Carriages more than six feet six inches in width; Extension of Time for Construction of Tramways; Amendment of Acts, and other purposes.)

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

To authorise the Company and all persons, corporations, and companies lawfully using the tramways, authorised by the North Staffordshire Tramways Order, 1880, and the North Staffordshire Tramways (Extensions) Order, 1881, to work those tramways, or some or one of them, for the purposes of traffic of every description, or for the purposes of such traffic as may be limited by the intended Order by means of steam or other mechanical or motive power, subject to such conditions and restrictions as may be provided in the intended Order.

To authorise the Board of Trade to grant licences for the use of steam power, by way of experiment, on the Tramways, or some or one of them.

To authorise and empower the Company to use on their tramways, engines, and carriages more than six feet six inches in width.

To extend the time for completing the tramways authorised by the North Staffordshire Tramways Order, 1880.

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

To amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the intended Order, all or some of the provisions of the North Staffordshire Tramways Order, 1880; the North Staffordshire Tramways (Extensions) Order, 1881; the Locomotive Act, 1861; the Locomotive Act, 1865; the Tramways Act, 1870; the Tramways Orders Confirmation Act, 1879; and any Act amending the said Acts or any of them so far as they may respectively apply to or affect the said tramways or any engines or carriages to be used thereon, and any other Act of Parliament which may in anywise affect such tramways, engines, or carriages.

On or before the 30th November inst., a copy of this advertisement will be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office at Stafford; at the office of the Board of Trade, Whitehall-gardens, London; and with the Town Clerk of the borough of Stoke-upon-Trent, at his office at Stoke-upon-Trent, and with the Town Clerk of the borough of Longton, at his office at Longton, and with the Town Clerk of the borough of Hanley, at his office at Hanley, with the Town Clerk of the borough of Burslem, at his office at Burslem, with the Clerk to the Tunstall Local Board of Health, at his office at Tunstall, with the Clerk to the Rural Sanitary Authority of Wolstanton, at his office at Burslem, with the Town Clerk of the borough of Newcastle-under-Lyme, at his office at Newcastle-under-Lyme, with the Clerk to the Rural Sanitary Authority of Cheadle, at his office at Cheadle, with the Clerk to the Rural Sanitary Authority of Stone, at his office at Stone, and with the parish clerk of each parish in which the said tramways are situate, 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.

A printed draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies thereof when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for them at the office of the undersigned.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next ensuing, and copies of the objections must at the same time be sent to the Promoters, addressed to the undersigned, *W. P. Slater*, at 3, King-street, Cheapside, London, E.C.; and in forwarding to the Board of Trade such objection, the objectors or their agents must state that a copy of the same has been so sent to the promoters or their agent.

Dated the 20th day of November, 1881.

W. P. Slater, 3, King-street, Cheapside, London, E.C., Solicitor and Parliamentary Agent.

Board of Trade.—Session 1882.

The Tramways Act, 1870.

Manchester, Bury and Rochdale Tramways
(Extensions).

(Construction of Tramways in the Boroughs of Bury, Rochdale, and Heywood, the Local Board Districts of Royton, Castleton, Wuerdle and Wardle, Littleborough, Whitworth, Bacup, and Rawtenstall, and the Townships of Tottington-Lower-End, in the Parish of Bury, and Newchurch, in the parish of Whalley, all in the County of Lancaster; Transfer of "The Bury and District Tramways Order, 1881," and "The Rochdale Tramways Order, 1881" (hereinafter called "the Orders of 1881"); Provisions as to Use of Steam or other Power; for Leasing Tramways; for Application of Deposit and Amendment or Repeal of Acts; and for other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order to authorise the making, forming, laying down, and maintaining the several tramways, or some of them, with all necessary works and conveniences hereinafter described, or some or one of such tramways, with all necessary and proper rails, points, plates, and sleepers (that is to say):—

Tramway No. 1.—A tramway wholly in the Tottington-road, commencing at the termination of the Tramway No. 17 of the authorised Bury and District Tramways, opposite to the northern side of the roadway leading from the Tottington-road to Moorfield House, passing thence in a north-westerly direction and terminating at a point 70 yards, or thereabouts, south-eastward from Sandy-lane, Tottington.

The said tramway will be laid as a single line except in the following instances where it will be laid as a double line:—

- (a) Between points respectively 11 yards and 77 yards, or thereabouts, from the commencement of the tramway.
- (b) Between points respectively 5 yards, or thereabouts, and 71 yards, or thereabouts, north-westward from the centre of the Royal Hotel.
- (c) Between points respectively 58 yards, or thereabouts, and 119 yards, or thereabouts, north-westward from the Co-operative Stores.
- (d) For a distance of 66 yards, or thereabouts, north-westward from the south east end of the houses known as Sunny-vale.
- (e) Between points respectively 62 yards, or thereabouts, and 7 yards, or thereabouts, from the termination of the tramway.

Tramway No. 2.—A tramway wholly in the Walmersley-road, commencing at the termination of Tramway No. 14 of the authorised Bury and District Tramways, opposite Hamilton-street, passing thence in a northerly direction and terminating at a point 15 yards, or thereabouts, southward from the Hark-to-Towler Public-house at Limefield.

The said tramway will be laid as a single line except in the following instances where it will be laid as a double line:—

- (a) For a distance of 33 yards from the commencement of the tramway.
- (b) Between points respectively 350 yards, or thereabouts, and 284 yards, or thereabouts, southward from the Sun Dial Inn, at Littlewood Cross.
- (c) Between points respectively 17 yards and 83 yards, or thereabouts, northward from the Sun Dial Inn aforesaid.
- (d) For a distance of 33 yards from the termination of the tramway.

Tramway No. 3.—A tramway wholly in the Rochdale New-road, commencing at the termination of Tramway No. 10 of the authorised Bury and District Tramways, opposite Pimhole-lane, Bury, passing thence in an easterly direction, and terminating on Heap Bridge, carrying the said roadway over the River Roch, at the boundary of the borough of Bury, at or near the centre of the said river.

The said tramway will be laid as a single line except in the following instances where it will be laid as a double line:—

In Rochdale New-road:

- (a) For a distance of 33 yards from the commencement of the tramway.
- (b) Between points respectively 70 yards, or thereabouts, and 4 yards, or thereabouts, westward from Willow-street.

In Rochdale New-road and Heap Bridge:

- (c) For a distance of 151 yards from the termination of the tramway.

Tramway No. 4.—A tramway commencing in the roadway leading from Bolton-street to Fleet-street, in Bury, passing thence in a north-easterly direction along the said roadway (otherwise Old Market-place), by a junction with Tramway No. 17 of the authorised Bury and District Tramways, at a point opposite to the centre of Silver-street, passing thence in a north-easterly direction along the said roadway, thence into and along Fleet-street, Rock-street, and Stanley-street, and terminating in the last-mentioned road by a junction with Tramway No. 14 of the authorised Bury and District Tramways at a point 14 yards, or thereabouts, eastward from Clough-street.

The said tramway will be laid as a single line except

- (a) In Fleet-street, between points respectively 23 yards, or thereabouts, and 89 yards, or thereabouts, eastward from Crompton-street, where it will be laid as a double line.

Tramway No. 5.—A tramway, commencing in Market-street, Bury, by a junction with Tramway No. 17 of the authorised Bury and District Tramways, at a point 12 yards, or thereabouts, southward from the Derby Hotel, passing thence in a northerly direction along the said street and north-eastwardly into and along the roadway leading from Bolton-street to Fleet-street (otherwise Old Market-place) aforesaid, and terminating in the last-named roadway by a junction with Tramway No. 4 at a point 38 yards, or thereabouts, eastward from the Peel Monument.

The said tramway will be laid as a double line except

For a distance of 33 yards from the termination of the tramway, where it will be laid as a single line.

Tramway No. 6.—A tramway, commencing by a junction with Tramway No. 1 of the authorised Rochdale Tramways at or near the southern end of South Parade, passing thence into and along the roadway on the northern side of Townhall-square, the Esplanade, and southwardly along the Manchester-road, and terminating in the last-named road by a junction with Tramway No. 2 of the authorised Rochdale Tramways at a point 63 yards, or thereabouts, south-westward from the south-west angle of the Castle Inn.

The said tramway will be laid as a single line, except in the following instances, where it will be laid as a double line:—

In South Parade and Townhall-square:

- (a) For a distance of 66 yards from the commencement of the tramway

In the Esplanade and the Manchester-road at their junction:

- (b) Between a point in the Esplanade, 84

yards, or thereabouts, north-eastward from the north-east angle of Trinity Presbyterian Church to a point in the Manchester-road, 79 yards, or thereabouts, northward from Castlefoot-road.

In the Manchester-road :

(e) For a distance of 77 yards from the termination of the tramway.

Tramway No. 6A.—A tramway commencing in the roadway on the northern side of Townhall-square by a junction with Tramway No. 6 at a point 35 yards, or thereabouts, south-westward from the western end of South-parade, passing thence in an easterly direction into and along and terminating in the roadway on the eastern side of Townhall-square, at a point 9 yards, or thereabouts, northward from Fleece-street.

The said tramway will be laid as a double line throughout.

Tramway No. 7.—A tramway wholly in the Manchester-road, commencing at the termination of Tramway No. 2 of the authorised Rochdale Tramways, at a point 112 yards, or thereabouts, south-westward from Law-street, Rochdale, proceeding thence in a southerly direction, and terminating at a point in line with the northern side of the Windmill Public-house.

The said tramway will be laid as a double line throughout.

Tramway No. 7A.—A tramway wholly in the Manchester-road, commencing at the termination of Tramway No. 7, passing thence in a southerly direction, and terminating at the point where the southern boundary of the township of Castleton crosses the said road, at a point 95 yards, or thereabouts, southward from the houses known as Providence Cottages, Castleton.

The said tramway will be laid as a single line except in the following instances where it will be laid as a double line :—

- (a) For a distance of 33 yards from the commencement of the tramway.
- (b) Between points respectively 371 yards, or thereabouts, and 437 yards, or thereabouts, from the commencement of the tramway.
- (c) Between points respectively 226 yards, or thereabouts, and 160 yards, or thereabouts, northward from Garnett-street.
- (d) Between points respectively 5 yards, or thereabouts, and 71 yards, or thereabouts, southward from Ogden-street.
- (e) For a distance of 66 yards, or thereabouts, southward from Albion-street.
- (f) Between points respectively 73 yards, or thereabouts, and 7 yards, or thereabouts, from the termination of the tramway.

Tramway No. 8.—A tramway wholly in the Halifax-road, commencing at the termination of Tramway No. 8, of the authorised Rochdale Tramways, opposite to the western side of the Ox and Plough Inn, passing thence in a north-easterly direction, and terminating at a point 31 yards, or thereabouts, eastward from Lodge-street, at Littleborough.

The said tramway will be laid as a single line except in the following instances where it will be laid as a double line :—

- (a) For a distance of 33 yards from the commencement of the tramway.
- (b) For a distance of 66 yards, or thereabouts, westward from the eastern side of Finance-street.
- (c) Between points respectively 59 yards, or thereabouts, and 125 yards, or thereabouts, eastward from Starrin-road.
- (d) Between points respectively 33 yards, or thereabouts, westward, and 33 yards, or thereabouts, eastward from the western side of Albion-street.

(e) Between points respectively 16 yards, or thereabouts, and 82 yards, or thereabouts, eastward from Queen-street.

(f) Between points respectively 62 yards, or thereabouts, and 7 yards, or thereabouts, from the termination of the tramway.

Tramway No. 9.—A tramway commencing in Yorkshire-street, by a junction with Tramway No. 5 of the authorised Rochdale Tramways, at a point 4 yards, or thereabouts, westward from Cheetham-street, passing thence into and along Cheetham-street, St. Mary's Gate, and Spotland-road, and terminating in the last-mentioned road at a point 18 yards, or thereabouts, eastward from Handley-street.

The said tramway will be laid as a single line except in the following instances where it will be laid as a double line :—

In Cheetham-street :

(a) Between points respectively 36 yards, or thereabouts, north-westward from Hunter's-lane, and 15 yards, or thereabouts, north-eastward from Cross-street.

In Spotland-road :

(b) Between points respectively 7 yards, or thereabouts, and 73 yards, or thereabouts, north-westward from Leftkilm-street.

(c) Between points respectively 81 yards, or thereabouts, and 26 yards, or thereabouts, from the termination of the tramway.

Tramway No. 10.—A tramway, commencing in the Whitworth-road, otherwise Market-street, Healey, by a junction with Tramway No. 10 of the authorised Rochdale Tramways near the boundary of the borough of Rochdale, at a point 101 yards, or thereabouts, westward from the Post-Office at Ending, passing thence in a westwardly and then a northwardly direction along the said roadway ; Market-street, Whitworth ; Market-street, Facit ; Market-street, Shawforth ; and the Rochdale-road, and terminating in the last-mentioned roadway at the boundary between the Local Board districts of Whitworth and Bacup, at a point 26 yards, or thereabouts, eastward from the Travellers' Rest Public-house.

The said tramway will be laid as a single line except in the following instances, where it will be laid as a double line :—

In the Whitworth-road, otherwise Market-street, Healey :

(a) Between points respectively 33 yards, or thereabouts, eastward and 36 yards, or thereabouts, northward from the centre of the weighing-machine in the said roadway at Ending.

(b) Between points respectively 81 yards, or thereabouts, and 15 yards, or thereabouts, southward from the Birches Inn.

(c) Between points respectively 525 yards, or thereabouts, and 459 yards or thereabouts, southward from the Whitworth Arms Public-house.

(d) Between points respectively 34 yards, or thereabouts, south-westward and 82 yards, or thereabouts, north-eastward from the southern side of the Whitworth Arms Public-house.

In Market-street, Whitworth :

(e) For a distance of 60 yards, or thereabouts, north-westward from the Dog and Partridge Public-house at Whitworth.

(f) Between points respectively 64 yards, or thereabouts, and 9 yards, or thereabouts, south-westward from the Craven Heifer Public-house.

(g) Between points respectively 35 yards, or thereabouts, and 101 yards, or thereabouts, north-eastward from Acre-street.

In Market-street, Facit :

- (h) Between points respectively 16 yards, or thereabouts, and 82 yards, or thereabouts, north-eastward from Ethel-street.
- (i) Between points respectively 53 yards, or thereabouts, southward and 13 yards, or thereabouts, northward from the drinking well, opposite to the Halfway House Inn, Facit.
- (j) Between points respectively 72 yards, or thereabouts, and 138 yards, or thereabouts, northward from the Jolly Woodman Public-house.
- (k) Between points respectively 40 yards, or thereabouts, and 106 yards, or thereabouts, north-eastward from the southern side of the Bull's Head Public-house.

In Market-street, Shawforth :

- (l) For a distance of 66 yards, or thereabouts, north-eastward from the Royal Oak Public-house at Shawforth.
- (m) Between points respectively 299 yards, or thereabouts, and 233 yards, or thereabouts, southward from the Tam o' Shanter Public-house.
- (n) Between points respectively 14 yards, or thereabouts, south-eastward and 52 yards, or thereabouts, north-westward from the northern side of Peel-terrace.
- (o) Between points respectively 341 yards, or thereabouts, and 275 yards, or thereabouts, south-eastward from the Travellers' Rest Public-house.

Tramway No. 11.—A tramway commencing in the Rochdale-road at the termination of Tramway No. 10, passing thence in a north-westwardly direction along the said road, St. James'-street, and Bridge-street, Bacup, and terminating in the last-mentioned road at a point 34 yards, or thereabouts, eastward from the corner formed by the junction of Bridge-street with the Newchurch-road.

The said tramway will be laid as a single line, except in the following instances where it will be laid as a double line :—

In Rochdale-road :

- (a) Between points respectively 187 yards, or thereabouts, and 253 yards, or thereabouts, north-westward from the commencement of the tramway.
- (b) Between points respectively 30 yards, or thereabouts, and 96 yards, or thereabouts, westward from the chapel at the corner of Cobden-street and the Rochdale-road.
- (c) Between points respectively 572 yards, or thereabouts, and 506 yards, or thereabouts, south-eastward from Howorth-street.
- (d) Between points respectively 148 yards, or thereabouts, and 82 yards, or thereabouts, south-eastward from Howorth-street.
- (e) Between points respectively 205 yards, or thereabouts, and 271 yards, or thereabouts, north-westward from Howorth-street.

In St. James'-street and Bridge-street :

- (f) Between a point in St. James'-street 48 yards, or thereabouts, north-westward from Union-street and a point in Bridge-street 15 yards, or thereabouts, eastward from the termination of the tramway.

Tramway No. 12.—A tramway commencing in Bridge-street, Bacup, by a junction with Tramway No. 11 at its termination, passing thence in a westwardly direction along Bridge-street aforesaid and the Burnley-road, and terminating in the last-mentioned roadway at a point 18 yards, or thereabouts, north-westward from the corner formed by the junction of Bridge-street with the Newchurch-road at Bacup.

The said tramway will be laid as a single line throughout.

Tramway No. 13.—A tramway commencing in Bridge-street, Bacup, by a junction with Tramway No. 11 at its termination, passing thence in a westwardly direction along Bridge-street aforesaid into and along the Newchurch-road and Newchurch Lower-road, and terminating in the last-mentioned roadway at the western boundary of the Local Board district of Bacup, distant 237 yards, or thereabouts, westward from the Dog and Partridge Public-house.

The said tramway will be laid as a single line, except in the following instances, where it will be laid as a double line :—

In Bridge-street and the Newchurch-road :

- (a) Between a point in Bridge-street in line with the eastern side of the Newchurch-road at its junction with Bridge-street and a point in the Newchurch-road 61 yards, or thereabouts, southward from Bridge-street.

In the Newchurch-road :

- (b) Between points respectively 89 yards, or thereabouts, and 23 yards, or thereabouts, northward from the Swan Inn, Bacup.
- (c) Between points respectively 136 yards, or thereabouts, and 70 yards, or thereabouts, north-eastward from the Fuller's Arms Public-house, at Pipping Bank.
- (d) Between points respectively 77 yards, or thereabouts, and 11 yards, or thereabouts, north-eastward from the Royal Oak Public-house.

- (e) Between points respectively 72 yards, or thereabouts, and 6 yards, or thereabouts, eastward from the Cemetery Hotel.

In the Newchurch Lower-road :

- (f) Between points respectively 53 yards, or thereabouts, and 119 yards, or thereabouts, south-westward from Commercial-street.
- (g) Between points respectively 190 yards, or thereabouts, and 124 yards, or thereabouts, eastward from Tanstead National Schools.
- (h) Between points respectively 133 yards, or thereabouts, and 199 yards, or thereabouts, westward from the Grocers' Inn.
- (i) For a distance of 66 yards, or thereabouts, westward from the centre of the Dog and Partridge Public-house.

Tramway No. 14.—A tramway wholly in the Newchurch Lower-road, commencing at the termination of Tramway No. 13, passing thence in a westwardly direction, and terminating at the eastern boundary of the Local Board district of Rawtenstall, at the western side of the River Irwell at Lonsdale Bridge.

The said tramway will be laid as a single line except in the following instances where it will be laid as a double line :—

- (a) Between points respectively 245 yards, or thereabouts, and 179 yards, or thereabouts, eastward from the Moulders' Arms Public-house.
- (b) Between points respectively 17 yards, or thereabouts, and 83 yards, or thereabouts, westward from the Royal Hotel at Waterfoot.
- (c) Between points respectively 98 yards, or thereabouts, and 32 yards, or thereabouts, eastward from the Commercial Inn near Holt Mill Bridge.
- (d) Between points respectively 86 yards, or thereabouts, and 20 yards, or thereabouts, from the termination of the tramway.

Tramway No. 15.—A tramway wholly in the Newchurch Lower-road, commencing at the termination of Tramway No. 14, passing thence in a westwardly direction and terminating at a point 27 yards, or thereabouts, westward from the centre of the bridge carrying the said roadway

over the River Lummy, otherwise Limy Water, near the Queen's Arms Hotel, Rawtenstall.

The said tramway will be laid as a single line except in the following instances where it will be laid as a double line:—

- (a) For a distance of 66 yards, or thereabouts, eastward from the western side of Baron-street, Rossendale.
- (b) Between points respectively 13 yards, or thereabouts, and 79 yards, or thereabouts, westward from Dobbin-lane, Rossendale.
- (c) For a distance of 66 yards, or thereabouts, westward from Co-operation-street, Rossendale.
- (d) Between points respectively 166 yards, or thereabouts, and 100 yards, or thereabouts, eastward from Mackcross-street.

Tramway No. 16.—A tramway commencing in the Newchurch Lower-road, at the termination of Tramway No. 15, passing thence along the said roadway in a north-westwardly direction into and along Bank-street and Market-place, Rawtenstall, and terminating in the last-mentioned roadway at a point 38 yards, or thereabouts, north-westward from Barlow-street.

The said tramway will be laid as a single line, except:—

In Bank-street and Market-place:

For a distance of 66 yards, or thereabouts, northward from Hall-street, where it will be laid as a double line.

Tramway No. 17.—A tramway commencing in Market-place, Rawtenstall, at the termination of Tramway No. 16, passing thence in a north-westwardly direction along the said roadway along the bridge over the River Lummy, otherwise Limy Water, and thence into and along King-street, otherwise the Burnley-road, and terminating in the last-mentioned roadway at a point 22 yards, or thereabouts, north-westward from the White Lion Inn.

The said tramway will be laid as a single line, except:—

In King-street, otherwise Burnley-road, between points respectively 88 yards, or thereabouts, and 22 yards, or thereabouts, from the termination of the tramway, where it will be laid as a double line.

Tramway No. 18.—A tramway commencing in the Newchurch Lower-road at the termination of Tramway No. 15, passing thence in a westwardly direction along the said roadway, across the roadway leading from Bank-street to the Railway-station, into and along the roadway leading from Rawtenstall to Haslingden, and terminating in the last-mentioned roadway at a point 53 yards, or thereabouts, south-westward from the south-west angle of the Queen's Arms Hotel, at Rawtenstall.

The said tramway will be laid as a single line throughout.

Tramway No. 19.—A tramway commencing in the roadway leading from Rawtenstall to Haslingden by a junction with Tramway No. 18 at a point 34 yards, or thereabouts, south-westward from the south-west angle of the Queen's Arms Hotel, Rawtenstall, passing thence in a north-eastwardly direction into and along Bank-street, Rawtenstall, and terminating in the last-mentioned roadway, by a junction with Tramway No. 16, at a point in line with the southern side of the Queen's Arms Hotel aforesaid.

The said tramway will be laid as a single line throughout.

Tramway No. 20.—A tramway commencing in the Rochdale New-road on Heap Bridge at the termination of Tramway No. 3 hereinbefore described, passing thence in an eastwardly direction along the said bridge and the roadway

leading from Bury to Rochdale, known as the Bury New-road, Bury-street, Bridge-street, Market-street, and Market-place, Heywood, and terminating in the last-named roadway, at a point in line with the eastern side of the Freemasons' Arms Public-house.

The said tramway will be laid as a single line, except in the following instances, where it will be laid as a double line:—

On Heap Bridge and in the Bury New-road:

(a) For a distance of 99 yards, or thereabouts, from the commencement of the tramway.

In the Bury New-road:

(b) Between points respectively 95 yards, or thereabouts, and 161 yards, or thereabouts, eastward from the Heap Bridge Paper Works.

(c) Between points respectively 187 yards, or thereabouts, and 253 yards, or thereabouts, eastward from the centre of the bridge carrying the Bury New-road over the branch railway to Messrs. Wrigley's Paper Works.

(d) Between points respectively 466 yards, or thereabouts, and 400 yards, or thereabouts, westward from the centre of the entrance to the Summit Inn.

(e) Between points respectively 3 yards, or thereabouts, westward and 63 yards, or thereabouts, eastward from the western side of the Hark-to-Towler Public-house at Heady Hill.

In the Bury New-road, otherwise Bury-street:

(f) For a distance of 66 yards, or thereabouts, westward from the centre of Moor-street.

In Bury-street:

(g) Between points respectively 18 yards, or thereabouts, and 84 yards, or thereabouts, eastward from High-street.

In Bridge-street:

(h) For a distance of 66 yards, or thereabouts, westward from Pit-street.

In Market-place:

(i) For a distance of 19 yards, or thereabouts, from the termination of the tramway.

Tramway No. 21.—A tramway, commencing in Market-place aforesaid at the termination of Tramway No. 20, passing thence into and along York-street and eastwardly along the Rochdale-road, and terminating in the last-mentioned road at a point 70 yards, or thereabouts, westward from Wild-street, Heywood.

The said tramway will be laid as a single line except in the following instances, where it will be laid as a double line:—

In Market-place and York-street:

(a) For a distance of 47 yards, or thereabouts, from the commencement of the tramway.

In York-street and the Rochdale-road:

(b) Between points respectively 77 yards, or thereabouts, and 11 yards, or thereabouts, from the termination of the tramway.

Tramway No. 22.—A tramway commencing in the Rochdale-road, Heywood, at the termination of Tramway No. 21, passing thence in an eastwardly direction along the said roadway and northwardly along the roadway leading from Rochdale to Manchester and known as the Manchester-road, and terminating in the last-named roadway by a junction with Tramway No. 7 at the termination of that tramway.

The said tramway will be laid as a single line, except in the following instances, where it will be laid as a double line:—

In the Rochdale-road:

(a) Between points respectively 74 yards, or thereabouts, and 13 yards, or thereabouts, westward from the Dog and Partridge Public-house.

(b) Between points respectively 373 yards, or thereabouts, and 439 yards, or thereabouts, eastward from the Dog and Partridge Public-house.

(c) Between points respectively 290 yards, or thereabouts, and 224 yards, or thereabouts, south-westward from the lodge at the entrance to the Cemetery.

(d) Between points respectively 188 yards, or thereabouts, and 122 yards, or thereabouts, westward from the Success to the Plough Public-house.

(e) Between points respectively 155 yards, or thereabouts, and 221 yards, or thereabouts, eastward from the centre of the lodge at the entrance to Marland Workhouse.

In Rochdale-road and Manchester-road aforesaid:

(f) For a distance of 66 yards, or thereabouts, from the termination of the tramway.

Tramway No. 23.—A tramway commencing in Market-place, Heywood, at the termination of Tramway No. 20, passing thence south-eastwardly along Market-place, Church-street, Manchester-street, and Manchester-road, and terminating in the last-mentioned roadway at a point 25 yards, or thereabouts, southward from the lamp-post at the junction of the Manchester-road and the Middleton-road, near St. John's Iron Church, Heywood.

The said tramway will be laid as a single line except in the following instances where it will be laid as a double line:—

In Market-place:

(a) For a distance of 47 yards, or thereabouts, from the commencement of the tramway.

In Manchester-street:

(b) Between points respectively 50 yards, or thereabouts, westward, and 27 yards, or thereabouts, eastward from the western side of Rochdale-lane, at its junction with Manchester-street.

In Manchester-street, otherwise Manchester-road:

(c) Between points respectively 89 yards, or thereabouts, and 23 yards, or thereabouts, northward from Thomas-street.

Tramway No. 24.—A tramway commencing in the Manchester-road, Heywood, by a junction with Tramway No. 23, at a point 7 yards, or thereabouts, from the termination of that tramway, passing thence in a north-eastwardly direction into and terminating in the open space at the junction of Withington-street with the Middleton-road, at a point situate 20 yards, or thereabouts, eastward from the lamp-post last described.

The said tramway will be laid as a single line throughout.

Tramway No. 25.—A tramway commencing in Manchester-street, otherwise Manchester-road, by a junction with Tramway No. 23 at a point 23 yards, or thereabouts, north-westward from the last-mentioned lamp-post, passing thence in an eastwardly direction into and along and terminating in the open space at the junction of Withington-street with the Middleton-road aforesaid, by a junction with Tramway No. 24 at a point 13 yards, or thereabouts, eastward from the said lamp-post.

The said tramway will be laid as a single line throughout.

Tramway No. 26.—A tramway wholly in the roadway leading from Rochdale to Oldham, through Royton, known as the Oldham, otherwise Rochdale-road, commencing at the termination of the authorised Tramway No. 1 of the Rochdale tramways, at a point 134 yards, or thereabouts, southward from Broad-lane, Buerail,

passing thence in a southwardly direction, and terminating at Royton, at a point 59 yards, or thereabouts, southward from Brookland-terrace.

The said tramway will be laid as a single line, except in the following instances, where it will be laid as a double line:—

(a) For a distance of 33 yards, or thereabouts, from the commencement of the tramway.

(b) Between points respectively 153 yards, or thereabouts, and 87 yards, or thereabouts, northward from the Royal Hotel.

(c) Between points respectively 166 yards, or thereabouts, and 100 yards, or thereabouts, northward from the southern side of the Colliers' Arms Public-house.

(d) Between points respectively 168 yards, or thereabouts, and 234 yards, or thereabouts, southward from the Rising Sun Public-house.

(e) Between points respectively 81 yards, or thereabouts, and 15 yards, or thereabouts, northward from the Summit Inn.

(f) Between points respectively 147 yards, or thereabouts, and 213 yards, or thereabouts, southward from Springfield-lane.

(g) Between points respectively 41 yards, or thereabouts, northward, and 25 yards, or thereabouts, southward from the northern side of the New Inn, otherwise Half-way House.

(h) Between points respectively 88 yards, or thereabouts, and 22 yards, or thereabouts, northward from Fir-street.

Tramway No. 27.—A tramway, commencing at Royton, in the Oldham, otherwise Rochdale-road aforesaid, by a junction with Tramway No. 26, at a point 17 yards, or thereabouts, southward from Brookland-terrace, passing thence into and along and terminating in Dogford-road at a point 28 yards, or thereabouts, from the corner formed by the junction of the southern side of Dogford-road with the said Oldham, otherwise Rochdale-road.

The said tramway will be laid as a single line throughout.

Tramway No. 28.—A tramway, commencing in Dogford-road at Royton by a junction with Tramway No. 27 at a point 7 yards, or thereabouts, from the termination of that tramway, passing thence south-westwardly along Dogford-road, into and along the Oldham, otherwise Rochdale-road aforesaid, and terminating, by a junction with Tramway No. 26, at a point 7 yards, or thereabouts, from the termination of that tramway.

The said tramway will be laid as a single line throughout.

The following is a description of each point at which the said tramways, or some or one of them, are proposed to be laid, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on either side of the road, viz.:—

Tramway No. 1.

In Tottington-road, on both sides, in the following instances:—

1. Between points respectively 11 yards, or thereabouts, and 77 yards, or thereabouts, from the commencement of the tramway.

2. Between points respectively 5 yards, or thereabouts, and 71 yards, or thereabouts, north-westward from the centre of the Royal Hotel.

3. Between points respectively 53 yards, or thereabouts, and 119 yards, or thereabouts, north-westward from the Co-operative Stores.

4. For a distance of 66 yards, or thereabouts, north-westward from the south-east end of the houses known as Sunny Vale.

- Between points respectively 114 yards, or thereabouts, and 10 yards, or thereabouts, from the termination of the tramway.

Tramway No. 3.

In the Rochdale New-road and Heap Bridge, on both sides:

- For a distance of 151 yards, or thereabouts, from the termination of the tramway.

Tramway No. 4.

In Fleet-street and Rock-street aforesaid, on the southern side thereof.

- Between points respectively 35 yards eastward from Union-street and 17 yards eastward from Cross-street.

In Rock-street and Stanley-street aforesaid, on the northern side thereof.

- Between a point 13 yards eastward from Tithe Barn-street and the termination of the tramway.

Tramway No. 7A.

In the Manchester-road, on both sides, in the following instances:—

- Between points respectively 371 yards, or thereabouts, and 437 yards, or thereabouts, from the commencement of the tramway.
- Between points respectively 226 yards, or thereabouts, and 160 yards, or thereabouts, northward from Garnett-street.
- Between points respectively 73 yards, or thereabouts, and 7 yards, or thereabouts, from the termination of the tramway.

Tramway No. 10.

In Market-street, Whitworth, on both sides:

- Between points respectively 62 yards, or thereabouts, and 44 yards, or thereabouts, southward from the northern side of Union-street.

In Market-street Facit, on both sides in the following instances:

- Between points respectively 40 yards, or thereabouts, and 106 yards, or thereabouts, north-eastward from the Bull's Head Public-house.
- Between points respectively 142 yards, or thereabouts, and 166 yards, or thereabouts, north-eastward from the Bull's Head Public-house.

In Market-street, Shawforth, on both sides:

- Between points respectively 299 yards, or thereabouts, and 233 yards, or thereabouts, southward from the Tam o' Shanter Public-house.

Tramway, No. 11.

In St. James'-street and Bridge-street:

- On the western side between a point in St. James'-street 48 yards, or thereabouts, north-westward from Union-street, and a point in Bridge-street 15 yards, or thereabouts, eastward from the termination of the tramway.
- On the eastern side between points respectively 48 yards and 104 yards, or thereabouts, north-westward from Union-street.

Tramway No. 13.

In the Newchurch-road on both sides in the following instances:

- For a distance of 61 yards, or thereabouts, southward from Bridge-street.
- Between points respectively 136 yards, or thereabouts, and 70 yards, or thereabouts, north-eastward from the Fuller's Arms Public-house, at Pipping Bank.

Tramway No. 15.

In the Newchurch Lower-road, on both sides, in the following instances:—

- For a distance of 66 yards, or thereabouts, eastward from the western side of Baron-street, Rossendale.

- Between points respectively 13 yards, or thereabouts, and 79 yards, or thereabouts, westward from Dobbin-lane, Rossendale.

- For a distance of 66 yards, or thereabouts, westward from Co-operation-street, Rossendale.

- Between points respectively 166 yards, or thereabouts, and 100 yards, or thereabouts, eastward from Mackcross-street.

Tramway No. 20.

On Heap Bridge and in the Bury New-road, on both sides:

- For a distance of 99 yards, or thereabouts, from the commencement of the tramway.

In the Bury New-road, on both sides:

- Between points respectively 3 yards, or thereabouts, westward and 63 yards, or thereabouts, eastward from the western side of the Hark-to-Towler Public-house at Heady Hill.

In Bury-street, on both sides:

- Between points respectively 18 yards, or thereabouts, and 84 yards, or thereabouts, eastward from High-street.

In Bridge-street, on both sides:

- For a distance of 27 yards, or thereabouts, westward from Ashton-street.

Tramway No. 22.

In the Rochdale-road, on both sides, in the following instances:

- Between points respectively 373 yards, or thereabouts, and 439 yards, or thereabouts, eastward from the Dog and Partridge Public-house.
- Between points respectively 290 yards, or thereabouts, and 224 yards, or thereabouts, south-westward from the lodge at the entrance to the Cemetery.
- Between points respectively 188 yards, or thereabouts, and 122 yards, or thereabouts, westward from the Success to the Plough Public-house.
- Between points respectively 155 yards, or thereabouts, and 221 yards, or thereabouts, eastward from the centre of the lodge at the entrance to Marland Workhouse.

Tramway No. 23.

In Manchester-street, on the southern side:

- For a distance of 56 yards, or thereabouts, eastward from Smith-street.

Tramway No. 26.

In the Oldham, otherwise Rochdale-road aforesaid, on both sides, in the following instances:

- Between points respectively 153 yards, or thereabouts, and 87 yards, or thereabouts, northward from the Royal Hotel.
- Between points respectively 163 yards, or thereabouts, and 234 yards, or thereabouts, southward from the Rising Sun Public-house.
- Between points respectively 81 yards, or thereabouts, and 15 yards, or thereabouts, northward from the Summit Inn.
- Between points respectively 147 yards, or thereabouts, and 213 yards, or thereabouts, southward from Springfield-lane.
- Between points respectively 88 yards, or thereabouts, and 22 yards, or thereabouts, northward from Fir-street.

The aforesaid tramways 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):—

The parishes of Bury, Rochdale, Whalley, Middleton, and Prestwich-cum-Oldham.

The townships of Tottington - Lower - End Bury, Heap, Castleton, Blatchinworth and Calderbrook, Wardleworth, Wuerdle and Wardle, Spotland, Newchurch, Cowpe Lench

New Hall Hey and Hall Carr, Lower Booths, Hopwood, Thornham, and Royton.

And are intended to be constructed on a gauge of 3 feet 6 inches, or such other gauge as may be required by the Board of Trade, or authorised by the Provisional Order.

Tramway No. 29.—A tramway wholly in the roadway leading from Rochdale to Oldham, through Royton, known as the Oldham, otherwise Rochdale-road, commencing at Royton at a point 31 yards, or thereabouts, southward from Brookland-terrace, passing thence in a southwardly direction, and terminating at the boundary of the borough of Oldham at a point 5 yards, or thereabouts, southward from Boundary-street.

The said tramway will be laid as a single line, except in the following instances, where it will be laid as a double line:—

- (a) Between points respectively 123 yards, or thereabouts, and 57 yards, or thereabouts, northward from Market-street.
- (b) Between points respectively 70 yards, or thereabouts, and 136 yards, or thereabouts, southward from Shaw-street.
- (c) For a distance of 66 yards, or thereabouts, northward from the centre of the White Hart Inn.
- (d) Between points respectively 77 yards, or thereabouts, and 11 yards, or thereabouts, from the termination of the tramway.

Tramway No. 30.—A tramway, commencing in the Oldham, otherwise Rochdale-road last aforesaid, by a junction with Tramway No. 29 at a point 7 yards, or thereabouts, from the commencement of that tramway, passing thence into and along and terminating in Rochdale-lane, at a point 43 yards, or thereabouts, from the corner formed by the junction of the southern side of Dogford-road with the said Oldham, otherwise Rochdale-road.

The said tramway will be laid as a single line throughout.

Tramway No. 31.—A tramway commencing in Rochdale-lane, Royton, by a junction with Tramway No. 30, at a point 7 yards, or thereabouts, from the termination of that tramway, passing thence in a south-eastwardly direction into and along the Oldham, otherwise Rochdale-road last aforesaid, by a junction with Tramway No. 29 at a point 48 yards, or thereabouts, southward from the commencement of that tramway.

The said tramway will be laid as a single line throughout.

The following is a description of each point at which the last-mentioned tramways, or some or one of them, are proposed to be laid, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on either side of the road, viz.:—

Tramway No. 29.

In the Oldham, otherwise Rochdale-road aforesaid on both sides:

1. Between points respectively 123 yards, or thereabouts, and 57 yards, or thereabouts, northward from Market-street.
2. Between points respectively 70 yards, or thereabouts, and 136 yards, or thereabouts, southward from Shaw-street.
3. Between points respectively 71 yards, or thereabouts, and 17 yards, or thereabouts, from the termination of the tramway.

The aforesaid tramways 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):—

In the parish of Prestwich-cum-Oldham, and the township of Royton.

and are intended to be constructed on a gauge

of 4 feet 8½ inches, or such other gauge as may be prescribed by the Provisional Order.

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

To empower the promoters from time to time, and either temporarily or permanently, to make and maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turn-outs, and other works (in addition to those particularly described in this notice) as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along the several streets in or adjacent to the line of the proposed tramways, or for providing access to any stables or carriage-houses, works, or buildings of the promoters.

To incorporate with the Provisional Order and extend and apply to the proposed tramways and works all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal, or extend all or some of the powers of that Act, and to confirm or give effect to any agreement with any local authority.

To authorise the promoters and all persons, corporations, and companies lawfully using the intended tramways, or any of them, to work such tramways for the purpose of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such bye-laws as the Board of Trade may from time to time make, by means of locomotive, steam, or other engines, or other mechanical or motive power, in addition to or in substitution for animal power, 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 incorporate with the Provisional Order, and extend and apply to the proposed tramways and works all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient to repeal, amend, alter, or extend all or some of the provisions of all or some of the following, among other Acts (that is to say):—"The Tramways Act, 1870;" "The Locomotives Act, 1861;" and "The Locomotives Act, 1865;" and any Act amending the said Acts, or any of them, so far as they may respectively apply to or affect the said tramways, or any engines or carriages to be used thereon, and any other Act of Parliament which may in any wise affect such tramways, engines, or carriages.

To authorise the acquisition by and transfer to the Manchester, Bury, Rochdale, and Oldham Steam Tramways Limited (hereinafter called "the Company"), and to vest in the Company the undertaking, lands, works, estates, property, real and personal, and all powers, rights, privileges, and authorities conferred on, vested in, and exercisable by the promoters of the said Orders of 1881 respectively, with reference to the construction, maintenance, and working of the tramways thereby authorised, to the same extent and subject to the same conditions and liabilities as if the Company had been named in the said Orders as promoters thereof respectively; and to authorise the Company to exercise all such rights, powers, privileges, and authorities under and subject to such conditions and liabilities.

To authorise the Company to enter into and carry into effect agreements with the promoters of the Orders of 1881, and to confirm and give effect to any agreements already made and

entered into between the said promoters and any person or persons for or on behalf of the Company, and to authorise the Company to lease any existing authorised tramway or tramways, or any tramway or tramways to be authorised, and to make, confirm, and give effect to agreements already made with reference thereto.

To release and indemnify the promoters of the Orders of 1881 respectively, from and against all the conditions and liabilities of and under the said Orders respectively, and to substitute the Company in lieu of the promoters respectively.

To vest in the Company or their nominees all the estate, right, and interest of the promoters in and to all sums of money deposited with the Chancery Division of the High Court of Justice with respect to the Orders of 1881, or such portion or portions thereof as shall at the time of the confirmation of the proposed Provisional Order remain so deposited, and to provide for the payment out of the said sums respectively, or such portion or portions thereof respectively, to the Company on due fulfilment of the conditions of such deposit.

To extend and apply to the tramways and works to be authorised by the proposed Provisional Order the powers and provisions, or some of the powers and provisions, of the Orders of 1881, with or without modification, and as far as may be necessary for the purposes of the proposed Provisional Order, to amend, alter, extend, enlarge, or repeal the provisions, or some of the provisions, of those Orders.

And notice is also given, that duplicate plans and sections of the proposed tramways and works, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and that a copy of such plans and sections, together with a copy of this notice will, on or before the said 30th day of November instant, be deposited at the office of the Board of Trade, Whitehall-gardens (together with a published map and diagram), in the office of the Clerk of the Parliaments, House of Lords, and in the Private Bill Office of the House of Commons; with the Town Clerk of the borough of Bury, at his office at Bury; with the Town Clerk of the borough of Rochdale, at his office at Rochdale; and with the Town Clerk of the borough of Heywood, at his office at Heywood; and also that a copy of so much of the said plans and sections as relates to each of the districts, parishes, townships, places, or extra-parochial places from, in, through, or into which the proposed tramways will be made or pass, together with a copy of this notice, will, on or before such 30th day of November instant, be deposited for public inspection as follows:—As to the district of Royton, with the Clerk to the Local Board of Royton, at his office at Royton; as to the district of Castleton, with the Clerk to the Local Board of Castleton, at his office at Castleton; as to the district of Wuerdle and Wardle, with the Clerk to the Local Board of Wuerdle and Wardle, at his office at Rochdale; as to the district of Littleborough, with the Clerk to the Local Board of Littleborough, at his office at Littleborough; as to the district of Whitworth, with the Clerk to the Local Board of Whitworth, at his office at Rochdale; as to the district of Bacup, with the Clerk to the Local Board of Bacup, at his office at Bacup; as to the district of Rawtenstall, with the Clerk to the Local Board of Rawtenstall, at his office at Rawtenstall; with the Surveyor of Highways of the township of Tottington-Lower-End, in the parish of Bury, at his office at Tottington, and with the Surveyor of Highways

of the township of Newchurch, in the parish of Whalley, at his office at Newchurch; and as to the parishes, townships, places, or extra-parochial places, with the parish clerk of each of such parishes at his place of abode; and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the Draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished, at the price of one shilling for each copy, to all persons applying for same, at the office of the undersigned, Messrs. Best, Webb, and Templeton, 6, Essex-street, Strand, in the county of Middlesex.

Every company, corporation, or person, desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1882, and copies of the objections must at the same time be sent to 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 25th day of November, 1881.

Best, Webb, and Templeton, 6, Essex-street, Strand, London, W.C., Solicitors and Parliamentary Agents.

In Parliament—Session 1882.

West Lancashire Railway.

(Power to make a railway and promenade at Southport, in the parish of North Meols; Power to abolish and to make substituted footpaths 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 Edleston, 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 Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Railway Companies Arbitration Act, 1859," and any other Acts applicable to any of the purposes before-mentioned, and to alter, amend, extend, or repeal (or, if deemed expedient, to consolidate and to re-enact with such alterations and additions as may be requisite) all, or some, of the powers and provisions of the several local and personal Acts 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, pro-

menade 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.

West Devon and Cornwall Railway.

(Incorporation of the Company; Construction of Railway from Tavistock to Calstock; Compulsory Purchase and Taking of Lands and Houses; Tolls; Power to use portion of South Devon and Tavistock Railway; Working Traffic and other Agreements with Great Western, London and South Western, and East Cornwall Mineral Railway Companies, and Powers to those Companies to subscribe and appoint Directors; Incorporation and Amendment of Acts; and other Powers).

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

To incorporate a Company (hereinafter referred to as "the Company"), and to authorise the Company to make and maintain the railway herein after described, or some part or parts thereof, with all needful stations, sidings, junctions, works, and conveniences connected therewith, that is to say:—

A railway, commencing in the parish of Tavistock, in the county of Devon, by a junction with the South Devon and Tavistock Railway of the Great Western Railway Company, at a point situate 100 yards, or thereabouts, measured in a south-westerly direction, from the signal-cabin lying immediately to the south of the Tavistock Railway Station, and terminating in the parish of Calstock, in the county of Cornwall, in a field immediately below and adjoining the grounds of Kingswood Park, belonging to, or reputed to belong to, the Trustees under the Will of Frederick Sims, deceased, in the occupation of Emmanuel Crocker, at a point measuring 7 miles, 7 furlongs,

7 chains, and 27 links, or thereabouts, from the commencement, as hereinbefore described, and situated 74 yards, or thereabouts, from the south-west corner of the garden wall of Kingswood Park, measured in a direction south-west-by-south therefrom, all which said intended railway will pass from, to, through, or into, and be situate in the parishes and places of Tavistock, Whitechurch, Buckland Monachorum, Beer-Alston, and Beer-Ferris, otherwise Bere-Ferrers, all in the county of Devon, and the parish of Calstock, in the county of Cornwall, or in some of those parishes.

To deviate laterally from the line of railway and works to any extent within the limits of deviation to be shown on the plans hereinafter mentioned, or as may be prescribed by the intended Bill; and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such an extent as may be found necessary, or as may be provided for by the intended Bill.

To empower the Company to cross, divert, alter, stop up, remove, or otherwise interfere with (whether temporarily or permanently), turnpike and other roads (public and private), streets, lanes, paths, highways, bridges, railways, tramways, canals, drains, sewers, gas, water, and other pipes, telegraph posts, wires and apparatus, navigations, rivers, streams, waters and water-courses, within the parishes and places aforesaid, so far as may be necessary in constructing and maintaining the said intended railway and works, and for other the intended purposes.

To purchase and take (by compulsion or agreement) lands, houses and other hereditaments and rights of way, easements and other rights in or over the same for the purposes of the intended railway and works, and to vary or extinguish all rights and privileges connected with lands, houses, and other hereditaments, and to confer other rights and privileges so far as may be necessary for effecting the purposes of the intended Bill.

To levy tolls, rates, and duties upon or in respect of the said intended railway, and upon or in respect of the portion of the South Devon and Tavistock Railway, and the station and works hereinafter described, and for the conveyance of passengers, animals and goods thereon, and for the purposes of the intended Bill, to alter the tolls, rates and duties which are now authorised to be taken on or in respect of the South Devon and Tavistock Railway, and to confer exemptions from the payment of such several tolls, rates, and duties.

To authorise the Great Western Railway Company, the London and South Western Railway Company, and the East Cornwall Mineral Railway Company, or any one or more of them, to subscribe and contribute funds towards the making of the intended railway and works, or any part thereof, out of their corporate funds, or by capital to be raised by them under the powers to be contained in the intended Act for that purpose, and to hold shares in the capital of the Company, or to guarantee to or for the Company the payment of interest or dividends (annual or otherwise) or other payments on all or any shares or stock of the Company, and the principal and interest of any loan raised by the Company, and for such purposes to apply their respective corporate funds or capital, and to raise further monies by creating and issuing new shares or stocks (preference or ordinary) in their respective undertakings, or by borrowing, or by all or any of those means, and to appoint one or more director or directors of the Company in respect of such subscriptions or guarantees or other interest they may acquire or have in the Company's undertaking.

To enable the Company on the one hand, the

Great Western Railway Company, and the London and South Western Railway Company, and the East Cornwall Mineral Railway Company, or one or more of those Companies, on the other hand, from time to time to enter into agreements or arrangements with respect to the working, use, management, construction and maintenance of the said intended railway and works, or any part thereof, by the contracting Companies, the supply and maintenance of engines, rolling stock and plant, 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, collection, transmission, delivery and conveyance of traffic upon, or 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 intended Act may be made touching any of the matters aforesaid.

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, to run over and use with their engines, carriages and waggons, and for traffic of every description, and with their officers and servants, whether in charge of engines and trains or for any other purposes whatsoever, so much of the South Devon and Tavistock Railway of the Great Western Railway Company as lies between the proposed junction therewith of the intended railway and the Tavistock Station, including that station and the works and conveniences connected therewith, upon such terms and conditions, and on payment of such tolls, rates and charges as may be agreed upon between the Company and the Great Western Railway Company and the London and South Western Railway Company respectively, or either of them, or failing agreement, by arbitration, or as may be defined by the intended Bill.

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

And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to alter, 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., cap. 152; and 34 and 35 Vic., cap. 33; and all other Acts relating to the East Cornwall Mineral Railway Company; 5 and 6 Will. IV., cap. 107; 17 and 18 Vic., cap. 189, and all other Acts relating to the Great Western Railway Company; and 4 and 5 Will. IV., cap. 88, 26 and 27 Vic., cap. 129, and all other Acts relating to the London and South-Western Railway Company.

On or before the 30th day of November, 1881, plans and sections of the proposed railway and works, showing the situation line and levels thereof, and the lands and houses which may be taken for the purposes thereof, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands and houses, and an Ordnance or other published map, with the line of the intended railway marked thereon, showing its general course and direction, and a copy of this notice as published in the London Gazette, will be deposited for

public inspection respectively 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 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 and extra-parochial place in or through which the said railway or any part thereof 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 any 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 10th day of November, 1881.

Sutton and Ommanney, 3 and 4, Great Winchester-street, London, E.C., Solicitors for the Bill.

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

Board of Trade.—Session 1882.

Rhyl, Voryd, and Plastrion Tramways.

(Construction of Tramways in the parish of Rhuddlan, township of Rhyl, in the county of Flint, Tolls, Compulsory User of Streets; Provisions for use of Streets Traversed, Powers to use Steam, Mechanical or other Power; Agreements with Local Authorities; Running Powers over portions of Foreshore; Power to form Junctions with London and North Western Railway Company; Repeal and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the provisions of the "Tramways Act, 1870," to authorise and empower the Promoters to effect the objects and purposes hereinafter mentioned, or some of them (that is to say):—

To make, form, lay down, and maintain the several tramways hereinafter described, or some of them, with all proper and necessary rails, plates, sleepers, turn-tables, sidings, and conveniences connected therewith (that is to say):—

Tramway No. 1.—Double line, commencing in the parish of Rhuddlan, township of Rhyl, county of Flint, at a point in the centre of a proposed continuation of the East Parade-road one chain measured in a westerly direction from the township boundary, and terminating at a point in the centre of proposed esplanade two chains west of the commencement of the said tramway.

Tramway No. 2.—Single line, commencing at and by a junction with Tramway No. 1, at its termination, and running in a westerly direction and terminating at a point in the centre of East Parade-road, opposite and in a line with the east boundary wall of a field belonging to Mr. A. Fuller, and known as Plastrion.

Tramway No. 3.—Double line, commencing at the termination of Tramway No. 2 by a junction and terminating at a point in the centre of East Parade-road, 2 chains west of the commencement.

Tramway No. 4.—Single line, commencing at and by a junction with Tramway No. 3 at its termination, and terminating at a point in

the centre of the East Parade-road 2·50 chains, measured in an easterly direction from the east garden wall to the Convalescent Home.

Tramway No. 5.—Double line, commencing at and by a junction with Tramway No. 4 at its termination, and terminating at a point 2 chains west of the commencement.

Tramway No. 6.—Single line, commencing by a junction with Tramway No. 5 at its termination, and terminating in Queen-street opposite, and in a line with the front main wall of the houses on the West Parade.

Tramway No. 6A.—Single line, commencing by a junction with Tramway No. 6 at a point 0·74 chains from its termination, and terminating by a junction with Tramway No. 11 at a point 0·80 chains from its commencement.

Tramway No. 7.—Single line, commencing at the termination of and by a junction with Tramway No. 6, and terminating in the centre of Queen-street, opposite and in a line with the division wall between Nos. 13 and 14, Queen-street.

Tramway No. 8.—Double line, commencing at the termination of and by a junction with Tramway No. 7, and terminating at a point in the centre of Queen-street opposite, and in a line with the division wall between shops occupied by Mr. A. M. Jones, draper, and Mr. Lees, chemist.

Tramway No. 9.—Single line, commencing at the termination of and by a junction with Tramway No. 8, and terminating opposite, and in a line with the southern end of Bodfor-street.

Tramway No. 10.—Double line, commencing at the termination of and by a junction with Tramway No. 9, and running into the Station-yard, and terminating on the southern side of the same at a point ten feet from the west boundary fence.

Tramway No. 11.—Single line, commencing at the termination of Tramway No. 6, and running in a westerly direction down the West Parade-road, and terminating at a point in the centre of West Parade-road opposite and in a line with the west side of River-street.

Tramway No. 12.—Double line, commencing at and by a junction with Tramway No. 11 at its termination, and terminating at a point 2 chains west of the commencement.

Tramway No. 13.—Single line, commencing at the termination of and by a junction with Tramway No. 12, running in front of the Winter Gardens and terminating at a point at Voryd opposite and in a line with the south wall of Clark's Refreshment Rooms, in the centre of the road.

Tramway No. 14.—Double line, commencing at the termination of and by a junction with Tramway No. 13, and terminating at a point in the centre of the road at Voryd, 2 chains south of the commencement, the said point being situated in the township of Rhyl, parish of Rhuddlan, county of Flint.

The above tramways or parts of them will be so laid that for a greater length than 80 feet a less space than 9 feet 6 inches will intervene between the outside rail and the near footpath.

Tramway No. 1 for its whole length on the north side.

Tramway No. 3 for its whole length on the north side.

Tramway No. 5 for its whole length on the north side.

- Tramway No. 8 for its whole length on the west side.
- Tramway No. 12 for its whole length on the north side.
- Tramway No. 14 for its whole length on both sides.

Which said intended tramways will be made from, in, through, or into, or be situate within the several parishes and places following, or some of them (that is to say): the parish of Rhuddlan, township of Rhyl, county of Flint.

To authorise and empower the Promoters from time to time to enter upon and open and break up the surface, and to enter, stop up, remove, and otherwise interfere with streets, turnpike roads, lanes, highways, public roads, ways, footpaths, rivers, streams, water-courses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes, extra-parochial and other places mentioned in the notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or re-instating the proposed tramways and works, or of substituting others in their places, or for the other purposes of the intended Order.

To enable the Promoters for all or any of the purposes of the proposed tramways or works, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

To enable the Promoters to demand, take, and recover all tolls, rates, and charges for the use of the proposed tramways and works by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.

To make provisions as to the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, plates, sleepers, or works may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any of the respective streets, roads, or places upon or along which any of the proposed tramways, rails, plates, sleepers, or works may be laid.

To provide for and regulate the user by the Promoters for the purpose of the intended Order of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Promoters the exclusive right of using on the proposed tramways and works carriages with flange wheels or other wheels specially and particularly adapted to run on an edge rail or on a grooved or a grooveless rail.

To prohibit, except by agreement with the Promoters or upon terms to be prescribed by the intended Order, the use of the proposed tramways 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 or grooveless rail, and to authorise and give effect to agreement between the Promoters or any other person or Corporation for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on all such persons or Corporations.

To empower the Promoters from time to time, and either permanently or temporarily to make,

maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turnouts, and other works as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for facilitating the passage of traffic along the streets, or for providing access to any stable, carriage, houses, or engine sheds, works, or buildings of the Promoters.

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

To enable the promoters or the Commissioners of Rhyl, or other bodies corporate, or persons having respectively the duty of directing repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to laying down, maintaining, renewing, repairing, deviating the proposed tramways, or any of them, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To authorise the use on the proposed tramways or any of them, or any part or parts thereof, respecting of carriages and engines moved by steam or other mechanical or other 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 Locomotive Amendment Act, 1878," or any or either of these 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 on any part or parts thereof respectively, or any other Act or Acts, either public or local, which may in any wise relate to or be affected by the objects aforesaid.

To enable the Promoters for all or any of the purposes of the proposed tramways and works to purchase, run over, or acquire by compulsion or agreement, or to take easements over the foreshore.

To authorise and empower the Promoters to enter into agreements with the London and North Western Railway Company and to form a junction with that Company's line at Rhyl Station for the interchange, accommodation, conveyance, and delivery of traffic.

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

And the intended Order will vary or extinguish all rights and privileges inconsistent with or which might in any way interfere with its objects, and will confer other rights and privileges.

A copy of this notice as published in the London Gazette, with a plan and section of the said intended tramways, will on or before the 30th day of November, 1881, be deposited in the office of the Clerk of the Parliaments, in the Private Bill Office of the House of Commons, in the office of the Board of Trade, Whitehall-gardens, London, and for public inspection at the office of the Clerk of the Peace for the county of

Flint, at his offices at Mold, and a copy of so much of the said plan as relates to each of the said parishes will be deposited for public inspection with the parish clerk of each such parish at his residence, and with the Clerk to the Rhyl Improvement Commissioners, at his offices, Townhall, Rhyl.

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, Whitehall, London, and on and after that date will be furnished by the Solicitors at their offices, City Walls, Chester, or of the Parliamentary Agent, to all persons applying for the same at the price of one shilling each. Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before such Board any objections respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at his office in Whitehall-gardens, London, on or before the 15th of January next ensuing, and at the same time delivering a copy of such objection, at the office of Mr. W. H. Churton, City Walls, Chester; or of Mr. H. J. West, 7, Great College-street, Westminster, and in forwarding to the Board of Trade such objections the Objectors or their agents should state that a copy of the same has been sent to the Promoters or their Agent.

When the Provisional Order has been granted by the Board of Trade, such Order will be advertised in the same paper as this notice, and printed copies thereof will be deposited for public inspection in the office of the Clerk of the Peace for the county of Flint, at his office at Mold, and copies thereof will be supplied to all persons applying at the offices of the undersigned on the terms before mentioned.

Dated this 17th day of November, 1881.

W. H. Churton, City Walls, Chester, Solicitor for the Provisional Order.

H. J. West, 7, Great College-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

Northampton Tramways (Extensions).

(Power to Construct New Tramways; Tolls; use of Steam or other Mechanical Power on Tramways; Abandonment of certain Tramways authorised by Northampton Street Tramways Act, 1880; Agreements with Corporation of Northampton and other Authorities; Provisions as to Capital; Amendment of Acts.)

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

1. To empower the Company to make and maintain, work and use the Tramways hereinafter described, with all proper rails, plates, sleepers, works and conveniences connected therewith.

Where in the description in this notice of any of the proposed Tramways reference is made to the intersection or junction of streets or roads the point of intersection or junction, as the case may be, is to be taken to be the point at which lines drawn along the centres of the streets or roads, and if need be, produced, would intersect each other.

A Tramway (No. 1), commencing in the parish of St. Sepulchre, in the borough of Northampton, by a junction with Tramway No. 2 authorised by the Northampton Street Tramways Act, 1880, at a point 1.75 chains north of the junction of

Marriott-street with Barrack-road, passing thence in a northerly direction along Barrack-road and Kingsthorpe-road, and terminating in the parish of Kingsthorpe, in the county of Northampton, at a point 0.35 of a chain north of the junction of the road leading to Brampton with Kingsthorpe-road.

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 Barrack-road

Between points respectively 3.35 chains and 4.75 chains north of the junction of Marriott-street with Barrack-road.

In Kingsthorpe-road

Between points respectively 1.65 chains and 4.65 chains north of the junction of Alpha-street with Kingsthorpe-road:

Between points respectively 14 chains and 17 chains south of the southern corner of the Cock public-house in Kingsthorpe-road:

Between points respectively 1.3 chains south and 1.7 chains north of the southern corner of the Cock public-house aforesaid:

Between points respectively 1.55 chains and 4.55 chains from the termination hereinbefore described of the intended Tramway (No. 1).

A Tramway (No. 2), commencing in the parish of Duston, in the county of Northampton, by a junction with Tramway (No. 3) authorised by the Northampton Street Tramways Act, 1880, at or near the junction of Devonshire-street with St. James' End, thence passing along St. James' End in a westerly direction, and terminating in the road leading to Duston near the Melbourne-gardens and 7.6 chains west of the junction of Argyll-road with the said road leading to Duston.

Tramway (No. 2) will be laid as a single line except in the following place, where it will be laid as a double line, viz.:—

In the road leading to Duston near Melbourne-gardens aforesaid between points respectively 1.5 chains and 4.5 chains from the termination hereinbefore described of Tramway (No. 2).

The said Tramways will pass from, through, or into, or be situate in the several parishes of St. Sepulchre in the borough of Northampton, and Kingsthorpe and Duston both in the county of Northampton.

2. The said Tramways will be made on the gauge of three feet and six inches, and it is not intended to run on the said Tramways carriages or trucks adapted for use on railways.

3. The said Tramways along the streets hereinafter named are intended to be so laid that between the points hereinafter described there will, for a distance of 30 feet or upwards, be a less space than 9 feet 6 inches between the nearest rail of the tramways and the outside of the footpath on the side or sides of the streets hereinafter mentioned, viz.:—

Tramway No. 1, in Kingsthorpe-road, between points respectively 1.55 chains and 4.55 chains from the termination hereinbefore described of Tramway (No. 1) and on the both sides of Kingsthorpe-road.

Tramway No. 2, in the road leading to Duston near the Melbourne-gardens between points respectively 1.5 chains and 4.5 chains from the termination hereinbefore described of Tramway (No. 2) and on the both sides of the last-mentioned road.

4. To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove and otherwise interfere with streets, turnpike roads, highways, public roadways,

footpaths, railways, rivers, canals, watercourses, sewers, drains, 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, renewing, or reinstating the proposed Tramways and works, or of substituting others in their place, or for other the purposes of the intended Act.

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

6. To authorise the Company to make from time to time 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 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.

7. To empower the Company where, by reason of the execution of any work affecting the surface or soil of any street, road or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any Tramway or 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.

8. To empower the Company to levy tolls and charges for the use of the intended Tramways, such tolls and charges being levied either upon the Tramways or in respect of carriages using the Tramways other than the carriages of the Company, and the traffic conveyed thereon or upon or in respect of passengers or other traffic conveyed on the intended Tramways in the carriages of the Company, and to alter the existing tolls and charges which the Company are by the Northampton Street Tramways Act, 1880, authorised to demand and take.

9. To empower the Company to grant licenses for the use of the Tramways and reserve to the Company and their licensees the exclusive right of using on the Tramways carriages with flange wheels or other wheels specially or particularly adapted to run on the Tramways, and to prohibit, except by agreement with the Company, the use of such carriages on the Tramways by persons other than the Company.

10. 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 part of any street, road or place upon or along which any of the proposed Tramways or works may be laid.

11. To provide for and regulate the user by the Company for the purposes of the intended Act of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving metalling or materials.

12. To empower the Company on the one hand, and the Corporation of Northampton and any local board, trustees, bodies, or persons 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 contracts or agreements with respect to the alteration of the 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.

13. To empower the Company from time to time and upon such terms and conditions as may be prescribed by the intended Act to work the intended Tramways and the Tramways authorised by the Northampton Street Tramways Act, 1880, or any part or parts thereof respectively by steam or other mechanical power.

14. To authorise the Company to abandon and relinquish the construction of Tramways (No. 1) (No. 5) and (No. 7) respectively authorised by the Northampton Street Tramways Act, 1880, and to release the Company from all liabilities, penalties and obligations for or in respect of the non-completion of those Tramways.

15. To enable the Company to apply their authorised capital and funds for all or any of the purposes of the intended Act, also for those purposes and the general purposes of their undertaking to raise further capital by the creation and issue of new shares or stock with or without a guaranteed or preferential dividend or other rights and privileges attached thereto, or by borrowing on mortgage, bond, debenture, debenture stock, annuity or otherwise; to confer upon the Company powers for the conversion into stock of all or any of their shares already created or hereafter to be created, with such incidents and privileges as may be declared in respect thereof by the intended Act, and to authorise the Company to divide into deferred and preferred half-shares or otherwise all or any part of the share capital which they may by the intended Act be authorised to raise.

16. To vary or extinguish all existing rights and privileges inconsistent with or which would or might in any way impede or interfere with any of the objects of the intended Act, and to confer other rights and privileges.

17. To alter, amend, extend, enlarge or repeal, so far as may be necessary for the purposes of the intended Act, the provisions, or some of the provisions of the following Acts, viz.: The Tramways Act, 1870, The Northampton Street Tramways Act, 1880, and any Act or Acts relating to or affecting the Company.

And notice is hereby further given, that plans and sections of the intended Tramways, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Northampton at his office at Northampton in that county, and that a copy of the said notice and of so much of the plans, sections and book of reference as relates to the parishes in or through which the said intended Tramways will be situate, will, on or before the same day, be deposited with the parish clerk of each such parish at his residence.

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 11th day of November, 1881.

Wm. Shoosmith, Northampton; } Solicitors
Tilleard, Godden and Holme, } for
34, Old Jewry, E.C.; } the Bill.
Geo. Norton, 22, Great George-street,
Westminster, Parliamentary Agent.

Board of Trade—Session 1882.

The Tramways Act, 1870.

Pontypridd and Rhondda Valley Tramways.

(Construction of Tramways between Pontypridd, Hopkins Town, Gyfeillon, Trehafod, Hafod, Eirw, Porth, Cymmer, Dinas otherwise Pandy, Penygraig, Coedymeibion, Tonypany, Llwynypia, Pont-Rhondda, Tyntila, Bodringallt, Ystrad, Rhondda, Pentre, Treorky, and Treherbert, in the respective parishes of Llanwonno, Llantrisant, and Ystradyfodwg, all in the county of Glamorgan; Compulsory user of Streets, &c.; Tolls; Use of Steam or of Mechanical Power; Agreements with Street and other Authorities.)

APPPLICATION is intended to be made to the Board of Trade for a Provisional Order under the Tramways Act, 1870, for the purposes, or some of the purposes, following (that is to say):—

To authorise the person or persons, or a Company, to be incorporated in accordance with the rules and regulations of the Board of Trade (as the case may be), to be named in the draft Provisional Order (and who are in this notice hereinafter called "the Promoters") to construct and maintain the following tramways, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):—

[Where in the description in this notice of any of the proposed tramways, reference is made to streets intersecting or forming a junction with the road or street along which the tramways are proposed to be laid, the point of intersection or junction, as the case may be, is, except where otherwise expressed, to be taken as the point at which lines drawn along the centres of the streets or roads, and if need be produced, would intersect each other; and where reference is made to a building or house, the measurement is taken from a point in the centre line of tramway from which a perpendicular line would cut the particular portion of the building mentioned. All measurements are taken along the centre line of proposed tramway.]

Tramway No. 1.—Wholly situate in the parish of Llanwonno, commencing in Taff-street at a point in line with the northern face of Bridge-street, Pontypridd, proceeding in a southerly direction along Taff-street, westerly direction along Mill-street and Rhondda-road, and terminating at a point therein 4 chain east of the south-east of Glan Rhondda Hotel, Gyfeillon.

Tramway No. 1 will be a single line of tramway, except at the following places, where it will be a double line of tramway:—

From a point in Taff-street 1 chain from the commencement of the tramway, for a distance of 4 chains to the south.

From a point in Taff-street 65 chain north of the north-east corner of the New Inn Hotel, for a distance of 3 chains to the south.

From a point in Rhondda-road 5 chain west from under the centre of bridge of the Rhondda branch of the Taff Vale Railway, for a distance of 3 chains to the west.

From a point in Rhondda-road 4 chains east of the Red Cow Inn, Hopkins Town, for a distance of 3 chains to the west.

Tramway No. 2.—Wholly situate in the parish of Llanwonno, commencing by a junction with Tramway No. 1 at the termination thereof in Rhondda-road, and proceeding in a westerly direction along Rhondda-road, and terminating therein at Trehafod, at a point 4.85 chains north-west of the west corner of Bethel Chapel.

Tramway No. 2 will be a single line of tramway, except at the following places, where it will be a double line of tramway:—

From its commencement for 3 chains to the west.

From a point in the Rhondda-road 1.2 chains north-east of the north-east corner of Gyfeillon Chapel burial ground, for a distance of 3 chains to the south-west.

From a point in the Rhondda-road, Trehafod, 1.85 chains north-west of the west corner of Bethel Chapel, for a distance of 3 chains to the north-west.

Tramway No. 3.—Situate partly in the parish of Llantrisant and partly in the parish of Llanwonno, commencing in the Rhondda-road by a junction with Tramway No. 2 at the termination thereof, and proceeding in a westerly direction along Eirw-road, otherwise Rhondda-road, Eirw, and terminating therein opposite the northern face of Hannah-street, Porth.

Tramway No. 3 will be a single line of tramway, except at the following places, where it will be a double line of tramway:—

From a point in the Eirw-road 2 chain east of the south-east corner of Vaughan Arms Inn, for a distance of 3 chains to the west.

From a point in the Eirw-road 10.2 chains east of the level crossing of the Eirw branch of the Taff Vale Railway, in the Eirw-road, for a distance of 3 chains to the east.

From a point in the Eirw-road opposite the eastern side of dwelling-house No. 33, for a distance of 3 chains to the east.

Tramway No. 4.—Situate wholly in the parish of Llanwonno, commencing by a junction with Tramway No. 3 at the termination thereof in Eirw-road, otherwise Rhondda-road, Eirw, and proceeding in a westerly direction along the said road, and terminating therein at a point 7 chain north-east of Cymmer Bridge, Porth.

Tramway No. 4 will be a single line of tramway, except in the following places, where it will be a double line of tramway:—

From a point in Eirw-road 3 chains from the commencement of the tramway, for a distance of 3 chains to the south-west.

Tramway No. 5.—Situate wholly in the parish of Llanwonno, commencing by a junction with Tramway No. 3 at the termination thereof, and proceeding along Hannah-street in a westerly direction, thence along Station-street in a south-westerly direction, and terminating by a junction with Tramway No. 4 at the termination thereof.

Tramway No. 5 will be a single line of tramway for its whole length.

Tramway No. 6.—Situate partly in the parish of Llantrisant and partly in the parish of Llanwonno, commencing by a junction with Tramway No. 4 at the termination thereof near Cymmer Bridge, and proceeding in a northerly and then westerly direction along Dinas-road, and terminating therein at a point 4 chains west of the north-west corner of the Red Lion Inn.

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

From a point in the Dinas-road 3.4 chains east of the tramroad crossing opposite New Cymmer Colliery, for a distance of 3 chains to the west.

From a point in the Dinas-road 3 chains east of the entrance steps to dwelling house No. 36, for a distance of 3 chains to the west.

From a point in the Dinas-road 3.5 chains east of the north-east corner of dwelling house No. 55, for a distance of 3 chains to the west.

From a point in the Dinas-road 1 chain east

of the south-west corner of the Red Lion Inn, to the termination of the tramway.

Tramway No. 7.—Situate wholly in the parish of Llantrisant, commencing by a junction with Tramway No. 6 at the termination thereof, and proceeding along Dinas-road in a westerly direction, and thence in a southerly direction, and terminating therein at a point opposite the south corner of the Swan Inn, Penygraig.

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

From a point in the Dinas-road 6 chains east of the footpath leading to Dolyffynnon, for a distance of 3 chains to the west.

From a point in the Dinas-road 3 chains north of the termination of the tramway for a distance of 3 chains to the south.

Tramway No. 8.—Situate wholly in the parish of Ystradyfodwg, commencing by a junction with Tramway No. 7 at the termination thereof in Dinas-road, Penygraig, proceeding in a northerly direction along the said road, north-westerly along Dunraven-street and Pandyrady, and terminating in Llwynypia-road, Llwynypia, at a point 1 chain west of the south-west corner of Llwynypia Railway booking office.

Tramway No. 8 will be a single line of tramway, except at the following places, where it will be a double line of tramway:—

From a point in Dunraven-street, opposite entrance to dwelling house No. 75, for a distance of 3 chains to the north.

From a point in Dunraven-street 3·1 chains south of dwelling house No. 63, for a distance of 3 chains to the north.

From a point in Dunraven-street opposite south corner of dwelling house No. 17, for a distance of 3 chains to the north.

From a point in Pandyrady opposite the south-west corner of dwelling house or shop No. 15, for a distance of 3 chains to the north.

From a point in Llwynypia-road 8 chain north of northern corner of Campbell-terrace, for a distance of 3 chains to the north.

From a point in Llwynypia-road 3·1 chains west of the south-west corner of Llwynypia Railway booking office, for a distance of 3 chains to the east.

Tramway No. 9.—Situate wholly in the parish of Ystradyfodwg, commencing by a junction with Tramway No. 8 at the termination thereof in Llwynypia-road, thence proceeding in a westerly and northerly direction along Llwynypia-road, along Pont Rhondda-road, along Tyntila-road, along William Street, and along Ystrad-road, and terminating therein at a point 45 chain south-east of the northern corner of the goods shed at Ystrad Railway station.

Tramway No. 9 will be a single line of tramway, except at the following places, where it will be a double line:—

From a point in Pont Rhondda-road 1·4 chains north of the northern corner of Rhondda-terrace, for a distance of 3 chains to the north.

From a point in Pont Rhondda-road 3·4 chains west of centre of Pont Rhondda-bridge, for a distance of 3 chains to the east.

From a point in Tyntila-road opposite north corner of dwelling-house No. 36, for a distance of 2·5 chains to the north-west.

From a point in Tyntila-road 2 chain north-west of the north-west corner of dwelling-house No. 76, for a distance of 3 chains to the north-west.

From a point in Tyntila-road opposite south corner of dwelling-house No. 21, for a distance of 3 chains to the north-west.

From a point in Williams Street opposite the south-west corner of dwelling house No. 31, for a distance of 3 chains to the west.

From a point in Ystrad-road opposite west corner of shop, No. 150, for a distance of 3 chains to the west.

Tramway No. 10.—Situate wholly in the parish of Ystradyfodwg, commencing by a junction with Tramway No. 9 at the termination thereof in Ystrad-road, and proceeding along Ystrad-road, Llewellyn-street and High-street, Pentre, High-street, and Bute-street Treorky, and terminating therein at a point 3 chain west of Windsor-street.

Tramway No. 10 will be a single line of tramway, except at the following places, where it will be a double line:—

From the commencement of the tramways in Ystrad-road, for 3 chains to the north-west.

From a point in Llewellyn-street opposite the entrance of Pentre Hotel, for a distance of 3 chains to the north-west.

From a point in Llewellyn-street, opposite the north corner of the Queen's Hotel, for a distance of 3 chains to the north-west.

From a point in High-street, Pentre, opposite the entrance to dwelling house No. 139, for 3 chains to the north-west.

From a point in High-street, Treorky, opposite the entrance to dwelling house No. 45, for a distance of 3 chains to the north-west.

From a point in Bute-street opposite Sneghenydd-street, for a distance of 3 chains to the north-west.

Tramway No. 11.—Situate wholly in the parish of Ystradyfodwg, commencing by a junction with Tramway No. 10 at the termination thereof in Bute-street, and thence proceeding in a westerly direction along Bute-street, Treorky, Treherbert-road, Baglan-street, and Bute-street, Treherbert, and terminating therein at a point opposite the north corner of dwelling house No. 131.

Tramway No. 11 will be a single line of tramway, except in the following places, where it will be a double line:—

From the commencement of the tramway for a distance of 3 chains to the north-west.

From a point in Treherbert-road, 7 chain north-west of the Abergorky Colliery tramroad, where it crosses the said road, for a distance of 3 chains to the north-west.

From a point in Treherbert-road opposite north corner of Yniswen-terrace, for a distance of 3 chains to the north-west.

From a point in Baglan-street Treherbert, opposite north-west corner of dwelling-house No. 30, for a distance of 3 chains to the north-west.

From a point in Bute-street Treherbert, opposite the south-east corner of dwelling-house No. 83, for a distance of 3 chains to the north-west.

From a point in Bute-street opposite the south-east corner of dwelling house No. 36, for a distance of 3 chains to the north-west.

From a point in Bute-street opposite the south-west corner of dwelling-house No. 13, for a distance of 3 chains to the north-west.

Tramway No. 12.—Situate wholly in the parish of Ystradyfodwg, commencing by a junction with Tramway No. 11, in Bute-street Treherbert, at a point opposite the western face of Church-street, and thence proceeding in a south-westerly direction along Station-street, and terminating therein at a point 1 chain south-west of the south-west corner of the Public Hall.

Tramway No. 12 will be a single line of tramway, except at the following place:—

From a point in Station-street opposite the north side of No. 12 dwelling house, for a distance of 3 chains to the south-west.

Which said intended tramways and works will pass or be made from, through, or into, or be situate in the several parishes and places following, or some of them (that is to say):—Llanwonno, Llantrisant, and Ystradyfodwg, all in the county of Glamorgan.

In the following instances the tramways will be so laid that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the road specified in each instance and the nearest rail of the tramway:—

Tramway No. 1.—In Taff-street from a point 1.15 chains from the commencement of the tramway, for a distance of 3.85 chains to the south, on both sides.

In Taff-street from a point opposite the north face of Crossbrook-street, to the entrance of No. 52 dwelling house, on both sides.

In Taff-street from a point 3.9 chains south of the south-east corner of Pennel Chapel, to a point .7 chain north of the north-east corner of New Inn Hotel, on the west side.

In Taff-street from a point .4 chain north of the north-east corner of New Inn Hotel, for a distance of 2.6 chains to the south, on both sides.

In Mill-street, for its whole length, on the south side.

In Rhondda-road from the commencement of the tramway therein to a point opposite the south-east corner of Carmel Chapel, on the south side.

In Rhondda-road from the south-east corner of Carmel Chapel to the railway bridge, of the Rhondda branch of the Taff Vale Railway, crossing over the Rhondda-road, on the north side.

In Rhondda-road from a point .65 chain west from centre of before-mentioned bridge, for a distance of 2.7 chains to the west, on both sides.

In Rhondda-road from a point 5.2 chains west of New Bridge over Rhondda River leading to Pwllgwann, to a point 4.3 chains west of the entrance to the Red Cow Inn, Hopkins Town, on the south side.

In the Rhondda-road from a point 3.85 chains east of the entrance to the Red Cow Inn, for a distance of 2.7 chains to the west, on the north side.

In Rhondda-road from a point .3 chain south-east of road leading to Rhondda House at Hopkins Town, to a point 3.9 chains to the east, on the south side.

In Rhondda-road from a point .3 chain west of road leading to Rhondda House, to the termination of tramway, on the south side.

Tramway No. 2.—In the Rhondda-road from the commencement of the tramway for a distance of 3 chains to the west, on both sides.

In the Rhondda-road from a point 3 chains from the commencement of the tramway, for a distance of 4.5 chains to the north-west, on the south side.

In the Rhondda-road from a point 11.5 chains from the commencement of the tramway, to a point 2.5 chains north-west of the entrance to Bridge-end Inn, Gyfeillon, on the south side.

In the Rhondda-road from a point 3.5 chains west of old bridge over Rhondda River, at Gyfeillon, to a point 4.2 chains east of the Farmer's Arms Inn on the south side.

In the Rhondda-road from a point 1 chain north-east of the north-east corner of Gyfeillon

Chapel burial ground, for a distance of 2.7 chains to the south-west, on both sides.

In the Rhondda-road from a point in line with the western face of Gyfeillon Chapel, for a distance of 1.3 chains, on both sides.

In the Rhondda-road from a point 1.25 chains from the entrance of No. 29 dwelling-house at Trehafod, to a point opposite entrance to No. 31 dwelling house, on both sides.

In the Rhondda-road from a point 1 chain south of the entrance to Bethel Chapel, to the termination of the tramway, on the west side.

In the Rhondda-road from a point 1.85 chains north-west of the west corner of Bethel Chapel, for a distance of 3 chains to the north-west, on the east side.

Tramway No. 3.—In the Eirw-road, for the whole length of the Eirw-Isaf Bridge, on both sides.

In the Eirw-road from a point opposite south-east corner of shop and dwelling house No. 10, to a point 2.3 chains west of the south-west corner of the Vaughan Arms Inn, on both sides.

In the Eirw-road from a point 3 chains west of the south-west corner of the Vaughan Arms Inn, to a point 1 chain west of the west side of the old building, on south side of road opposite Coedcae Colliery Yard, on both sides.

In the Eirw-road from a point 10 chains east of the Eirw branch of the Taff Vale Railway, where it crosses the Eirw-road on a level, for a distance of 9.5 chains to the west, on the north side, and for a distance of 2.8 chains to the west, on the south side.

In the Eirw-road from a point 2.9 chains east of the south-east corner of the Britannia Inn, to a point opposite Britannia-street, on the south side.

In the Eirw-road from a point opposite dwelling house No. 3, to a point 2.5 chains north-east of Hannah-street.

Tramway No. 4.—In the Eirw-road from a point opposite the entrance to dwelling-house No. 7, in Porth-terrace, for a distance of 2.9 chains, on both sides.

Tramway No. 5.—In Hannah-street and Station-street, for the whole length of the tramway, on both sides.

Tramway No. 6.—For the whole length of Cymmer-bridge, on both sides. In the Dinas-road from a point 1.15 chains south-west of Cymmer-bridge to a point opposite centre of dwelling-house No. 26, on the south side, and from thence on, to a point opposite the south-west corner of dwelling house No. 47, near the Tynecymmer Inn, on the north side.

In the Dinas-road from a point opposite the south corner of Tynecymmer Inn, to the termination of the tramway, on the north side.

In the Dinas-road from a point 3.4 chains east of the tramroad crossing opposite New Cymmer Colliery, for a distance of 3 chains to the west, on the south side.

In the Dinas-road from a point 3 chains east of the entrance steps to dwelling-house No. 36, for a distance of 3 chains to the west, on the south side.

In the Dinas-road from a point 3.5 chains east of the north-east corner of dwelling house No. 55, for a distance of 3 chains to the west, on the south side.

In the Dinas-road from a point 1 chain west of the south-west corner of the Red Lion Inn, to the termination of the tramway, on the south side.

Tramway No. 7.—In the Dinas-road, for the whole distance of the tramway, on the north side,

and on the west side in the Dinas-road, from a point 6 chain east of the footpath leading to Dolyffynnon, for a distance of 3 chains to the west, on the south side.

In the Dinas-road, from a point 3 chains north of the termination of the tramway, for a distance of 3 chains to the south, on the east side.

Tramway No. 8.—In the Dinas-road, from a point opposite south face of the Swan Inn, to a point opposite south corner of dwelling-house No. 38, in Dunraven-street, on both sides.

In Dunraven-street, from a point opposite south corner of dwelling-house No. 27, to a point opposite south corner of dwelling-house No. 44, on both sides.

In Dunraven-street, from a point opposite south corner of dwelling-house No. 20, to a point opposite south corner of dwelling-house No. 12, on both sides.

In Dunraven-street from a point opposite the entrance to Pysgah Chapel, to a point 7 chain north of the northern corner of dwelling-house No. 61, on the east side.

In Dunraven-street, from a point opposite entrance to dwelling-house No. 75, for a distance of 3 chains to the north, on the west side.

In Dunraven-street, from a point 3.1 chains south of dwelling house No. 63, for a distance of 3 chains to the north, on the west side.

In Pandy-road, Tonypandy, from a point 2 chains north of the north corner of dwelling-house No. 20, to a point opposite the south corner of No. 15 dwelling-house, on the east side.

In Pandy-road, Tonypandy, from a point opposite south corner of dwelling-house No. 14, to a point 1.9 chains north of entrance to Jerusalem Chapel, on both sides.

In Llwynypia-road, from a point 1 chain north of the Primitive Methodist Chapel, to a point 1.2 chains south of carriage way entrance to Llwynypia House, on both sides; and from the last mentioned point to a point 5 chain south of the tramroad leading to brickworks, on the west side.

In Llwynypia-road, from a point 8 chain north of the northern corner of Campbell-terrace, for a distance of 3 chains to the north, on the east side.

Tramway No. 9.—In Pont Rhondda-road, for the whole frontage of Ifor Hael Inn, on both sides.

In Pont Rhondda-road from a point 2.25 chains south-west of the south-west corner of Rhondda-terrace, to a point 5 chains south of the entrance to Pont Rhondda Farm House, on the west side.

In Pont Rhondda-road from a point 1.5 chains north of the northern corner of Rhondda-terrace, for a distance of 2.8 chains to the north, on the east side.

In Pont Rhondda-road, 3.5 chains west of centre of Pont Rhondda-bridge, for a distance of 3 chains to the east, on both sides.

In Pont Rhondda-road, from a point in line with south-west face of Pont Rhondda-terrace, to the junction with Tyntila-road, on both sides.

In Tyntila-road from a point 1 chain north-west of the north-west corner of dwelling-house No. 26, to a point opposite north-east corner of dwelling-house No. 77, on the north-east side.

In the Tyntila-road from a point 3 chain north-west of the north-west corner of dwelling-house No. 76, for a distance of 2.75 chains, to the north-west, on the south-west side.

In the Tyntila-road from a point opposite the east corner of dwelling-house No. 90, to a point opposite to the entrance to dwelling-house No. 100, on both sides.

In the Tyntila-road from a point 1 chain west of the western corner of dwelling-house No. 37, for a distance of 1 chain to the north-west, on both sides.

In the Tyntila-road, from a point opposite the entrance to Gellygaed Inn, to a point opposite the east face of Bodringallt Chapel, on both sides.

In Williams-street from a point opposite the north-east corner of the Baptist Chapel premises, for the whole length of the said premises, on both sides.

In Williams-street from a point opposite Gellygaed-road, to a point opposite dwelling-house No. 127, on both sides.

In Ystrad-road from a point opposite west corner of shop No. 150, for a distance of 3 chains to the west on the north side, and to a point opposite the west corner of dwelling-house No. 72, on the south side.

In Ystrad-road from a point 1 chain south-east of the south-east corner of the Railway Hotel for a distance of 1.9 chains, on the north-west side.

Tramway No. 10.—In the Ystrad-road from the commencement of the tramway, for a distance of 3 chains to the north-west, on both sides.

In the Ystrad-road from a point opposite north side of dwelling house No. 29, to a point opposite north side of dwelling-house No. 17, on the east side.

In the Ystrad-road from a point opposite the south side of the Welsh Wesleyan Chapel, to a point opposite the north side of dwelling-house No. 161, on both sides.

In the Ystrad-road from a point opposite south corner of dwelling house No. 167, to a point opposite north corner of dwelling-house No. 52, Llewellyn-street, on both sides.

In the High-street from a point under south face of Tynbedw Colliery incline bridge over aforesaid street, to a point opposite the entrance to dwelling-house No. 152, on the west side.

Tramway No. 11.—In the Treherbert-road from a point 1 chain north-west of entrance of the Boar's Head Hotel, occupied by Miss Jane Roach, to a point opposite south-east corner of dwelling-house No. 51, on the west side.

In Baglan-street, from a point opposite the south-east corner of dwelling-house No. 39, to a point opposite the south-east corner of dwelling-house No. 19, on the west side.

Each of the said tramways will be constructed on the gauge of 3 feet 6 inches or such less distance as the Board of Trade may sanction.

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

To authorise and empower the Promoters from time to time to enter upon, open and break up the surface, and to alter, divert, stop, and otherwise interfere with streets, highways, turnpike and other roads, footpaths, passages, and places, railways, tramways, rivers, canals, streams, watercourses, sewers, drains, bridges, pavements, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, laying down, maintaining, repairing, removing, renewing or altering the proposed tramways or works, or of substituting others in their place, or otherwise, for the purposes of the said Provisional Order.

To empower the Promoters from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this notice, as may be

necessary or convenient for the efficient working of the proposed tramways or any of them, or for providing access to any stables or carriage sheds or works of the Promoters, or any other tramway system.

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

To enable the Promoters, for the purposes of the proposed tramways, to purchase by agreement, or to take easements over lands, houses, and property, and to erect stables, offices, buildings, and other conveniences on any such lands, and to sell, lease, or dispose of lands, houses, and property.

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

To empower the Promoters to hold and acquire patent rights in regard to tramways and the motive power thereon.

To authorise the Promoters from time to time, on such terms and conditions, and subject to such restrictions (if any) as may be prescribed by the Provisional Order, to use upon all or any of the proposed tramways, such steam or mechanical power for the moving thereon of carriages, as may be prescribed or authorised by such Order.

To make provision for the maintenance and repair of the whole or any portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, or any rails, plates, or works connected therewith, may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway or other rates or assessment, in respect of any portion or part of the respective streets, roads, and places upon or along which any of the proposed tramways, or any rails, plates, sleepers or works connected therewith, may be laid:

To authorise the Promoters and the Local Boards of Pontypridd and Ystradfydwg, and any local board, landowner, or other person or body, to enter into and carry into effect contracts and agreements for and in relation to the widening, laying out, formation, and completion of any proposed street or road along which any of the said tramways may be laid, or the contributing thereto.

To provide for and regulate the user by the Promoters for the purposes of the said Provisional Order, of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling or materials.

To reserve to the Promoters the exclusive right of using on the proposed tramways and works carriages with flange wheels, or other wheels especially adapted to run on an edged rail or on a grooved rail, and to prohibit, except by agreement with the Promoters, and upon

terms to be prescribed by the Provisional Order or otherwise, the use of the said tramways and works by persons or corporations other than the Promoters, with carriages with flange wheels or other wheels especially adapted to run on an edged rail or on a grooved rail, and to authorise and give effect to agreements between the Promoters and any other persons or corporations for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on such persons or corporations.

To make provision for regulating the passage of traffic, whether of the Promoters or not, along streets, roads, and places in which the said tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works, and for preventing obstructions to all or any such traffic, and to enable the Promoters and the respective road authorities or any or some or one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules and regulations, or any of the provisions of the Provisional Order.

To enable the Promoters and the Local Boards of Pontypridd and Ystradfydwg, or any one or more of them, or other bodies corporate or persons having respectively the duty of directing the repairs, or the control and management of the said streets, roads, and places respectively, to enter into contracts and agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

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

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

To incorporate, alter, extend, amend, or repeal, so far as may be necessary or expedient for any of the purposes of the Provisional Order, the provisions or some of the provisions of the Tramways Act, 1870, or of any other public or local Act, which may be necessary for any of the purposes of the intended Order.

On or before the 30th day of November, 1881, plans and sections of the proposed tramways and works, and a copy of this advertisement, will be deposited at the office of the Board of Trade, London, and for public inspection with the clerk of the peace for the county of Glamorgan, at his office, at Westgate-street, Cardiff, in the said county, and with the clerks to the Local Boards of Pontypridd and Ystradfydwg, at their respective offices, and on or before the same day a copy of so much of the said plans and sections as relates to each of the parishes and extra-parochial places in or through which the tramways are proposed to be laid, will be deposited in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

The draft of the Provisional Order will be deposited at the Board of Trade, on or before the 23rd day of December, 1881, and printed copies of the draft Provisional Order, when de-

posited, and of the Provisional Order, when made, may be obtained on application at the office of Mr. Sydney Ratcliffe Pollard, Parliamentary Agent, 80, Coleman-street, in the city of London, at the price of 1s. for each copy.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th of January, 1882, and copies of such representations or objections must at the same time be sent to the Promoters, at the offices of Mr. Sydney Ratcliffe Pollard, and in forwarding to the Board of Trade such objections, the objectors, or their agent, should state that a copy has been sent to the Promoters or their agent.

Dated this 22nd day of November, 1881.

J. Edwards Price, Bank Chambers, Pontypridd; *Sydney R. Pollard*, 80, Coleman-street, London, Solicitors.

Sydney R. Pollard, 80, Coleman-street, London, Parliamentary Agent.

In Parliament.—Session 1882.

West Metropolitan Tramways.

(Incorporation of Company; Transfer to Company of undertaking and powers, of the West Metropolitan Tramways Company Limited; Transfer of the Southall Tramway Order, 1873, the Shepherd's-bush and Priory road, Acton, Tramway Order, 1876, and the Shepherd's-bush and Hammersmith Tramways Order, 1881; Provisions as to Capital; Power to Company to lay down and work Tramways authorised and to be authorised. Power to levy Tolls and to alter existing Tolls; Agreements with Local and other Authorities; Repayment of money deposited with the Court of Chancery; Amendment of Acts and Orders and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill (hereinafter called "The Bill") for all or some of the following purposes, that is to say:

To incorporate a new Company by the name of the West Metropolitan Tramways Company, hereinafter referred to as the Company, with all necessary powers and authorities for carrying into effect the objects and purposes of the Bill.

To authorise the acquisition by and transfer to the Company, and to vest in the Company the undertaking, lands, works, estates, property (real and personal) and all powers, rights, privileges, and authorities of, and exercisable by, the West Metropolitan Tramways Company Limited, hereinafter called the Limited Company.

To confer on the Company all the rights, powers, privileges, and authorities conferred on and vested in the Promoters of the Southall Tramway Order, 1873' (hereinafter called the Order of 1873), the Shepherd's-bush and Priory-road, Acton, Tramway Order, 1876 (hereinafter called the Order of 1876), and the Shepherd's-bush and Hammersmith Tramways Order, 1881 (hereinafter called the Order of 1881) respectively with reference to the construction, maintenance, and working of the tramways thereby authorised, to the same extent, and subject to the same conditions and liabilities as if the Company had been named in the said Orders as Promoters thereof respectively, and to authorise the Company to exercise all such rights, powers, privileges and authorities under and subject to such conditions and liabilities.

To vest in the Company or their nominees all

the estate, right and interest of the said Limited Company or Promoters respectively, in and to all sums of money deposited with the Chancery Division of the High Court of Justice with respect to the Order of 1881, or such portion or portions thereof as shall at the time of the passing of the Bill remain so deposited, and to provide for the payment out of the said sums respectively, or such portion or portions thereof respectively to the Company, on due fulfilment of the conditions of such deposit.

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, plates, sleepers, works and conveniences connected therewith respectively, that is to say:

Tramway No. 1.

Commencing in the parish of Ealing in the Kew-bridge-road, at a point 57 yards west from the centre of the bridge carrying the said road over the London and South Western Railway, passing thence eastward along the Kew-bridge-road and the High-road, Chiswick, and terminating in such last mentioned road, in the parish of Chiswick, at a point five yards west from the western side of the Goldhawk-road, by a junction with Tramway No. 2, authorised by "The Shepherd's-bush and Hammersmith Tramways Order, 1881."

This tramway will be a single line, except between the following points, where it will be a double line.

In the Kew Bridge-road.

From the commencement of the tramway to a point 6 chains eastward therefrom.

In the High-road, Chiswick.

From a point 4 yards east from the eastern side of Clarence-road to a point 6 yards west from the western side of Cambridge-road.

Between two points respectively 50 yards and 138 yards west from the centre of the bridge carrying the High-road, Chiswick, over the Kensington, Hammersmith, and Richmond Railway.

Between two points respectively 54 yards and 142 yards east from the eastern side of Marlborough-road.

Between two points respectively 70 yards and 158 yards east from the eastern side of Acton Green-road.

From a point 76 yards west from the centre of Fisher's-lane to a point 12 yards eastward therefrom.

From a point opposite the centre of The Terrace to a point 88 yards eastward therefrom.

From a point 140 yards east from the centre of Chiswick-lane to the termination of the tramway.

Tramway No. 2.

Commencing in the parish of Chiswick, at the termination of Tramway No. 1, in the High-road, Chiswick, passing thence eastward along King-street West, and terminating in the parish of Hammersmith in such last-mentioned street, at a point opposite the western side of Studland-street.

This tramway will be a single line, except between the following points, where it will be a double line:—

From the commencement of the tramway to a point 20 yards east from the eastern side of Rivercourt-road.

Tramway No. 3.

(Single line) wholly situate in the parish of Hammersmith, commencing in King-street West by a junction with the termination of Tramway No. 2, at a point opposite the western side of Studland-street, passing thence eastward along

King-street West, the Broadway, and Beadon-road, and terminating in such last mentioned road at a point 10 yards north of its junction with the Broadway.

Tramway No. 4.

(Single line) wholly situate in the parish of Hammersmith, commencing in King-street West by a junction with the termination of Tramway No. 2, at a point opposite the western side of Studland-street, passing thence northward along Studland-street, eastward along Glenthorne-road, and in a south-easterly direction along Beadon-road, and terminating in such last-mentioned road by a junction with the termination of Tramway No. 3, at a point 10 yards north from the junction of Beadon-road with the Broadway.

Tramway No. 5.

Commencing in the parish of Ealing, in the Kew Bridge-road, by a junction with Tramway No. 1, at a point 57 yards west from the centre of the bridge carrying the said road over the London and South Western Railway, passing thence in a south-westerly and southerly direction along the Kew Bridge-road, Kew Bridge, and the road leading from Kew Bridge to Richmond, and terminating in such last-mentioned road in the parish of Richmond, at a point 40 yards north from the centre of the bridge carrying such road over the London and South Western Railway.

This tramway will be a single line except between the following points, where it will be a double line:—

From the commencement of the tramway to the junction of the Kew Bridge Approach-road with the road on the north side of Kew Green.

In the road leading from Kew Bridge to Richmond.

From a point opposite the southern boundary wall of St. Anne's Church to a point 77 yards southward therefrom.

From a point 44 yards north from the centre of Kew Gardens-road to a point 44 yards southward therefrom.

From a point 44 yards north from the Ennerdale-road to a point 44 yards southward therefrom.

Between two points respectively 50 yards and 138 yards south from the southern side of the Avenue.

Between two points respectively 5 yards and 93 yards north from the southern boundary wall of Kew Gardens.

Between two points respectively 183 yards and 271 yards north-east from the northern side of Jocelyn-road.

From a point 20 yards north-east from the centre of Shaftesbury-road to a point 68 yards south-west therefrom.

Between two points respectively 7 yards and 66 yards north-eastward from the termination of the tramway.

The proposed tramways will be made and pass from, in, through, or into the following parishes, or extra-parochial places, or some of them, that is to say, Hammersmith, Chiswick, and Ealing, in the county of Middlesex, and Kew and Richmond, in the county of Surrey.

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 footpath on the side of the said streets or roads hereinafter mentioned and the nearest rail of the tramway.

Tramway No. 4.

In Glenthorne-road.

On the south side thereof from the eastern side of Studland-street to a point 43 yards eastward

therefrom, and on the northern side thereof from a point opposite the centre of Studland-street to a point 31 yards eastward therefrom.

On the north side thereof, between Banim-street and Cambridge-road.

On the north side thereof, from a point opposite the eastern side of Cambridge-road to a point 76 yards eastward therefrom.

In the Beadon-road.

On the eastern side thereof, from the south side of the bridge carrying the London and South Western Railway over the said road to a point 43 yards south-eastward therefrom.

Tramway No. 5.

On the Kew Bridge and Approach-road on both sides thereof, from the northern extremity of the bridge parapets to a point 340 yards southward therefrom.

In the road leading from Kew Bridge to Richmond.

On the west side thereof, between two points respectively 86 yards and 176 yards south-west from the south side of Mortlake-road.

On the west side thereof, from a point 44 yards north from the Ennerdale-road to a point 44 yards southward therefrom.

On the west side thereof between two points respectively 50 yards and 138 yards south from the southern side of the Avenue.

On the west side thereof, between two points respectively 5 yards and 58 yards north from the southern boundary wall of Kew Gardens.

On the west side thereof, between two points respectively 10 yards and 148 yards south from the southern boundary wall of Kew Gardens.

On the west side thereof, between two points respectively 293 yards and 336 yards north-east from the northern side of Jocelyn-road.

On both sides thereof, between two points respectively 183 yards and 271 yards north-east from the northern side of Jocelyn-road.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4ft. 8½in.

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

To empower the Company to acquire by agreement and to hold or to take easements over lands, houses and buildings for the purposes of the authorised and proposed tramways and works, to erect buildings, offices, or other conveniences thereon, and to dispose by way of sale, letting or otherwise, of any lands, buildings, and hereditaments acquired or erected by them.

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, highways, public and private roadways, footways, water-courses, 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 the purposes of the Bill.

To enable the Company, when, by reason of

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

To reserve to the Company the exclusive right of using on the proposed tramways and their existing tramways all or any of them 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 upon the tramways and to authorise and give effect to agreements between the Company, and any other person or corporation for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To enable the Company and 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 for facilitating the passage of carriages and traffic over and along the same or any part thereof.

To enable the Company to levy tolls, rates, and charges for the use of the authorised and proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to confer exemptions from the payment of tolls, rates, or charges, and to alter existing tolls, rates, or charges as fixed by the Orders of 1873, 1876, and 1881, and any exemptions therefrom.

To extend and apply to the tramways and works to be authorised by the Bill the powers and provisions, or some of the powers and provisions, of the Orders of 1873, 1876, and 1881, with or without modification, and as far as may be necessary for the purposes of the Bill, to amend, alter, extend, enlarge, or repeal the provisions, or some of the provisions, of those Orders.

To incorporate in the Bill and to confer upon the Company all or some of the powers and provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and the Bill will alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes thereof, the provisions, or some of the provisions, of the Tramways Act, 1870.

To alter and regulate the capital of the Company and its distribution into shares, and its appropriation among the shareholders, and to empower the Company to raise further money for the purposes of the Bill and for the general purposes of their undertaking, by the creation and issue of new shares and stock with or without a preferential or guaranteed dividend or other rights or privileges attached thereto, and by borrowing on mortgage and bond, and by the creation of debenture stock, or by any or either of those means, and to enable the Company to

divide all or some of the shares of their capital into half shares, and to attach to some of such half shares a preference or priority in the payment of dividend or interest, or other special rights or privileges.

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

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 Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, and with the clerk of the peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, in that county, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said tramways and works, or any part thereof, are or is intended to be made or will be situate together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of the parish of Hammersmith with the clerk of the District Board of Works for the Fulham District, at his office, at Broadway House, the Broadway, Hammersmith; and in the case of every other parish with the parish clerk thereof, at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 10th day of November, 1881.

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors and Parliamentary Agents.

In Parliament—Session 1882.

Peckham, Lewisham, and Catford Bridge Roads. (New Roads or Streets in the Counties of Surrey and Kent, between Peckham and Lewisham, and Catford Bridge; Alteration of existing Streets, and of Bridge over London Brighton and South Coast Railway at Brockley Cutting; Compulsory Purchase of Land and Easements; Sale or Lease of Land for Building; Diversion of Footpaths.)

APPPLICATION 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:—

To authorise and empower the undertaker or undertakers of the works hereinafter mentioned (to be named in the Bill) to make and maintain the new roads or streets hereinafter mentioned, or some or one of them, or some part thereof, with all needful works, approaches, and alterations connected therewith respectively, that is to say:—

1. A new road or street, commencing in the parish of St. Giles, Camberwell, in the county of Surrey, in the public road forming the north-eastern boundary of Peckham Rye Common, at the eastern corner of that common, passing under the London Chatham and Dover (Crystal Palace and South London Junction) Railway, through an archway about 1,300 yards north-east of Honor Oak Station, and over the London Brighton and South Coast Railway by the bridge hereinafter mentioned, and terminating in the parish of St. Mary, Lewisham, in the county

of Kent, by a junction with Brockley-lane or road at or immediately south of the point where the roads from Deptford Cemetery and Ladywell converge at the north-western corner of the grounds of Brockley Hall.

2. A new road or street, wholly in the said parish of St. Mary, Lewisham, commencing by a junction with the Brockley-lane at or near the point where it turns off to the north-east, in the direction of Ladywell, 290 yards or thereabouts eastward from the termination of Road No. 1 hereinbefore described, and terminating at a point where the road through Ravensbourne Park joins the road leading over Catford Bridge, 80 yards or thereabouts south-west of Catford Bridge.

To widen and alter the bridge carrying over Brockley Cutting on the London Brighton and South Coast Railway a footpath or roadway leading from Arnold-road, near Peckham Rye, under the said Crystal Palace and South London Junction Railway, and thence over the said bridge towards Brockley-lane, at a point 1,120 yards or thereabouts southward of the Brockley Station of that railway; or to construct a new bridge over the said railway alongside of or in the place of the said existing bridge, with approaches thereto, commencing on the western side of the said railway at the boundary of the said Company's property, and terminating on the eastern side of the said railway at the eastern boundary of the said Company's property.

To authorise and provide for the alteration and diversion of so much of the footpaths and cartway hereinafter mentioned as will be situate between the points hereinafter described and shown upon the deposited plans hereinafter mentioned, and to stop up and extinguish all rights of way over so much of the said footpaths and cartway as lies between the points herein- after mentioned, viz. :—

1. In the parishes of St. Giles, Camberwell, and St. Mary, Lewisham, so much of the footpath leading from Arnold-road under the said Crystal Palace and South London Junction Railway, and over the London Brighton and South Coast Railway to Brockley-lane, as will lie between a point on such footpath 90 yards or thereabouts eastward of the said London Brighton and South Coast Railway, and a point 200 yards or thereabouts westward of the said Crystal Palace and South London Junction Railway.
2. In the parish of St. Mary, Lewisham, so much of the cartway or footway leading from Brockley-lane in a southerly direction as lies between the commencement thereof in Brockley-lane at a gate 370 yards or thereabouts eastward of the termination of Road No. 1 hereinbefore described, and a point 220 yards or thereabouts from the said gate, measured in a southerly direction along the said cartway or footpath.
3. In the parish of St. Mary, Lewisham, so much of the footpath leading out of Brockley-lane or road, between Brockley Hall and the Brockley Jack public-house, in a south-easterly direction towards Catford Bridge, as lies between a point about 400 yards south-east from the junction of the said footpath with Brockley-lane or road, and the point where the said footpath joins Ravensbourne Park-road.

To authorise the making of junctions and communications between the proposed new roads and streets and any other existing streets or roads which may be joined, intersected, or inter-

fered with, or be contiguous to the line of the intended new roads and streets, and to widen and alter any existing streets, roads, and ways, public or private, which may be contiguous to the said new roads and streets.

To stop up, divert, alter, and appropriate any sewers, drains, pipes, streams, watercourses, tubes, lamp-posts, telegraphic and other apparatus which it may be convenient to stop up, divert, alter, and appropriate for the purposes of the Bill as may be upon the lands shown in the plans to be deposited as hereinafter mentioned; to deviate from the lines and levels of the intended works as shown in the plans and sections hereinafter mentioned, to any extent which may be defined by the Bill; and to construct all such subways, sewers, drains, and works as are necessary or incident to the proposed new roads, streets, and improvements.

To purchase by compulsion and agreement all such lands, houses, and other property as may be required for the purposes of or in connection with the proposed new roads and streets or alterations of streets, and as will be shown upon the plans to be deposited as hereinafter mentioned, and also to acquire easements in, over, or through any such lands, and to provide for throwing open to the public, and constituting public streets or highways (a) the road leading in an easterly direction over the Newlands Estate, from the eastern corner of Peckham Rye Common aforesaid, which, or part of which, is known as Stuarts-road; and also (b) the said road through Ravensbourne Park to the said road leading over Catford Bridge.

To authorise and provide for the sale, lease, or appropriation for building or other purposes of any land to be acquired under the powers of the Bill, and not required for the purposes thereof; and to do all such works and exercise all such powers as may be incidental or accessory to any of the objects of the Bill.

To enable the undertaker or undertakers to purchase any property which may be required for the purposes of the Bill without being subjected to the liability imposed by the 92nd Section of the Lands Clauses Consolidation Act, 1845.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and confer upon the undertaker or undertakers all such rights, powers, and privileges as may be necessary or expedient in carrying into effect the purposes thereof, and it will incorporate with itself, with or without exceptions and variations, any provisions of "The Lands Clauses Acts, 1845, 1860, and 1869," and "The Railways Clauses Acts, 1845 and 1863," which may be required for carrying into effect the purposes of the Bill.

Duplicate plans and sections describing the lines, situation, and levels for the proposed roads, streets, and works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, 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, in that county, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, 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 St. Giles's, Camberwell,

and a copy of this notice will be deposited with the vestry clerk of the said parish of St. Giles's, Camberwell, at the Vestry Hall, Camberwell, and so far as relates to the parish of St. Mary, Lewisham, with the clerk of the Lewisham District Board of Works, at his office at Rushey-green, Catford.

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

Dated this 19th day of November, 1881.

H. A. Graham, 27, Chancery-lane, London, W.C., Solicitor.

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

In Parliament.—Session 1882.

Tavistock and Gunnislake Railway.

(Incorporation of Company; Construction of Railways from Tavistock, in the county of Devon, to Gunnislake, in the county of Cornwall; Compulsory Purchase of Lands, Tolls; Running Powers over a Portion of the South Devon and Tavistock Railway of the Great Western Railway Company; Use of the Tavistock Station: Working and other Agreements with the Great Western Railway and London and South Western Railway Companies; Amendment of Acts.)

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

To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company"), to make and maintain the railway hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, junctions, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A railway commencing in the parish of Tavistock, in the county of Devon, by a junction with the South Devon and Tavistock Railway of the Great Western Railway Company, at a point about 45 yards south of the first bridge over a road south of Tavistock Station called Pixon-lane, and terminating in the parish of Calstock, about 20 yards northward from the north-west corner of two houses in Croker's-row, in the village of Gunnislake, in the respective occupations of William Vennard and Richard Bowhay, also held of the Manor of Calstock, and which intended railway and works will be made, or pass from, in, through or into the parishes, townships, extra-parochial and other places following, or some of them, that is to say, Tavistock and Whitchurch, in the county of Devon, and Calstock, in the county of Cornwall.

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

To empower the Company to cross, divert, alter or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways and tramways within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter or stop up for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase and take, by compulsion and also by agreement,

lands, houses, tenements and hereditaments within the parishes, townships, extra-parochial and other places aforesaid, for the purposes of the intended railway and works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements and hereditaments so purchased or taken.

To enable the Company to levy tolls, rates and duties upon or in respect of the intended railway and works, and upon the portions of railway stations and works hereinafter mentioned belonging to the Great Western Railway Company, and to alter the tolls, rates and duties which that Company are now authorised to take, and to confer, vary or extinguish exemptions from the payment of such tolls, rates and duties.

To empower the Company and any Company or persons for the time being, working or using the railway of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work and use with their engines, carriages and waggons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the portion of railway and station hereinafter mentioned (that is to say):—

So much of the said South Devon and Tavistock Railway as lies between the point of commencement of the intended railway hereinbefore described, and the Tavistock Station of that railway, including the said station, and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said portion of railway and station.

To empower the Company on the one hand, and the Great Western Railway Company and the London and South Western Railway Company, or either of them, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements and arrangements with respect to the construction, working, use, management and maintenance by the contracting Companies, or either of them, of their respective railways, stations and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission and delivery of traffic upon, or coming from, or destined for, the railways and stations of the contracting Companies, or either of them, the supply and maintenance of engines, stock and plant, the fixing, collection, payment, appropriation, apportionment and distribution of the tolls, rates, income and profits arising from the respective railways and works of the contracting Companies, or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill or such contracts, agreements or arrangements aforesaid, and to confer other rights and privileges.

And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions or some of the provisions of the several local and personal Acts of Parliament following, that is to say: 17 & 18 Vict. cap. 189, and any other Act or Acts relating to or affecting the South Devon and Tavistock

Railway Company; 25 & 26 Vict. cap. 111, and any other Act or Acts relating to or affecting the Tavistock and Launceston Railway Company; 7 & 8 Vict. cap. 68, and any other Act or Acts relating to or affecting the South Devon Railway Company; 4 & 5 Will. IV, cap. 88, and any other Act or Acts relating to or affecting the London and South Western Railway Company; 5 & 6 Will. IV., cap. 107, 40 & 41 Vict. cap. 110, and 41 & 42 Vict. cap. 207, and any other Act or Acts relating to or affecting the Great Western Railway Company.

Notice is hereby also 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 line and levels thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at the Castle, Exeter, in that county, and with the Clerk of the Peace for the county of Cornwall, at his office at Bodmin in that county, and that on or before the said 30th day of November, a copy of so much of the said plans, sections and book of reference as relates to each parish and extra-parochial place in or through which the said railway and works, or any part thereof, are or is intended to be made, or will be situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated the 16th day of November, 1881.

J. Douglas Johnstone, Tavistock, Solicitor for the Bill.

Hanly and Fellows, 22, Abingdon-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1881-2.

Brentford New Road and Improvements.

(Incorporation of Company; Power to Make and Form New Roads and Approaches, and, if necessary, to authorise the Brentford Local Board to subscribe to the Undertaking; to Widen and Alter Bridges; to Stop up and Divert Streets, Roads, Highways, Sewers, &c.; to Alter, Vary, or Extinguish Rights and Privileges; to Purchase by compulsion or agreement Houses, Lands, and Buildings: to Re-sell, Let, or Build; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session for an Act of Incorporation, to enable the Promoters named in the Bill hereinafter mentioned and deposited, to carry out the following purposes, or some of them (that is to say):—

The formation and construction of a new road, commencing in the parish of Isleworth, in the county of Middlesex, by a junction with the existing London-road, leading from Brentford to Hounslow, at a point in the centre of the aforesaid road, opposite the western end of the county bridge known as Brentford Bridge, crossing the River Brent, and running through the parishes of Isleworth, Hanwell, Ealing, and Chiswick, and the townships or extra-parochial places of Old and New Brentford, and terminating at a point in the parish of Chiswick, in

the centre of the road, at the junction of Gunnersbury-lane with the London-road. The proposed new road will be made, and pass through or cross the Butts, the Half Acre, Brook-lane, Ealing-lane, Clay Ponds-lane, the London and South Western Railway, Lionel-road, and the North and South Western Railway, together with all proper approaches, openings, and facilities for traffic between the districts of Brentford End and Turnham-green, in the parish of Chiswick, in the county of Middlesex.

To enable the Promoters to widen and alter the county bridge crossing the River Brent, at Brentford End, in the said county of Middlesex.

To extinguish, vary, divert, or provide for the extinction of any rights of way, passages, thoroughfares, or portions thereof, which are proposed to be stopped up or diverted over any parts of the land or lands to be acquired for the purposes under the provisions of this Act.

To authorise the Brentford Local Board to contribute to, or subscribe towards, the cost of construction, if necessary, of such intended road.

The powers in the Bill will vary and extinguish all existing rights and privileges which would interfere with its objects and will incorporate the necessary provisions of the Companies, Lands, and Railway Clauses Consolidation Acts, and will, if necessary, amend any Act or Acts or parts thereof, of any local board or vestry, with powers to cross, divert, alter, or stop up temporarily or permanently, roads, bridges, drains, sewers, pipes, and watercourses, so far as may be necessary in forming and constructing the said intended road, to vary or deviate from the centre line of roadway to any extent within the limits of deviation for the deposited plans.

To purchase or otherwise acquire lands, houses, and buildings compulsorily within the limits of deviation aforesaid, or by agreement, for the objects and purposes of the Bill.

To empower the Promoters to re-sell, under-let, or build upon any lands acquired, or to be acquired for the purposes of the said Bill.

Duplicate plans and sections of the proposed road and improvements, 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 with the Clerk of the Peace for the county of Middlesex at his office, Clerkenwell, in the office of the Clerk of the Parliaments, House of Lords, and in the Private Bill Office of the House of Commons; and on or before the same day a copy of so much of the said plans and sections and books of reference respectively, as relates to each parish, township, or extra-parochial place, in or through which the intended road is to be made, together with a copy of this notice, will be deposited for public inspection with each parish clerk at his respective residence, and at the office of the Clerk of the Brentford Local Board, at his office at Brentford, with the Clerk of the Local Board of Ealing, at his offices, Ealing, with the Clerk to the Chiswick Commissioners, at his offices at the Vestry Hall, Turnham-green, with the Clerk of the Heston and Isleworth Local Board, at his offices, Town Hall, Hounslow, and with the Clerk of the Rural Sanitary Authority of the Brentford Union, at his offices at Hanwell.

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

Dated this 12th day of November, 1881.

H. J. West, 7, Great College-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

Padiham and Hapton Local Board.

(Construction of waterworks; Taking of streams and waters; To stop up and divert footpaths and bridleway; Provisions as to compensation water; Compulsory purchase of lands; Contracts with sanitary authorities, manufacturers, and others; Acquisition of lands for market house, &c.; Electric lighting, &c.; Levying and alteration of rates, tolls, and charges; Borrowing of money and application of funds; Provision to empower the Local Board to apply its funds to improvement of certain reservoirs; Power to confirm agreement between Local Board and Richard Fort, M.P.; Repeal, Incorporation, and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Local Board for the district of Padiham and Hapton, in the county of Lancaster (hereinafter called "The Local Board"), for an Act for all or some of the following purposes, that is to say:—

To authorise and empower the Local Board to execute, make, construct, and maintain, in the lines and according to the levels shown on the plans and sections hereinafter mentioned, the waterworks and other works following or some of them, all in the county of Lancaster, namely—

A reservoir of an area of 20 acres or thereabouts, situate partly in the township of Goldshaw Booth in the parish of Whalley and county of Lancaster, and partly in the extra-parochial place of Heyhouses, adjoining the said parish of Whalley, commencing in Churn Clough Brook in the said extra-parochial place of Heyhouses at a point 110 yards or thereabouts measured in a south-westerly direction down that brook from the junction of Craggs Clough Brook with the said Churn Clough Brook in the said extra-parochial place of Heyhouses, and to be formed by means of an embankment across the said Churn Clough Brook at or near the same junction, which embankment will commence at a point 15 yards or thereabouts from the south-western boundary of the field called or known as Greens, in the said township of Goldshaw Booth and said parish of Whalley, belonging to the Rev. Arthur Towneley Parker, as rector of Burnley in the said county, and in the occupation of Thomas William Smith, and 140 yards or thereabouts from the said Churn Clough Brook where the south-western boundary of the same field crosses that brook, and thence proceeding or extending in a westerly and north-westerly direction, and terminating in a certain field called or known as Little Field, in the said township of Goldshaw Booth and parish of Whalley, belonging to Colonel Le Gendre Nicholas Starkie, and in the occupation of John Webster, at a point 46 yards or thereabouts from the north-western boundary of Churn Clough Wood, and 14 yards or thereabouts from the north-eastern boundary of the same field, which reservoir will extend from the said embankment up the said Churn Clough Brook and terminate at a point 60 yards or thereabouts measured along the course of that brook from the northern boundary of certain fields called Blakely Green Holme and Blakely Green, in the said township of Goldshaw Booth and parish of Whalley, belonging to James Hindle, Esq., and in the occupation of Joseph Pickup.

A catch water aqueduct or conduit (called Conduit No. 1), commencing in the bed of the stream called Badger Well Water, at the point where the stream flowing from Black-hill on Pendleton-moor, in the township of Pendleton, and in the said parish of Whalley, joins the said stream called Badger Well Water or thereabouts, and terminating in the said Churn Clough Brook, in a certain enclosure called Bank Hill-moor, situate in the said township of Goldshaw Booth, belonging to the said Colonel Le Gendre Nicholas Starkie, and in the occupation of George Dawson, and at a point 95 yards or thereabouts, measured down the said Churn Clough Brook, from where the northern boundary of the said Bank Hill-moor crosses the same brook. This conduit is partly in the said township of Pendleton and parish of Whalley and partly in the said township of Goldshaw Booth and parish of Whalley.

An aqueduct, conduit, or line of pipes (called Conduit No. 2), commencing in a well called "Stock Meadow Well," at the east side of a field called Stock Meadow, situate in the said township of Goldshaw Booth and parish of Whalley, belonging to the said James Hindle, and in the occupation of the said Joseph Pickup, and terminating in the same field by a junction with the said Conduit No. 1 at a point 40 yards or thereabouts south-west from the said Stock Meadow Well.

This conduit is wholly in the said township of Goldshaw Booth and parish of Whalley.

A catch water aqueduct or conduit (called Conduit No. 3), commencing at the eastern corner or thereabouts of an enclosure called Woodhouse Dole, situate in the said township of Goldshaw Booth and parish of Whalley, belonging to Nicholas Grimshaw, Esq., and in the occupation of John Bury, and thence proceeding in an irregular line in a south-westerly direction for 393 yards or thereabouts, thence in a southern direction for 447 yards or thereabouts, and thence in a western direction for 1320 yards or thereabouts, and thence in a northern direction for 220 yards or thereabouts, and terminating in the said Churn Clough Brook at a point 15 yards or thereabouts measured down such brook from the northern boundary of the said fields called Blakely Green Holme and Blakely Green, where the said Churn Clough Brook crosses the northern boundary of such fields.

This conduit is wholly in the said township of Goldshaw Booth and parish of Whalley.

An aqueduct or conduit (called Conduit No. 4), commencing in an enclosure called Stainscomb Dole, in the said township of Goldshaw Booth and parish of Whalley, belonging to the said Rev. Arthur Towneley Parker, as Rector of Burnley aforesaid, in the occupation of the said Thomas William Smith, at a point twenty yards or thereabouts on the north side of the southern boundary wall of the said Dole, and at a distance of 185 yards or thereabouts from the western boundary of the same Dole, and terminating by a junction with the said Conduit No. 3, in a field called Banks, in the same township and parish, belonging to the said Rev. Arthur Towneley Parker as such Rector, as aforesaid, and in the occupation of the said Thomas William Smith, at a point 38 yards or thereabouts north of the southern

boundary of the said field called Banks, and 66 yards or thereabouts north-westward from the north-west corner of a barn at the southerly side of that field.

An aqueduct or conduit (called Conduit No. 5) commencing in the stream called Ratten Clough, in Bank Hill Moor, situate in the said township of Goldshaw Booth and parish of Whalley, belonging to the said Colonel Le Gendre Nicholas Starkie, and in the occupation of George Dawson, at a point two yards or thereabouts north of the southern boundary wall of that moor, and terminating by a junction with the said Conduit No. 3 in a field called "Ratten Clough Coppy," in the same township and parish, belonging to the said Colonel Le Gendre Nicholas Starkie, and in the occupation of the said George Dawson, at a point 20 yards or thereabouts north from the north-east corner of the barn in the said field called "Ratten Clough Coppy."

An aqueduct or conduit (called Conduit No. 6), commencing in the southern corner of Bank Hill Moor aforesaid, where the said moor adjoins the western end of the said field called Ratten Clough Coppy, and terminating by a junction with Conduit No. 3 in a field called Little Coppy, belonging to the said Colonel Le Gendre Nicholas Starkie, and in the occupation of the said George Dawson, at a point 86 yards or thereabouts measured along the south-eastern boundary of the said field called Little Coppy from the gate into the same.

The conduits numbers 4, 5, and 6 are all in the said township of Goldshaw Booth and parish of Whalley.

An aqueduct or conduit (called Conduit No. 7) commencing in Churn Clough Brook aforesaid, in the said township of Goldshaw Booth and parish of Whalley, at a point 15 yards or thereabouts measured down such brook from the northern boundary of the said field called Blakely Green Holme, belonging to the said James Hindle, and in the occupation of the said Joseph Pickup, and thence proceeding in an irregular line, firstly in a westerly direction across Craggs Clough Brook, and thence in a south-westerly direction across a bridleway and footpath, and proceeding thence into Churn Clough Wood, and terminating in Churn Clough Brook aforesaid in the extra-parochial place of Heyhouses aforesaid, at a point 85 yards or thereabouts measured along the said brook in a north-easterly direction from where the westerly boundary of the extra-parochial place of Heyhouses aforesaid first crosses the said Churn Clough Brook below the said intended reservoir.

This aqueduct or conduit is partly in the said township of Goldshaw Booth and parish of Whalley, and partly in the said extra-parochial place of Heyhouses.

An aqueduct conduit or line of pipes (called Conduit No. 8), commencing in the said intended reservoir at a point 69 yards or thereabouts, measured up the said Churn Clough Brook, from the said junction of Craggs Clough Brook with Churn Clough Brook, and terminating in the said Churn Clough Wood at a point 105 yards or thereabouts south-westward from the said junction of Craggs Clough Brook with Churn Clough Brook, and 10 yards or thereabouts from the south-eastern boundary of that wood.

This aqueduct or conduit is wholly in the aforesaid extra-parochial place of Heyhouses.

An aqueduct conduit or line of pipes (called Conduit No. 9), commencing at the terminus of Conduit No. 8 by a junction with the same there, and terminating in the said Churn Clough Brook, at a point 125 yards or thereabouts measured down that brook from the junction with it of Craggs Clough Brook.

This conduit is wholly in the extra-parochial place of Heyhouses aforesaid.

An aqueduct conduit or line of pipes (called Conduit No. 10), commencing at the terminus of Conduit No. 8 by a junction with the same there, and terminating in the township of Padiham and said parish of Whalley, by a junction with the present water main of the Local Board in the highway from Padiham to Sabden at a point 66 yards or thereabouts south-easterly from the junction of Trap-lane at Wall-green with the said highway from Padiham to Sabden.

This conduit is partly in the aforesaid extra-parochial place of Heyhouses, and partly in the said township of Padiham and parish of Whalley.

A gauge basin situate in the aforesaid extra-parochial place of Heyhouses, at or near the terminus of Conduit No. 8, and connected therewith, and an aqueduct conduit or line of pipes (called Conduit No. 11), commencing in such gauge basin, and terminating at the uppermost water lodge of the Sabden print-works, at Little Moor, Sabden, in the said township of Pendleton and parish of Whalley.

This gauge basin is wholly in the extra-parochial place of Heyhouses aforesaid, and this conduit is partly in the said extra-parochial place of Heyhouses, and partly in the said township of Pendleton and parish of Whalley.

An approach road commencing in the Highway at or near the north-east end of a row of houses called Long Row, situate at Sabden, in the said township of Pendleton and parish of Whalley, and terminating at or near the termination of Conduit No. 8 hereinbefore described, which road will pass from, through, in, or into the said township of Pendleton and parish of Whalley and the aforesaid extra-parochial place of Heyhouses.

Together with all necessary embankments, bridges, dams, tanks, weirs, gauges, by-washes, sluices, catch-water drains, culverts, tunnels, wells, cuts, adits, borings, filter beds, filters, approaches, works, and conveniences in connection with the intended works, or necessary for collecting, impounding, and distributing the streams, springs, and waters, to be appropriated under the powers of the intended Act, or which may be necessary or desirable for conducting, inspecting, maintaining, repairing, cleansing, managing, and using the said works, or any of them.

To empower the Local Board to take, intercept, collect, divert, impound, appropriate, and use for the purposes of their waterworks, supply of water, and other purposes of the intended Act, the waters of the following brooks, streams, diversions, springs, and watercourses, and the tributaries and affluents thereof—that is to say, the stream called "Churn Clough Brook;" certain springs and streams called or known as "Badger Wells" and "Badger Well Water" on Pendleton-moor, or moor; a stream from Black Hill on Pendleton-moor, flowing into the stream called Badger Well Water; a spring or well called "Stock Meadow Well;" a spring or stream called "Fairy Well;" a stream at or near a

sheep-washing place in a field called "Dole Bottom;" a stream called "Dave Clough Stream," flowing into Churn Clough Brook aforesaid; a spring and stream called Whinhillock, a stream called Craggs Brook, the White Hill spring and stream on Bank Hill-moor aforesaid, a spring and stream called "Oddies Bottom Spring," a spring and stream called Blakely Green Spring, a stream rising on the south side of Bank Hill-moor aforesaid, the Ratten Clough Stream on the said Bank Hill-moor, Wicken Clough spring and stream in Stainscomb-dole; also, another stream rising on Stainscomb-dole and flowing down a field called Banks. A stream rising in Woodhouse-dole aforesaid and flowing into Woodhouse Brook, The stream called Woodhouse Brook, a spring and stream rising in an enclosure called Cheek and flowing into Woodhouse Brook, situate in the following parishes, townships, extra-parochial or other places or some of them, that is to say, Pendleton, Goldshaw, Booth, Whalley, and Heyhouses, in the county of Lancaster, and all or any of the streams and waters which directly or derivatively flow or proceed into or out of the same respectively, and all or some of the streams and waters in the line of the reservoir, aqueducts, conduits, and catchwaters hereinbefore described respectively or within the limits of deviation defined upon the plans hereinafter mentioned, or which can or may be abstracted by means of the reservoir, aqueducts, conduits, and catchwaters hereinbefore described respectively, or any of them, or which may be intercepted by any of the works aforesaid, together also with any springs, streams, or waters which may be found during the construction of the said works, or any of them, all which waters now proceed directly or derivatively into Churn Clough Brook, Woodhouse Brook, the Heyhouses Reservoirs, the Sabden Printworks Reservoirs, Stuttard's Factory Reservoir, or some of them, the Sabden Brook, and thence into the river Calder, and thence into the river Ribble, and thence into the Irish Sea.

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 shown upon the sections hereinafter mentioned.

To enable the Local Board to divert the bridleway and footpath leading out of the Clitheroe and Sabden Highway to Sabden Fold, in the said township of Goldshaw Booth and parish of Whalley, so far as the same lies between a point 75 yards, measured in an easterly direction along the said bridleway and footpath from the gateway, in the western boundary of a field called "New Meadow," belonging to the said Colonel Le Gendre Nicholas Starkie, and in the occupation of John Webster, situate in the same township and parish, and a point, being the north corner of a field called "The Greens," belonging to the said Reverend Arthur Townley Parker, as Rector of Burnley aforesaid, and in the occupation of the said Thomas William Smith, situate in the same township and parish, being a length of 590 yards or thereabouts, and to stop up and discontinue for traffic of so much of the said bridleway and footpath as lies between those two points, and to vest in the Local Board the site of so much of the said bridleway and footpath as is so proposed to be stopped up, and which diversion commences at the aforesaid gateway, in the western boundary of the said field called "New Meadow," in the said township and parish, and terminates in the aforesaid bridleway and footpath at the north corner of the said field called "The Greens," in the said township and parish. Also to divert another footpath leading out of the Clitheroe and Sabden highway to

Higham, in the said county, so far as the same lies between a point being the northern boundary of a field called "Three Nooked Field," belonging to the said James Hindle, and in the occupation of the said Joseph Pickup, situate in the said township of Goldshaw Booth and parish of Whalley, and the point at which the embankment for the said intended reservoir, in the said field called "The Greens," will commence, being a length of 282 yards or thereabouts, and to stop up and discontinue for traffic of so much of the same footpath as lies between those two points, and to vest in the Local Board the site of so much of the same footpath as is so proposed to be stopped up, and which diversion commences at the point where such footpath crosses the northern boundary of the aforesaid "Three Nooked Field," and terminates in the aforesaid bridleway and footpath at the aforesaid north corner of the said field, called "The Greens," in the said township and parish.

To make provision for the discharge and regulation of compensation water to mill-owners and others affected by the intended Act, and to make temporary provisions for the abstraction and use by the Local Board of water from the streams and waters hereinbefore-mentioned, or some of them, prior to the completion of the intended works.

To confer upon the Local Board powers to make and enforce special provisions, bye-laws, and regulations to prevent the fouling, waste, abstraction, misuse, or improper use of the waters of the Local Board, or of the water which they are authorised to take.

To enable the Local Board, and any sanitary or local authority, public body, company, or persons to contract and agree as to the supply by the Local Board of water in bulk or otherwise, for public, sanitary, trade, or private purposes, and to confer upon such authorities, bodies, and persons all such powers as to the levying of rates, borrowing of money, or otherwise, within the districts or areas under their respective control, as may be requisite for enabling them respectively to carry into effect any such contract or agreement.

To authorise the Local Board to lay down, maintain, alter, and renew mains, pipes, culverts, and other waterworks in, through, along, under across, and over any public highway, street, road, river, stream, pipes, paths, and railways, and for the purposes of the intended Act to break up, cross, alter, divert, stop up, either temporarily or permanently, and interfere with any roads, streets, bridleways, highways, footpaths, bridges, canals, towing-paths, railroads, tramways, sewers, drains, streams, brooks, watercourses, pipes, and telegraphs within the parish, townships and extra-parochial place aforesaid.

To empower the Local Board to purchase and take by compulsion and otherwise, and take leases and grants of, or easements in, under, and over all lands, houses, streams, brooks, springs, water, and hereditaments required for all, or any of the purposes of the intended Act; and to apply any lands or hereditaments now vested in or held by them for all or any such purposes, and from time to time to sell, exchange, lease, or dispose of any of the lands to be acquired by them for such purposes, and upon such conditions and terms as they may think fit, and to acquire by compulsion or agreement easements to lay drains, aqueducts, pipes, or conduits, in, through, or upon lands, with power to inspect, repair, and maintain the same.

To empower the Local Board to take for the purposes of the intended Act one acre or thereabouts of the common or commonable land called

or known as Pendleton Moor, situate in the said township of Pendleton and parish of Whalley, and county of Lancaster.

To authorise the Local Board to purchase and acquire compulsorily, or by agreement, for the purposes of a market and market-house, the dwelling-houses, lands, and premises following, all situate in Padiham, in the said parish of Whalley and county of Lancaster, namely:—All those dwelling-houses and premises situate in Myerscough-street, Inskip-street, and Burnley-road, in Padiham aforesaid, bounded on the north-east side by Burnley-road aforesaid, on the north-west side by Myerscough-street aforesaid, on the south-westerly side by the gasworks of the Local Board, and on the south-east side by Inskip-street aforesaid. And also all those dwelling-houses, land, and premises, situate in Inskip-street aforesaid, and the street leading out of the same, called Back Inskip-street, bounded on the north-east side by a back road lying between these two streets, on the north-west by the north-west side of Inskip-street aforesaid, on the south-east by the south-east side of the said Back Inskip-street, and on the south-westerly side by the piece of land next described; and also all that piece of land situate at the south-west end of Inskip-street aforesaid, and extending back to the river Calder there, bounded on the south-west side by that river, on the north-west side by the gasworks of the Local Board, on the north-easterly side partly by Inskip-street and Back Inskip-street aforesaid, and partly by land belonging to Sir Ughtred James Kay-Shuttleworth, and on the south-east side by premises belonging to Edward Briggs and Company.

To construct, erect, and maintain upon the lands and the sites of the buildings, situate in Padiham aforesaid (hereinbefore described), or some part thereof, a market house, weighing machine house, and weighing machines, and all other necessary buildings, conveniences, and approaches thereto.

To empower the Local Board to produce and to supply light and heat produced by means of electricity, or any other illuminating or heating agent, for public and private lighting and heating, and for that purpose to utilise all or any of their present lands, works, plant, machinery, mains, pipes, and apparatus so far as they may be applicable, and to exercise with respect to such production and supply all their existing statutory and other rights and powers relating to the manufacture and supply of gas, and such other rights and powers as may be conferred on them by the Bill, including the power to levy rates, rents, and charges, and to make, lay down, and construct such further or additional works, plants, machinery, mains, pipes, and apparatus as may be necessary for all or any of the aforesaid purposes, and to acquire, hold, and use patent rights or licenses and authorities under letters patent for the use of inventions, and apparatus for or relative to the production, manufacture, utilisation, supply, and distribution of electric light, and any other illuminating or heating agent, 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 Local Board in connection with the exercise of such powers, and for the application of any revenue or receipts of the Local Board arising therefrom.

To empower the Local Board for all or any of the purposes of the intended Act, in addition to any money powers already possessed or exercisable by them, to demand, recover, and levy rates, rents, and charges on all lands, houses, and property within the district of the Local Board;

and also rates, rents, and charges for and in respect of the supply of water meters and fittings; to vary existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, and charges.

To apply such rates, rents, and charges, or any of them, and any money belonging to or under the control of the Local Board, to all or any of the objects and purposes of the intended Act, and to borrow money for such purposes by mortgage of the said rates, rents, and charges, or any of them, with or without the general district rate, or any other rate or property of or levied by the Local Board, or otherwise, as may be found expedient, and as the intended Act will prescribe, with power to issue or grant debentures, debenture stock, and annuities chargeable upon the securities aforesaid, or any of them.

To authorise and empower the Local Board to raise and apply out of their funds such a sum as may be necessary to deepen and improve the Heyhouses reservoirs, situate in the extra-parochial place of Heyhouses aforesaid, belonging to Colonel Le Gendre Nicholas Starkie, and in the occupation of Messrs. Hindle and Company.

To enable the Local Board and Richard Fort, Esq., M.P., to carry into effect an agreement, dated the 7th day of November, 1881, for the supply of compensation water to the aforesaid Sabden Printworks, belonging to the said Richard Fort, and to confirm such agreement.

To confer upon the Local Board all powers, rights, authorities, and privileges which are, or may become, necessary or useful for carrying into effect the objects of the intended Act, and to vary and extinguish all rights and privileges which would in any manner impede or interfere with any of such objects, and to confer other rights and privileges.

To repeal the seventh sub-section of section 50 of the Padiham Local Board Act, 1876, and to empower the Local Board to apply the surplus profits mentioned in the said sub-section arising from the Gasworks of the Local Board in the redemption of the perpetual annuities granted by the Local Board under and by virtue of the Padiham Waterworks Act, 1854, and the Padiham Waterworks Act, 1874, or one of them.

To repeal or amend all or some of the provisions of the following local Acts and public Acts of a local character, viz.:—The Padiham Waterworks Acts, 1854; the Padiham Waterworks Act, 1874; the Padiham Local Board Act, 1876; and to alter, repeal, amend, or render inapplicable all or some of the provisions of all or some of the following public general Acts, namely, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Commissioners Clauses Act, 1847; the Waterworks Clauses Acts, 1847 and 1863; the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871; the Railway Clauses Consolidation Act, 1845; the Public Health Act, 1875; and the Local Loans Act, 1875; and to incorporate or re-enact, with or without amendment, all or some of the enactments of the above-mentioned public and local Acts.

On or before the 30th day of November, 1881, duplicate plans and sections of the works proposed to be authorised by the intended Act, showing the situations and levels thereof, and the lands to be taken for the purposes thereof, and in or through which the works so authorised are or will be constructed, and other lands proposed to be taken under the powers of the intended Act, and 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, together with a copy of this notice, as published in the London Gazette, will be deposited with the

clerk of the peace for the county of Lancaster, at his office at Preston, 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 any parish, township, or extra-parochial place in, through, or into which the proposed works will be made, or in which the lands 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 a parish or township, with the parish clerk of such parish or township, 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 for the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1881.

Dated this 15th day of November, 1881.

John Eastham, Solicitor, Clitheroe.

Lewin, Gregory, and Anderson, 23, King-street, Parliament-street, Westminster, Parliamentary Agents.

Board of Trade—Session 1881–82.

West Worthing Pier.

(Application for Provisional Order for Powers to Erect a Pier at West Worthing, and to Levy Tolls, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by the undersigned, Gabriel Samuel Brandon, 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 said Gabriel Samuel Brandon 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 West Tarring, in the county of Sussex; and on the foreshore and bed of the sea adjoining that parish, commencing at a point on the south side of the Esplanade, and in a line with the centre of the Heene-road, and distant 217 yards or thereabouts, measured in a westerly direction from a point on the Esplanade opposite the centre of the southern face of the West Worthing Hotel, and extending thence seaward in a southerly direction, for a distance of 2,060 feet or thereabouts, where it terminates.

To purchase, take on lease, or otherwise acquire lands or hereditaments necessary for the construction of the said pier and works.

To levy tolls, rates, and duties upon, or in respect of the use of such pier and works; to confer, vary, or extinguish exemption from the payment of such tolls, rates, or duties, or to confer, vary, or extinguish other rights and privileges.

To incorporate with the Provisional Order the whole or part of "The Harbour, Docks and Piers Clauses Act, 1847;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and to take any other powers and provisions which may be deemed necessary for carrying into effect the objects to be included in the said Order.

To empower the said Gabriel Samuel Brandon 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 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 Sussex, at his office at Lewes, 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 said Gabriel Samuel Brandon, hereunder specified.

Dated this 19th day of November, 1881.

Gabriel Samuel Brandon, 15, Essex-street, Strand, Solicitor.

In Parliament.—Session 1882.

The National Liberal Land Company (Limited). (Construction of Bridge, Dedicated free to the Public, over the River Itchen, in the Parish of South Stoneham; Amendment or Repeal of Acts, and other powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the National Liberal Land Company, Limited (in this notice called the Company), for an Act for all or some of the following purposes, that is to say:—

1. To authorise and empower the said Company to make and maintain an iron bridge, with all proper approaches and conveniences thereto, to be dedicated free to the public, commencing from the boundary of the said Company's estate and the St. Denys-road, and continuing the said road in an easterly direction, and crossing the tidal River Itchen to meet the Midanbury-lane, adjoining the said Company's freehold estate, Bittern Manor Farm; the whole of the said works being in those portions of the parish of South Stoneham, which are in the county of Southampton, and in the county of the town of Southampton respectively, and in the bed of the said tidal river and the foreshore thereof.

2. To vary and extinguish all rights and privileges inconsistent with, or which would in any manner interfere with, or impede the carrying into complete effect any of the objects or purposes of the Bill, and to alter, amend or repeal, so far as may be necessary, all Acts of Parliament which may relate to or be affected by the said objects and purposes, and to confer other rights and privileges.

The plans, sections, books of reference, and copies of the notice as published in the London Gazette, will on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Southampton, at his office at Winchester; with the Clerk of the Peace of the county of the town of Southampton, at his office at Southampton; with respect to every parish, with the parish clerk of each such parish at his residence; and with respect to any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 17th day of November, 1881.

F. A. A. Rowland, 14, Clement's-inn, London, W.C., Solicitor for the Bill.

In Parliament—Session 1882.

Swansea Tramways Extensions.

(New Street Tramways; Power to use Steam and Mechanical Power thereon, and on Tramways authorised by former Acts and Order of the Swansea Improvements and Tramways Company; Levying Tolls; Agreements with Municipal Corporation of Swansea for Construction, Working, and Using of intended Tramways; Application of Capital: Additional Tramway Capital; Power to Company to hold Shares of certain other Companies; Transfer of Powers of Bill to said Corporation; Power to said Corporation to Borrow Money and Levy Rates; Purchase of said authorised Tramways; Removal of Toll Gates; Amendment of Acts.)

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

1. To authorise the Company to construct and maintain the following tramways, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, passing places, junctions, turntables, turnouts, works, and conveniences, that is to say:—

Tramway No. 1.—wholly in the parish of Swansea, in the county of Glamorgan, commencing in High-street, by a junction with the existing tramways opposite Ivey-place, and passing thence along High-street, Alexandra-road, Grove-place, De la Beche-street, Mansel-street, and Walters-road, and terminating therein at a point 117 yards west from the junction of the Bryn-y-mor-road with the Walters-road.

The said Tramway No. 1 will be a single line, except between the following points, where it will be a double line:—

In the Alexandra-road, between two points respectively 16 yards and 126 yards south-west from the commencement of the tramway.

In the Alexandra-road, between two points respectively 10 yards and 76 yards north-east from the north-west corner of Trinity-place.

In Grove-place and De la Beche-street, between two points respectively 46 yards east and 22 yards west from the centre of Dynevor-place.

In Mansel-street, between two points respectively 17 yards and 83 yards west from the centre of Cradock-street.

In Mansel-street, between two points respectively 10 yards and 76 yards east from the centre of Page-street.

In Walters-road, between two points respectively 33 yards east and 33 yards west from the centre of Henrietta-street.

In Walters-road, between two points respectively 10 yards east and 56 yards west from the centre of Brunswick-street.

In Walters-road, between two points respectively 11 yards and 77 yards east from the termination of the tramway.

The total length of the said Tramway No. 1 will be 1 mile 1 furlong 3·10 chains, of which 6 furlongs 7·10 chains will be a single line, and 2 furlongs 6 chains double line.

Tramway No. 2.—Wholly in the parish of Swansea, in the county of Glamorgan, commencing by a double junction with Tramway No. 1 in De la Beche-street, and Mansel-street, at two points respectively 14 yards east and 14 yards west from the centre of Cradock-

street, and passing thence along Mansel-street, De la Beche-street, Cradock-street, and Northampton-place, and terminating therein by a junction with the existing tramways at a point 16 yards west from the centre of Union-street.

The said Tramway No. 2 will be a single line, except between the following points, where it will be a double line:—

In Cradock-street, between two points respectively 10 yards and 76 yards north from the junction of Cradock-street and Northampton-place.

The total length of the said Tramway No. 2 will be 7·25 chains, of which 4·25 chains will be single line and 3 chains double line.

Tramway No. 3.—Wholly in the parish of Swansea, in the county of Glamorgan, commencing in Cradock-street by a junction with Tramway No. 2, at a point 20 yards north from its termination and passing thence along Cradock-street, Union-street, Lower Union-street, Greenfield-street, Wassail-street, Rutland-street, Victoria-road, and the road leading from Victoria-road to Mount-street, and Mount-street, and terminating therein at a point 13 yards south from the south-east corner of Quay-parade.

The said Tramway No. 3 will be a single line, except between the following points, where it will be a double line.

In Lower Union-street and Greenfield-street, between two points respectively 24 yards north and 42 yards south-east from the centre of Orange-street.

In Wassail-street and Rutland-street from a point opposite the north-west corner of Garden-street to a point 36 yards eastward from the centre of Frog-street.

In Rutland-street and Victoria-road, between two points respectively 20 yards and 86 yards east from the western side of Angel-street.

In the road leading from Victoria-road to Mount-street, between two points respectively 11 yards and 77 yards from the termination of the tramway.

The total length of the said Tramway No. 3 will be 4 furlongs 2·25 chains, of which 2 furlongs 8·25 chains will be single line and 1 furlong 4 chains double line.

The hereinbefore described tramways will be wholly in the parish of Swansea, borough of Swansea, in the county of Glamorgan.

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:

Tramway No. 1.—In De la Beche-street on the north side thereof from the eastern side of Cradock-street to a point 14 yards eastward therefrom.

In Mansel-street on both sides thereof between two points respectively 17 yards and 83 yards west from the western side of Cradock-street.

Tramway No. 2.—In Cradock-street on the west side thereof between two points respectively 10 yards and 76 yards north from the junction of Cradock-street with Northampton-place.

Tramway No. 3.—In Lower Union-street on the west side thereof from its junction with Nelson-street to a point 27 yards northward therefrom.

In Greenfield-street on the north-east side

thereof from its junction with Orange-street to a point 27 yards south-east therefrom.

In Greenfield-street on the south-west thereof from a point opposite its north-east corner to a point 67 yards south-eastward therefrom.

The said tramways will be constructed on the gauge of 4 feet 8½ inches.

To authorise and empower the Company from time to time to enter upon, open, and break up the surface, and to alter, divert, stop up, and otherwise interfere with streets, highways, turnpike and other roads, footpaths, passages, and places, railways, tramways, rivers, canals, streams, watercourses, sewers, drains, bridges, pavements, water pipes, gas pipes, and electric telegraph and telephone pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, laying down, maintaining, repairing, removing, renewing, or altering the proposed tramways and works, or of substituting others in their place or otherwise for the purposes of the 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 the existing or authorised tramways of the Company, or any or either of them respectively, or for providing access to any stables or carriage sheds or works of the Company, or for forming junctions with any other tramway.

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 in any adjacent street, road, or thoroughfare, in any parish or place mentioned in this notice, and maintain—so long as occasion may require—a temporary tramway or temporary tramways, in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To enable the Company for the purposes of the proposed tramways, to purchase by agreement, or to take easements over lands, houses, and property, and to erect stables, offices, buildings, and other conveniences on any such lands, and to sell, lease, or dispose of lands, houses, and property.

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

To empower the Company to hold and acquire patent rights in relation to tramways and the motive power thereon.

To authorise the Company from time to time on such terms and conditions and subject to such restrictions (if any) as may be prescribed by the Bill, to use upon all, any, or either of the proposed tramways and of the existing or authorised tramways of the Company, such steam or mechanical power for the moving thereon of carriages as may be prescribed or authorised by the said Bill.

To make provision for the maintenance and repair of the whole or any portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, or any rails, plates, or works connected therewith

may be laid, and to exempt the Company from the payment of the whole, or some part of any highway, turnpike, or other rate, toll, charge, or assessment in respect of any portion or part of the respective streets, roads, and places upon or along which any of the proposed existing or authorised tramways of the Company, or any rails, plates, sleepers, or works connected therewith, may be laid.

To provide for and regulate the use by the Company for the purposes of the Bill of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Company and their lessees, or other persons and companies lawfully using or working the said tramways, the exclusive right of using on the proposed tramways and works carriages with flange wheels, or other wheels especially adapted to run on an edged rail or on a grooved rail, and to prohibit, except by agreement with the Company, and upon terms to be prescribed by the Bill or otherwise, the use of the said tramways and works by persons or Corporations other than the Company, with carriages with flange wheels or other wheels especially adapted to run on an edged rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons or Corporations for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on such persons or Corporations.

To make provision for regulating the passage of traffic, whether of the Company or not, along streets, roads, and places in which the said tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective road authorities, or any, or some, or one, of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations, with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the Bill.

To enable the Company and the Mayor, Aldermen and Burgesses of the Borough of Swansea (hereinafter called "the Corporation") to enter into contracts and agreements with respect to the laying down, constructing, 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 enable the Company for all, any, or either of the purposes of the Bill, to apply any capital or funds under their control, and applicable to their tramway undertaking, and to raise fresh capital as part of, or in addition to, the capital allocated to that undertaking by the creation and issue of new ordinary and preference shares, and by borrowing, or by any or either of those modes.

To authorise the Company to receive payment for any lands sold by them in and to hold shares or securities of any company or society interested in such lands.

To provide for the release of the deposit made under the provisions of "The Swansea Improvements and Tramways Act of 1878."

To enable the Corporation to exercise all or any of the powers, rights, and privileges by the Bill, to be conferred on the Company, except the power of creating and issuing capital, and to enable the Corporation, for such purposes and for the purpose of acquiring the existing or authorised tramways of the Company, and for any other purpose of the Bill to be executed by the Corporation, to apply their existing funds, and to borrow and re-borrow money by mortgage debentures, debenture stock, or annuities, or under and according to the provisions of "The Swansea Corporation Loans Act, 1881," and to charge the same on all, any, or either of the following securities:—The Borough Fund, Borough Rate, District Fund, General District Rate, and all or any other the fund rates, revenues, and property of the Corporation.

To provide that the Corporation, if they elect to exercise the power of constructing the proposed tramways, shall purchase the existing and authorised tramways of the Company upon such terms and conditions as shall be agreed on between the Corporation and the Company, or, as failing agreement, shall be settled by arbitration, and that in the event of any such election, or in the event of any purchase of a portion of the tramways of the Company, the Corporation shall lease the tramways so made or purchased to the Company on such terms and conditions as shall be agreed on between them, or in default of agreement as shall be so settled as aforesaid.

To extend the period, after the expiration of which the Corporation may exercise their compulsory power of purchase of the existing and authorised tramways of the Company.

To provide for the removal without the borough of any toll gates now existing therein, and to enable the Corporation, the County Roads Board, and the Company to enter into and fulfil contracts and agreements for and in relation to that provision.

To enable the Company to compound for tolls leviable at any turnpike gates in respect of their carriages, trucks, and engines.

The Bill will vary and extinguish all rights and privileges which will interfere with any of its objects, and confer other rights and privileges, and will or may 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;" "The Swansea Improvements and Tramways Act, 1874;" "The Swansea Improvements and Tramways Act, 1878;" "The Swansea Tramways (Extension) Order, 1879," and any and every other Act relating to the Company; "The Swansea Harbour Act, 1874," and all and every Act relating to or affecting the "Swansea Harbour Trustees," "The Swansea Corporation Loans Act, 1881," and any and every other Act relating to the Corporation.

Duplicate plans and sections describing the lines, situation, and levels of the proposed tramways and works, with a book of reference thereto, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Bridgend, and on or before the same day a copy of the said plans, sections, and book of reference will be deposited with the parish clerk of the parish of Swansea at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House

No. 25042.

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of Commons on or before the 21st day of December next.

Dated this 16th day of November, 1881.

Walter Webb and Co., 23, Queen Victoria-street, London, Solicitors for the Bill.

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

Board of Trade.—Session 1882.

The Tramways Act, 1870.

Great Yarmouth Tramways.

(Construction of Tramways in the borough of Great Yarmouth, in the county of Norfolk.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order to authorise the making, forming, laying down, and maintaining the several tramways, or some of them, with all necessary works and conveniences hereinafter described, or some or one of such tramways, with all necessary and proper rails, points, plates and sleepers (that is to say):—

Tramway No. 1.—A tramway wholly in the South Gates-road, at its junction with the road leading to the Covered Fish Market, commencing at a point 3 yards, or thereabouts, northward from the lamp-post situate at the junction of the aforesaid roads, passing thence in a northerly direction, and terminating at a point 40½ yards, or thereabouts, northward from the said lamp-post.

The said tramway will be laid as a double line throughout except for a distance of 4½ yards from its termination where it will be laid as a single line.

Tramway No. 2.—A tramway commencing in the South Gates-road, at the termination of Tramway No. 1, passing thence in a northerly direction along South Gates-road aforesaid, eastwardly along Newcastle-road, northwardly along Exmouth-road, and north-westwardly along Queen's-road, and terminating in the last-named road at a point 8 yards, or thereabouts, south-eastward from Blackfriars-road.

The said tramway will be laid as a single line throughout, except for the entire length of Newcastle-road, where it will be laid as a double line.

Tramway No. 3.—A tramway commencing in Queen's-road aforesaid, at the termination of Tramway No. 2, passing thence north-westwardly along Queen's-road, northwardly along South Gates-road aforesaid, into and along Friar's-lane and King-street, and terminating in the last-named street at a point 5 yards, or thereabouts, northward from St. Peter's-road.

The said tramway will be laid as a single line except in the following instances, where it will be laid as a double line:—

In Queen's-road and South Gates-road aforesaid.

(a) Between a point in Queen's-road, 45 yards, or thereabouts, north-westward from Blackfriars-road and a point in South Gates-road, in line with the northern side of Mariner's-road.

In King-street aforesaid.

(b) For a distance of 66 yards northward from Dene Side-road at its junction with King-street.

Tramway No. 4.—A single line tramway wholly in King-street aforesaid commencing at the termination of Tramway No. 3, passing thence northwardly, and terminating at a point 32 yards, or thereabouts northward from the centre of the principal western entrance to St. George's Chapel.

Tramway No. 5.—A single line tramway commencing in King-street aforesaid by a junction with Tramway No. 4, at a point 65 yards, or

thereabouts, southward from the centre of the principal western entrance to St. George's Chapel aforesaid, passing thence into and along the roadways on the southern, eastern (Dene Side-road), and northern sides of the enclosure round the said chapel, and thence in a south-westerly direction into and along King-street aforesaid, and terminating in the last-named street by a junction with Tramway No. 4 at its termination.

Tramway No. 6.—A tramway, commencing in the roadway on the northern side of the said enclosure round St. George's Chapel aforesaid by a junction with Tramway No. 5 at a point opposite to the centre of the southern side of the Independent Chapel, passing thence northwardly into and along Dene Side-road, across Regent-road, along the western side of Theatre Plain, and into and along the roadway on the eastern side of the Market-place, and terminating in the last-mentioned roadway at a point 29 yards, or thereabouts, southward from Market-road.

The said tramway will be laid as a single line throughout, except in Theatre Plain aforesaid, between points respectively 39 yards and 105 yards, or thereabouts, northward from Regent-road, where it will be laid as a double line.

Tramway No. 7.—A single line tramway wholly in the Dene Side-road, commencing by a junction with Tramway No. 5, at a point 26 yards, or thereabouts, westward from the corner formed by the junction of Dene Side-road with the southern side of St. George's-road, passing thence in a north-westerly direction and terminating by a junction with Tramway No. 6, at a point 18 yards southward from the northern end of the Independent Chapel.

Tramway No. 8.—A tramway commencing in the roadway on the eastern side of the Market-place, at the termination of Tramway No. 6, passing thence in a northerly direction along the said roadway and westwardly along the roadway on the northern side of the Market-place aforesaid, into and along the roadway across the centre of Church Plain, the roadway between Church Plain and Whitehorse Plain, Whitehorse Plain, North Gate-street, and Caister-road, and terminating in the last-mentioned road at a point in line with the northern boundary wall of the workhouse.

The said tramway will be laid as a single line throughout except in the following instances where it will be laid as a double line:—

In the roadways on the eastern and northern sides of the Market-place and the roadway in Church Plain aforesaid.

(a) Between a point in the first-named roadway in line with the southern side of St. Nicholas-road, and a point in Church Plain, distant 66 yards from the last described point.

In North Gate-street aforesaid.

(b) Between points respectively 34 yards and 100 yards, or thereabouts, northward from St. Nicholas Churchyard.

In the Caister-road.

(a) Between parts respectively 32 yards, or thereabouts, southward, and 34 yards, or thereabouts, northward from the southern side of Stanley-road.

(b) For a distance of 33 yards from the termination of the tramway.

Tramway No. 9.—A tramway commencing in Marine Parade at a point 27 yards, or thereabouts, northward from the centre of the entrance gates to the Wellington Pier, passing thence northwardly along Marine Parade into and along Regent-road, and northwardly along King-street, and terminating in the last-named street, at a point 31 yards, or thereabouts, southward from Regent-street.

The said tramway will be laid as a single line

except in the following instances, where it will be laid as a double line:—

In the Marine Parade.

(a) For a distance of 33 yards from the commencement of the tramway.

(b) Between points respectively 28 yards, or thereabouts, southward, and 38 yards, or thereabouts, northward from the northern side of St. Peter's-road, at its junction with Marine Parade.

(c) Between points respectively 155 yards and 89 yards, or thereabouts, southward from Marlborough-place.

In Marine Parade and Regent-road aforesaid.

(d) Between a point in the Marine Parade 50 yards, or thereabouts, southward from the centre of the approach to the Britannia Pier and a point in Regent-road 44 yards, or thereabouts, eastward from Wellesley-road.

In Regent-road.

(e) Between points respectively 132 yards and 66 yards, or thereabouts, eastward from Theatre Plain.

Tramway No. 10.—A tramway commencing in King-street aforesaid at the termination of Tramway No. 9, passing thence northwardly along King-street, Regent-street, into and along and terminating in the roadway leading from Regent-street through Town Hall Plain (otherwise Hall Plain) to North Quay, at a point 44 yards, or thereabouts, north-westward from the paved crossing leading from Gurney's Bank to the end of the northern wing wall of the bridge over the River Yare, known as the Haven Bridge.

The said tramway will be laid as a single line throughout except in the following instances where it will be laid as a double line.

In the roadway leading from Regent-street through Town Hall Plain (otherwise Hall Plain) to North Quay aforesaid.

(a) Between points respectively 7 yards and 73 yards, or thereabouts, westward from Regent-street.

(b) For a distance of 33 yards from the termination of the tramway.

Tramway No. 11.—A tramway commencing in King-street by a junction with Tramway No. 4, at its point of commencement, passing thence into and along St. Peter's-road, and southwardly along Marine Parade, and terminating in the last-named roadway, by a junction with Tramway No. 9, at a point 47 yards, or thereabouts, southward from the northern side of St. Peter's-road, at its junction with Marine Parade.

The said tramway will be laid as a single line throughout except in the following instances, where it will be laid as a double line.

In St. Peter's-road.

(a) Between points respectively 92 yards and 26 yards, or thereabouts, westward from Havelock-road.

In St. Peter's-road and Marine Parade.

(b) Between a point in St. Peter's-road, in line with the western side of St. George's-road, and a point in Marine Parade 27 yards, or thereabouts, southward from the northern side of St. Peter's-road, at its junction with Marine Parade.

Tramway No. 12.—A single-line tramway, commencing in King-street, by a junction with Tramway No. 10, at a point 31 yards, or thereabouts, northward from Regent-road, passing thence northwardly along King-street into and along the roadways at the southern and eastern sides of the Market-place, and terminating in the last-named roadway by a junction with Tramway No. 6 at its termination.

Tramway No. 13.—A single-line tramway, com-

mening at the junction of the Market-place and Theatre Plain, by a junction with Tramway No. 6, passing thence into and along the roadway at the southern end of the Market-place, and terminating therein by a junction with Tramway No. 12, at a point 18 yards, or thereabouts, westward from the south-west corner of the School-house at the junction of Theatre Plain with the Market-place.

Tramway No. 14.—A single line tramway wholly in King-street, commencing by a junction with Tramway No. 4 at its termination, and terminating by a junction with Tramway No. 9 at its termination.

Tramway No. 15.—A single line tramway commencing in King-street by a junction with Tramway No. 14 at a point 20 yards, or thereabouts, southward from the northern end of the Independent Chapel, passing thence into, along, and terminating in the roadway on the northern side of the enclosure round St. George's Chapel aforesaid, by a junction with Tramway No. 5 at a point situate 6 yards, or thereabouts, westward from the centre of the southern side of the Independent Chapel aforesaid.

The following is a description of each point at which the said tramways, or some or one of them, are proposed to be laid, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the tramways, viz.:—

Tramway No. 2.—In Exmouth-road, on both sides, between Newcastle-road and a point 28 yards, or thereabouts, north-eastward from Selby-place.

Tramway No. 4.—In King-street, on both sides, between points respectively 6 yards and 33 yards, or thereabouts, northward from East-street.

Tramway No. 5.—In the roadway, on the eastern side of the enclosure round St. George's Chapel aforesaid, otherwise Dene Side-road, on both sides, for a distance of 41 yards, or thereabouts, northward from the southern end of the Hospital.

Tramway No. 6.—In Dene Side road, on both sides, between a point 18 yards, or thereabouts, southward from the northern end of the Independent Chapel, and a point 12 yards, or thereabouts, northward from the southern end of the Wesleyan Chapel.

Tramway No. 9.—In Regent-road, on both sides, between points respectively 132 yards and 66 yards, or thereabouts, eastward from Theatre Plain.

Tramway No. 11.—In St. Peter's-road, on the southern side, between Dene Side-road and King-street.

Tramway No. 14.—In King-street, on both sides:

1. Between points respectively 20 yards, or thereabouts, southward and 9 yards, or thereabouts, northward from the northern end of the Independent Chapel.
2. For a distance of 78 yards, or thereabouts, southward from Regent-road.

The aforesaid tramways will be made or pass in and through the parish of Great Yarmouth, and are intended to be constructed on a gauge of 3 feet 6 inches, or such other gauge as may be prescribed by the Provisional Order.

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

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

outs, and other works (in addition to those particularly described in this notice) as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along the several streets in or adjacent to the line of the proposed tramways, or for providing access to any stables or carriage-houses, works, or buildings of the promoters.

To incorporate with the Provisional Order and extend and apply to the proposed tramways and works all or some of the powers and provisions of "The Tramways Act, 1870" and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal, or extend all or some of the powers of that Act, and to confirm or give effect to any agreement with any local authority.

To authorise the promoters and all persons, corporations, and companies lawfully using the intended tramways, or any of them, to work such tramways for the purpose of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order by means of animal power.

And notice is also given, that duplicate plans and sections of the proposed tramways and works, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office at Norwich; and that a copy of such plans and sections, together with a copy of this notice, will, on or before the said 30th day of November instant, be deposited in the office of the Clerk of the Parliament, House of Lords, the Private Bill Office of the House of Commons, at the office of the Board of Trade, Whitehall-gardens (together with a published map and diagram), and with the Town Clerk of the borough of Great Yarmouth, at his office at Great Yarmouth, and that a copy of so much of the said plans and sections as relates to the respective parishes, townships, places, or extra-parochial places, from, in, through, or into which the proposed tramways will be made or pass, together with a copy of this notice, will, on or before such 30th day of November instant, be deposited for public inspection with the parish clerk of each of such parishes at his place of abode, and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his place of abode.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the Draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished, at the price of one shilling for each copy, to all persons applying for same, at the office of the undersigned, Messrs. Best, Webb, and Templeton, 6, Essex-street, Strand, in the county of Middlesex.

Every company, corporation, or person, desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1882, and copies of the objections must at the same time be sent to 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 18th day of November, 1881.

Best, Webb, and Templeton, 6, Essex-street,
Strand, London, W.C., Solicitors and
Parliamentary Agents.

In Parliament—Session 1882.

Brighton District Tramways.

(Incorporation of Company; Power to Construct and Maintain Tramways, and use of Mechanical Power; Power to Levy Tolls, Rates, and Charges; Agreements with Local and Road Authorities; Power as to Sale and Lease of Tramways, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make, form, lay down, and maintain with all proper rails, plates, sleepers, works, and conveniences connected therewith, the tramways hereinafter described, or some of them, that is to say:—

(Where, in the description in this notice of any of the proposed tramways, reference is made to streets intersecting or forming a junction with the road or street along which the tramways are proposed to be laid, the point of intersection or junction, as the case may be, is, except where otherwise expressed, to be taken as the point at which lines drawn along the centres of the streets or roads (and if needs be produced), would intersect each other; and where reference is made to a building or house, the measurement is taken from a point in the centre line of tramway from which a perpendicular would cut the particular portion of the building mentioned. All measurements are taken along the centre line of proposed tramway.)

Tramway No. 1, situate in the parish of New Shoreham, commencing in the Hebe-road at a point 5 chain east of the Victoria-road, proceeding in an easterly direction along Hebe-road, and terminating by a junction with Tramway No. 2, at a point in the Southdown-road, one chain north of the north parapet of the railway bridge of the London Brighton and South Coast Railway, crossing over Southdown-road.

Tramway No. 1 will be a double line throughout.

Tramway No. 2, situate in the parish of New Shoreham, commencing in the Southdown-road at a point 2.5 chains north of the Hebe-road, proceeding in a southerly direction along Southdown-road, thence in an easterly direction along Western-road, thence in a northerly direction along Brunswick-road, and thence in an easterly direction along Ham-road, and terminating at the junction of Ham-road with Lower Shoreham-road.

Tramway No. 2 will be a single line, except at the following places, where it will be a double line:—

From a point 5 chains from its commencement for a distance of 2.5 chains to the south.

From a point in Brunswick-road 1.2 chains north of Western-road for a distance of 3 chains along Ham-road to the east.

Tramway No. 3, situate wholly in the parish of Kingston-by-Sea, commencing by a junction with Tramway No. 2 at the termination thereof, and proceeding in an easterly direction along the Lower Shoreham-road, and terminating at a point 3.9 chains westward of the north-west corner of the building at the half-tide quay in Shoreham Harbour.

Tramway No. 3 will be a single line of tramway, except at the following places, where it will be a double line:—

From its commencement for a distance of 3 chains to the east.

From a point in the Lower-road 10.5 chains west of the summit of the bridge crossing over railway sidings for a distance of 3 chains to the east.

From a point in Lower-road opposite the south-

west angle of Malthouse for a distance of 3 chains to the east.

From a point in Lower-road 1.5 chains west of High Lighthouse for a distance of 3 chains to the east.

Tramway No. 4, situate wholly in the parish of Southwick, commencing by a junction with Tramway No. 3 at the termination thereof, and proceeding in an easterly direction along Lower-road, Albion-street, Fishersgate-terrace, and terminating in the said terrace at a point 2 chain west of Laylands-road.

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

From a point in Lower-road 4.7 chains from the commencement of the tramway for 3 chains to the east.

From a point in Albion-street opposite the north-east corner of the Victory Inn for 3 chains to the east.

From a point in Albion-street 7.5 chain west of the south-west angle of the coast guard station premises for 3 chains to the east.

From a point in Fishersgate-terrace opposite south-west corner of outhouse situate 12.7 chains west of West-road, for 3 chains to the east.

From a point in Fishersgate-terrace 3.2 chains west of Laylands-road for 3 chains to the east.

Tramway No. 5, situate wholly in the parish of Southwick, commencing by a junction with Tramway No. 4 at the termination thereof, and proceeding along Fishersgate-terrace in an easterly direction, and terminating at a point 6.2 chains west of Church-road.

Tramway No. 5 will be a single line of tramway for its whole length.

Tramway No. 6, situate wholly in the parish of Portslade, commencing by a junction with Tramway No. 5, at the termination thereof, and proceeding in an easterly direction along Wellington-road, then in a northerly direction along Station-road, and terminating in the said Station-road at a point 3.1 chains south of the south-east angle of Red House Farm House.

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

From a point in Wellington-road 3.5 chains from the commencement of the tramway for 3 chains to the east.

From a point in Wellington-road 5 chain east of the south-east angle of St. James's Hotel, for a distance of 3 chains to the east.

Tramway No. 7, partly situate in the parish of Portslade and partly in the parish of Aldrington, commencing in Station-road by a junction with Tramway No. 6, at the termination thereof, and proceeding in a northerly direction along Station-road, then in an easterly direction along a new road to be formed in the parish of Aldrington, situated 1.5 chains south of the south gate of the railway level crossing at Portslade station, and terminating in the said new road at a distance of 4 chains east of Station-road.

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

From a point in Station-road 5 chain from its commencement for 3 chains to the north.

From its termination for a distance of 4 chains to the west.

Tramway No. 8, situate partly in the parish of Portslade and partly in the parish of Aldrington, commencing in Station-road by a junction with Tramway No. 7 at a point 3.75 chains north of the south-east angle of Redhouse Farm House in Station-road, then proceeding in an easterly direction along Church-road, Aldrington, and termina-

ting at a point 4·5 chains east of Westbourne-villas.

Tramway No. 8 will be a single line of tramway, except at the following places, where it will be a double line:—

From a point in Church-road 7·2 chains east of the south-eastern angle of St. Leonard's Church for a distance of 3 chains to the east.

From a point in Church-road 5·8 chains west of Marine Park-villas, for 3 chains to the east.

From a point in Church-road 9·8 chains west of Walsingham-road, for 3 chains to the east.

Tramway No. 9, situate wholly in the parish of Hove, commencing in Vallance's, otherwise Church-road, by a junction with Tramway No. 8, at the termination thereof, and proceeding in an easterly direction along Church-road West, St. Andrew's-terrace, Church-street, Church-road, Hove, and in a northerly direction along Holland-road, terminating in the said Holland-road at a point 4 chains north of its junction with Church-road.

Tramway No. 9 will be a single line of tramway, except at the following places, where it will be a double line:—

From a point in Vallance's-road, 3 chains from the commencement of the tramway, for 3 chains to the east.

From a point in Church-road west, 3·4 chains west of the south-west angle of St. Andrew's burial ground wall, for 3 chains to the east.

From a point in Church-street, 3 chains east of Hova-villa, for a distance of 3 chains to the east.

From a point in Church-road, 25 chain east of Second-avenue, for 3 chains to the east.

From a point in Holland-road, 4 chains south of the termination of the tramway, for 3 chains to the north.

Tramway No. 10, situate wholly in the parish of Hove, commencing by a junction with Tramway No. 9, in Church-road, Hove, at a point 1 chain west of Holland-road, thence proceeding in an easterly direction along Church-road, Hove, in a southerly direction along Holland-road, in an easterly direction along Western-road, Hove, and terminating therein opposite Little Western-street.

Tramway No. 10 will be a single line of Tramway, except at the following place, where it will be a double line:—

From a point in Western-road, 1·5 chains west of Brunswick-place, for a distance of 3 chains to the east.

Tramway No. 11, situate wholly in the parish of Hove, commencing in Church-street, Hove, by a junction with Tramway No. 9, at a point 5 chain east of Hova-villas, thence proceeding along Hova-villas in a northerly direction, thence along North-place, otherwise Blatchington-road, in a westerly direction, along Goldstone-villas in a northerly direction, and terminating therein opposite the south-eastern angle of "Cliftonville Hotel."

Tramway No. 11 will be a single line of tramway, except at the following places, where it will be a double line:—

From a point in North-place, 2 chain west of Hova-villas for 4·5 chains to the west.

From a point in Goldstone-villas 4 chains from the termination of the tramway for 3 chains to the north.

Tramway No. 12, situate partly in the parish of Southwick, and partly in the parish of Portslade, commencing by a junction with Tramway No. 4, at the termination thereof in Fishersgate-terrace, proceeding along Layland's-road, and an intended extension thereof, in a northerly direction, for a distance of 6 chains or thereabouts,

thence in an easterly direction along a new road to be formed on certain lands in the aforesaid parishes, crossing Church-road, Portslade, at a point 1 chain north of the southern boundary wall of St. Andrew's Church ground, and proceeding in an easterly direction to a point in Station-road, 3·4 chains south of the south-eastern angle of Red-house Farm-house, and there forming a junction with Tramway No. 6 at its termination in Station-road.

Tramway No. 12 will be a single line of tramway, except at the following places, where it will be a double line:—

From a point in a proposed new road 6·3 chains from the commencement of the tramway for a distance of 3 chains to the east.

From a point in the proposed new road 3 chains west of Church-road for 3 chains to the east.

The whole of the aforesaid tramways will be situated in the county of Sussex.

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 on either side of the street and the nearest rail of the tramway, except in the following instances.

Tramway No. 1. For its whole length on both sides.

Tramway No. 2. Under railway bridge crossing Southdown-road on both sides; in Western-road from a point 25 chain west of the south-west angle of the Baptist Chapel for its whole distance in an easterly direction on the south side; in Brunswick-road for its whole distance on both sides; in Ham-road from a point 7 chain west of the north-western corner of the "Morning Star" public-house, for a distance of 14 chains on both sides.

Tramway No. 3. In Lower Shoreham-road, from a point 10·5 chains west of the summit of bridge in Lower-road crossing over railway sidings, for a distance of 3 chains to the east on both sides.

Tramway No. 4. In Albion-road, from a point 1·5 chains east of Rock-road for a distance of 1 chain to the east, on both sides.

Tramway No. 9. In St. Andrew's-terrace, from a point 6·4 chains west of the south-west angle of St. Andrew's Burial Ground wall to a point 7 chain east of George-street.

Tramway No. 12. In Laylands-road, for its whole length on both sides.

To enable the Company to make the following works or some of them, or some part or parts thereof.

A street in the parish of Southwick, commencing in a field called The Laylands, and terminating at the south-east corner of the public-house called Frazers.

A street widening in the parish of Portslade, commencing at Frazer's public-house, and terminating in the Station-road, Portslade.

A street widening in the parish of New Shoreham, of Hebe-road, from its junction with the Victoria-road to Southdown-road.

A street widening in the parish of Hove, of Church-road West and St. Andrew's-terrace, from the junction of the former with Sackville-road, to the junction of St. Andrew's-terrace with George-street.

The intended Act will incorporate the whole or some of the provisions of "The Tramways Act, 1870," with such alterations or amendments thereof as may be deemed expedient, and it will enable the Company to exercise the powers granted by that Act as well as the powers hereinafter mentioned.

To authorise the Company to enter upon, open the surface of, or to alter the levels of, stop up, or otherwise interfere with roads, streets, foot-paths, sewers, drains, watercourses, gas and water pipes, or mains, telegraph tubes, pipes, plant, and apparatus, within all or some of the roads upon and along which the tramways will be laid down, for the purposes of construction, maintenance, removal or renewal, altering or reinstating the tramways, or for other purposes of the intended Act.

To enable the Company, for the purposes of the proposed tramways and the intended street and street widenings, to purchase by compulsion or agreement, or take on lease, lands, buildings, and hereditaments, or rights or easements in or over lands, buildings, and hereditaments, and to erect on lands so to be acquired, offices, stables, and buildings and other conveniences, and to sell, let, or otherwise dispose of, any lands, buildings, and hereditaments acquired and erected by them.

To enable the Company to levy tolls and charges for the use of the tramways, such tolls and charges being levied either upon or in respect of carriages using the tramways other than the carriages of the Company, and the traffic conveyed therein; or upon or in respect of passengers or other traffic conveyed on the tramways in the carriages of the Company.

The intended Act will provide for and regulate the use by the Company 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 the disposal of any surplus paving, metalling, or material.

To authorise the use of steam or other mechanical power on the tramways, and to prohibit, except by agreement with the Company, or upon terms to be prescribed by the intended Act, the use of the tramways by Companies or persons other than the Company, with carriages with flanged 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 companies and persons for the use of the tramways with such carriages, and to confer all necessary powers in that behalf on all such other companies and persons.

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

The said intended tramways will be constructed on a gauge of 3 feet 6 inches, and the carriages to be used thereon shall not exceed 6 feet 3 inches in width.

To empower the Company 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 renew 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 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, on the one hand, and any district or local board, vestry, commissioners, trustees, bodies, or persons 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 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 authorise the Company, and any corporation, company, body, or persons, from time to time, to enter into, and carry into effect, contracts and agreements for, and in relation to, the working, lease, sale and purchase of the whole or any part of the proposed tramways, in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting parties, or as the intended Act may define, and the Act will sanction and confirm any such contracts and agreements as may have been, or may be entered into, prior to the passing of the intended Act, with respect to the aforesaid matters or any of them.

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 will or may incorporate with itself, and with or without alterations, 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 such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

And notice is hereby further given, that plans and sections of the said intended 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, with the clerk of the peace for the county of Sussex, at his office at Lewes, in the said county; and on or before the same day, so much of the said plans and sections as relates to each of the aforesaid parishes, with a copy of the said Gazette notice, will be deposited, on or before the said 30th day of November, with the parish clerk of each such parishes, 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 17th day of November, 1881.

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

Board of Trade—Session 1882.

Weston-super-Mare Tramways.

(Construction of Street Tramways in the Town of Weston-super-Mare; Compulsory User, &c., of Streets; Repeal and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, under the provisions of "The Tramways Act, 1870," for a Provisional Order to authorise the Weston-super-Mare Tramways Company, Limited (hereinafter referred to as "the Company") to make, form, lay down, and maintain the several tramways hereinafter described, with all necessary and proper rails, plates, sleepers, and conveniences (that is to say):—

Tramway No. 1 (3 furlongs 4 chains 70 links in length), commencing in the centre of Locking-road, opposite the Excursion Waiting-room of the Weston-super-Mare Station of the Great Western Railway Company, and passing along the said Locking-road and thence into

Regent-street, and terminating at or near the point in the street or roadway where Regent-street forms a junction with the Esplanade.

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 the Locking-road for a distance of $2\frac{1}{2}$ chains from a point half a chain from the commencement of Tramway No. 1 hereinbefore described, to a point 3 chains West of said commencement of Tramway No. 1.

In Regent-street for a distance of $2\frac{1}{2}$ chains, from a point 1 chain from the termination of Tramway No. 1; hereinbefore described to a point $3\frac{1}{2}$ chains East of said termination.

Tramway No. 1a, a passing place ($2\frac{1}{2}$ chains in length), in the Locking-road, commencing and terminating respectively by junctions with Tramway No. 1, its point of commencement being 50 links or thereabouts West of the point of commencement of Tramway No. 1, and its point of termination $2\frac{1}{2}$ chains or thereabouts West of its point of commencement.

Tramway No. 1b, a passing place ($2\frac{1}{2}$ chains in length) in Regent-street, commencing and terminating respectively by junctions with Tramway No. 1, its point of commencement being 1 chain or thereabouts from the point of termination of Tramway No. 1, and its point of termination $2\frac{1}{2}$ chains or thereabouts East from its point of commencement.

Tramway No. 2 (1 furlong 5 chains and 90 links in length), commencing by a junction with Tramway No. 1 at or near a point in the street or roadway where Locking-road joins Regent-street, and passing along Regent-street and thence into Walliscote-road, and the road (at present not known by any name) leading to the Great Western Railway yard, and terminating in the centre of the last-mentioned road opposite to the gate of the said yard.

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 the road leading to the Great Western Railway yard for a distance of $2\frac{1}{2}$ chains from a point 1 chain from the termination of Tramway No. 2 hereinbefore described, to a point $3\frac{1}{2}$ chains East of said termination.

Tramway No. 2a, a passing place ($2\frac{1}{2}$ chains in length), commencing and terminating respectively by junctions with Tramway No. 2, its point of commencement being 1 chain or thereabouts West from the point of termination of Tramway No. 2, and its point of termination $2\frac{1}{2}$ chains or thereabouts West from its point of commencement.

Tramway No. 3 (1 mile 2 furlongs and 2 chains in length), commencing by a junction with Tramway No. 1 at a point in the street or road where Locking-road forms a junction with Regent-street, and passing along Regent-street and thence into Orchard-street, the Boulevard, Waterloo-street, South-parade, Knightstone-road, Birnbeck-road, and Pier-road, and terminating in the said Pier-road at a point 9 feet or thereabouts east from the centre of the northern toll-house of the Weston-super-Mare pier.

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 Waterloo-street for a distance of $2\frac{1}{2}$ chains from a point 50 links East of the point where High-street intersects Waterloo-street, to a point 3 chains East of the said point of intersection of High-street and Waterloo-street.

In the Knightstone-road from a distance of $2\frac{1}{2}$ chains from a point half a chain from the point of commencement of Tramway No. 4, hereinafter described, to a point 3 chains West of said commencement of Tramway No. 4.

In the Pier-road for a distance of $2\frac{1}{2}$ chains from a point half a chain from the point of termination of Tramway No. 3, hereinbefore described, to a point 3 chains from said termination.

Tramway No. 3a.—A passing place ($2\frac{1}{2}$ chains in length) commencing and terminating respectively by junctions with Tramway No. 3, its point of commencement being 50 links or thereabouts East of the point where High-street intersects Waterloo-street, and its point of termination $2\frac{1}{2}$ chains or thereabouts East from its point of commencement.

Tramway No. 3b.—A passing place ($2\frac{1}{2}$ chains in length) commencing and terminating respectively by junctions with Tramway No. 3, its point of commencement being 50 links or thereabouts West of the point of commencement of Tramway No. 4, hereinafter described, and its point of termination $2\frac{1}{2}$ chains or thereabouts West from its point of commencement.

Tramway No. 3c.—A passing place ($2\frac{1}{2}$ chains in length) commencing and terminating respectively by junctions with Tramway No. 3, its point of commencement being 50 links or thereabouts South from the point of termination of Tramway No. 3, and its point of termination $2\frac{1}{2}$ chains or thereabouts South from its point of commencement.

Tramway No. 4 (9 chains 40 links in length) commencing by a junction with Tramway No. 3, at or near a point in the Knightstone-road, 1 chain or thereabouts East from the junction of the Knightstone-road with the road leading to the Knightstone Baths, and passing along the said Knightstone-road, and thence into and across the foreshore and terminating in the said foreshore, at or near a point 9 chains and 40 links or thereabouts South-west from its point of commencement, hereinbefore described adjoining the wall of the aforesaid road, leading to the said Knightstone Baths.

The proposed Tramways, Nos. 1a, 1b, 2a, 3a, 3b, 3c, and 4, will be laid as single lines.

The proposed tramways will be wholly situate in the parish of Weston-super-Mare in the county of Somerset.

In the following instances the said tramways will be laid along the several streets and roads hereinafter mentioned, so that for a distance of 30 feet and upwards a less space than 10 feet 6 inches will intervene between the outside of the footpath on the side of the said streets or roads hereinafter mentioned, and the nearest rail of the tramway (that is to say) :—

Tramway No. 1.

In Regent-street, on both sides thereof, from a point 10 feet West of the Eastern side of the tap of the Railway Hotel, to a point opposite the South-east corner of the house and shop at the South-east corner of High-street.

In Regent-street, on both sides thereof, from a point 30 feet South-west of the lamp-post of the safety refuge, situated near to where High-street joins Regent-street, to a point $2\frac{1}{2}$ chains West from the said last-mentioned point.

Tramway No. 1a.

For its entire length on the north side.

Tramway No. 1b.

For its entire length on the north side.

Tramway No. 2a.

For its entire length on the north side.

Tramway No. 3.

In Orchard-street, on both sides thereof, from a point 5 chains from the commencement of the said Tramway No. 3, to a point 15 chains North from its point of commencement.

In Birnbeck-road on both sides thereof from a point opposite to the commencement of Claremont-crescent to a point opposite to the commencement of the Pier-road.

To authorise and empower the Company from time to time to enter upon, open, and break up, the surface, and to alter, divert, stop up, and otherwise interfere with street highways, turnpike and other roads, footpaths, passages, and other places, railways, tramways, rivers, canals, streams, watercourses, sewers, drains, bridges, pavements, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice for the purpose of constructing, laying down, maintaining, repairing, removing, renewing, or altering the proposed tramways and works, or of substituting others in their places, or otherwise for the purpose of the said Provisional Order.

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 Promoters or any other tramway system.

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 for the purposes of the proposed tramways to purchase by agreement or to take easements over lands, houses, and property, and to erect stables, offices, buildings, and other conveniences on any such lands, and to sell, lease, or dispose of, lands, houses, and property.

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

To empower the Company to hold and acquire patent rights in relation to tramways and the motive power thereon.

To authorise the Company from time to time, on such terms and conditions, and subject to such restrictions (if any) as may be prescribed by the Provisional Order, to use upon all or any of the proposed tramways such steam or mechanical power for the moving thereon of carriages as may be prescribed or authorised by the said Order.

To make provision for the maintenance and repair of the whole or any portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways or any rails, plates, or works connected therewith may be laid, and to exempt the Company from

the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of the respective streets, roads, and places upon or along which any of the proposed tramways or any rails, plates, sleepers, or works connected therewith may be laid.

To provide for and regulate the use by the Company for the purposes of the said Provisional Order of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Company the exclusive right of using on the proposed tramways and works, carriages with flange wheels or other wheels especially adapted to run on an edged rail or on a grooved rail, and to prohibit, except by agreement with the Company and upon terms to be prescribed by the Provisional Order or otherwise, the use of the said tramways and works by persons or corporations other than the Company, with carriages and flange wheels or other wheels especially adapted to run on an edged rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons or corporations, for the use of the said tramways and works, with such carriages, and to confer all necessary powers in that behalf on such persons or corporations.

To make provision for regulating the passage of traffic, whether of the Company or not, along streets, roads, and places in which the said tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective road authorities, or any or some or one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the Provisional Order.

To enable the Company and the Local Board of Weston-super-Mare, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control and management of the said streets, roads, and places respectively, to enter into contracts and agreements with respect to the laying down, maintaining, renewing, repairing, working and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

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

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

To incorporate with the Provisional Order and extend and apply to the proposed tramways and works all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purpose of the Provisional Order, or as may be deemed expedient to alter, amend, repair or extend all or some of the provisions of that Act, and to confirm or give effect to any agreement with any local authority.

And notice is hereby further given, that dupli-

cates, plans, and sections of the proposed tramways and works, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at the city of Wells, in the said county of Somerset, that a copy of such plans, sections, and Gazette notice, together with a published map of the district with the line of the proposed tramways marked thereon, together with a diagram, will be deposited at the office of the Board of Trade, Whitehall-gardens, London, and copies of the said plans, sections, and Gazette notice will be deposited at the office of the Clerk of the Parliaments, House of Lords, at the Private Bill Office, House of Commons, with the Clerk of the Local Board of Weston-super-Mare, at his office at the Town Hall.

And notice is also given, that a copy of so much of the said plans and sections as relates to each parish, township, or extra-parochial place respectively, from, in, through, or into which the intended tramways will be made or pass, together with a copy of the Gazette notice, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence: all the above-named deposits will be made on or before the 30th day of November instant.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same at the offices respectively of the undersigned Solicitors and Parliamentary Agent.

Every Company, Corporation, or person desiring of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January, 1882, and a copy of such objection must, at the same time, be sent to the promoters or their undersigned Solicitors and Parliamentary Agent on their behalf, and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the promoters or their agent.

Dated the 16th day of November, 1881.

Foss and Legg, 3, Abchurch-lane, London, E.C.;
Bakers, Phillot, and James,
Weston-super-Mare;
P. Burrows Sharkey, Palace-chambers,
9, Bridge-street, Westminster, S.W.,
 Parliamentary Agent.

Board of Trade—Session 1882.

Birmingham and Aston Tramways.
 (Provisional Order.)

(Extension of Tramways within the Borough of Birmingham; Powers to Use Steam on authorised and new Tramways; Alteration of Gauge; Amendment of Birmingham and Aston Tramways Order, 1880).

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 authorise and empower the Promoters to effect the objects and purposes

No. 25042.

hereinafter mentioned or some of them (that is to say):—

To make, form, lay down and maintain with all necessary and proper rails, plates, sleepers, turntables, works and conveniences connected therewith:

A Tramway (No. 1), 1 furlong 4 chains in length, commencing in Corporation-street at its junction with New-street, thence proceeding in a north-easterly direction along Corporation-street, and terminating in the said street at its junction with Bull-street. Tramway No. 1 shall be a double line.

A Tramway (No. 2), 2 furlongs 5·8 chains in length, commencing in Corporation-street, at the termination of Tramway No. 1, thence proceeding in a north-easterly direction along Corporation-street, thence along Aston-street, and terminating in Aston-street at a point 1 chain from the south-east corner of Lancaster-street, measured in a north-easterly direction, along Aston-street by a junction with the Tramway No. 3 authorised by the Birmingham and Aston Tramways Order, 1880. Tramway No. 2 shall be a double line.

A Tramway (No. 3), 3 furlongs 3 chains in length, commencing in Corporation-street by a junction with Tramway No. 2, at or near the end of Loveday-street, thence proceeding in a northerly direction along a proposed new street in extension of Corporation-street, and terminating at the junction of the said new street with the Aston-road. Tramway No. 3 shall be a double line.

The whole of the Tramways Nos. 1, 2, and 3 shall be so laid that a greater space than 9 feet 6 inches shall intervene between the outside of the footpath on either side of the street, and the nearest rail of the tramway.

A Tramway (No. 4), 2 furlongs 5 chains in length, commencing in Monmouth-street at a point 0·7 chains from the north-west corner of Bull-street, measured in a south-westerly direction along Monmouth-street, by a junction with the existing tramways from Birmingham to Handsworth, thence proceeding along Monmouth-street and Steelhouse-lane, in a north-easterly direction, and crossing the north end of Corporation-street, and thence along Aston-street, terminating in Aston-street at a point 1 chain from the south-east corner of Lancaster-street, measured in a north-easterly direction along Aston-street by a junction with Tramway No. 3, authorised by the Birmingham and Aston Tramways Order, 1880. Tramway No. 4, shall be a double line throughout and for the whole length of Steelhouse-lane, a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the street, and the nearest rail of the tramways.

All of which intended tramways will be wholly situate in the borough of Birmingham, and in the parishes of Birmingham and Aston, or one of them, in the county of Warwick.

To repeal or modify so much of Section 6 of the Birmingham and Aston Tramways Order, 1880, as relates to Tramway No. 7, by that Order authorised and to provide that so much of the said Tramway No. 7 as lies between its commencement as described in the said Order, and the junction of Lichfield-road with Church-lane therein mentioned, shall be laid as a double line instead of as a single line, the whole of which double line of tramway will be so laid, that a greater space than 9 feet 6 inches shall intervene

between the outside of the footpath on either side of the street and the nearest rail of the tramway.

To repeal Section 12 of the Birmingham and Aston Tramways Order, 1880, and to provide that the tramways authorised by that order, and the intended tramways above described, shall be constructed on a gauge of 3 feet 6 inches, and that so much of Section 34 of the Tramways Act, 1870, as limits the extent of the carriage used on any tramway beyond the outer edge of the wheels of such carriage, shall not apply to carriages used on the authorised and intended tramways.

To enable the Promoters for all or any of the purposes of the intended tramways and works, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings and other conveniences on any such lands.

To enable the Promoters to demand, take and recover all tolls, rates and charges for the use of the proposed tramways and works, by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same.

To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

To empower the Promoters from time to time, and either permanently or temporarily, to make, maintain, alter and remove such crossings, passing places, sidings, junctions, curves, turn-outs and other works as may be necessary or convenient to the efficient working of the proposed tramways or for facilitating the passage of traffic along the streets, or for providing access to any stable, carriage-houses or engine sheds, works or buildings of the Promoters.

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

To enable the Promoters and the Corporation of Birmingham to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, deviating, working and using the proposed tramways, and the rails, plates, sleepers and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To authorise the use on the tramways authorised by the Birmingham and Aston Tramways Order, 1880, as amended by the proposed Order, and 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 or other power. And, so far as may be necessary, to incorporate or to repeal, alter, amend, or extend all or some of the provisions of "The Tramways Act, 1870."

To authorise the Promoters to grant leases of the proposed tramways, or any part or parts thereof, or to grant licences to use the same, and to reserve in any such lease the right for the Promoters and any local authority or local authorities to use the same for conveyance for sanitary purposes.

To confer on the Corporation of Birmingham all necessary powers for the construction and maintenance of the proposed tramways.

To sanction, confirm and give effect to any

contracts or agreements made or be hereafter made for any of the purposes in this notice above mentioned.

And the intended Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

A copy of this notice as published in the London Gazette, with a plan and section of the said intended tramways will on or before the thirtieth day of November, one thousand eight hundred and eighty-one, be deposited in the Office of the Clerk of the Parliaments, in the Private Bill Office of the House of Commons, and in the Office of the Board of Trade, Whitehall, London, and for public inspection in the office of the Clerk of the Peace for the county of Warwick, at his office at Leamington, and a copy of so much of the said plan and section as relates to each of the said parishes will be deposited for public inspection with the parish clerk of each such parish, at his residence, and with the Town Clerk of the borough of Birmingham, at his office.

On or before the twenty-third day of December next printed copies of the draft Provisional Order will be deposited at the Office of the Board of Trade, Whitehall, London, and on and after that date printed copies of the draft Provisional Order, and of the Provisional Order when made, will be furnished by the Solicitors and Parliamentary Agents for the Promoters at their Offices respectively, as under, to all persons applying for the same, at the price of one shilling each.

Every company, corporation or person desirous of making any representation to the Board of Trade, or of bringing before such Board any objections respecting this application, may do so by a letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their Office in Whitehall, London, 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 Messieurs Mathews and Smith, 29, Waterloo-street, Birmingham; and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 24th day of November, 1881.

Mathews and Smith, 29, Waterloo-street,
Birmingham, Solicitors for the proposed
Provisional Order.

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

Board of Trade.—Session 1882.

Oldham Borough Tramways (Extensions).
(Provisional Order).

(Construction of Tramways by Corporation of Oldham. User of Streets, &c., Tolls, &c. Power to Lease Tramways; Running powers over same and to Lessees thereof over other Tramways. Extension of Steam Powers, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by or on behalf of the Mayor, Aldermen and Burgesses of the Borough of Oldham, in the County Palatine of Lancaster (in this Notice called "the Corporation"), for a Provisional Order under the Tramways Act, 1870, for the purposes or some of the purposes following, that is to say:—

To authorise the Corporation to construct and maintain with all necessary and proper rails, plates, sleepers, works and conveniences, the tramways hereinafter described (all in the township of Old-

ham, in the parish of Prestwich-cum-Oldham, in the county palatine of Lancaster) or some or one of them, or some part or parts thereof respectively.

Where in the description of any of the proposed tramways any distance is given with reference to any street or road which intersects or joins the street or road in which any tramway is to be laid, or to the junction or intersection of any streets or roads, the distance is to be 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, and a point described as being opposite a street or road is to be taken (unless otherwise stated) as opposite the centre of the street or road.

The tramways proposed to be authorised by the Order are the following :

A Tramway (No. 1) commencing in Rochdale-road at or near the point at which the boundary of the Borough of Oldham (hereinafter called the Borough), being also the boundary between the townships of Oldham and Royton, in the said parish of Prestwich-cum-Oldham, crosses that road, passing thence in a southerly direction along Rochdale-road, St. Domingo-street, King-street, and Ashton-road, and terminating in the last-mentioned road at or near the point at which the boundary of the borough (being also the boundary between the township of Oldham aforesaid and the township and parish of Ashton-under-Lyne) crosses that road.

Tramway No. 1 will be so laid that for a distance of 30 feet and upwards a space less than 9 feet 6 inches will intervene between the outside of the footpath on each side of the road and the nearest rail of the tramway at the following points :

1. In Rochdale-road between the following points :

- (a.) Two points respectively about 22 feet and 137 feet south of the junction of Sheepfoot-lane with Rochdale-road.
- (b.) Two points respectively 122 feet and 250 feet south of the junction of Emanuel-street with Rochdale-road.
- (c.) Two points respectively about 81 feet north and 74 feet south of the junction of Coldhurst-street with Rochdale-road.
- (d.) Two points respectively about 69 feet and 211 feet south of the junction of Belmont-street West with Rochdale-road.
- (e.) Two points respectively about 41 feet north and 116 feet south of the junction of Alderson-street with Rochdale-road ; and
- (f.) Two points respectively about 14 feet and 120 feet south of the junction of Grosvenor-street with Rochdale-road.

2. In King-street between the following points :—

- (g.) Two points respectively about 65 feet and 199 feet south of the junction of King-street with Manchester-street ; and
- (h.) Two points respectively about 71 feet and 166 feet north of the junction of Wainwright-street with King-street.

3. In Ashton-road between the following points :—

- (i.) Two points respectively about 65 feet north and 52 feet south of the intersection of Scott-street with Ashton-road.
- (j.) Two points respectively about 117 feet north and 28 feet south of the junction of Goddard-street with Ashton-road.
- (k.) Two points respectively about 112 feet and 245 feet south of the junction of Kent-street with Ashton-road.

(l.) Two points respectively about 235 feet and 320 feet south of a point in the centre of Ashton-road opposite the south-westerly corner of the Collier's Arms Inn.

(m.) Two points respectively about 116 feet and 214 feet north of the point at which the boundary of the borough crosses Ashton-road.

A Tramway (No. 2) being a junction line commencing by a junction with Tramway No. 1 at a point in King-street 46 feet north of the junction of King-street with Union-street West, and terminating by a junction with Tramway No. 11 authorised by the Oldham Borough Tramways Order 1878 (herein called "the Order of 1878") at a point in Union Street 46 feet from the junction of King-street with Union-street West measuring in an easterly direction along Union-street.

A Tramway (No. 3) being a junction line commencing by a junction with Tramway No. 1, at a point in King-street 78 feet south of the junction of King-street with Union-street West and terminating by a junction with Tramway No. 11 authorised by the said Order of 1878 in Union-street at a point 75 feet east of the junction of King-street with Union-street West.

A Tramway (No. 4) commencing in Rochdale-road by a junction with Tramway No. 1 at a point about 56 feet north of the junction of that road with Caroline-street, passing thence in a south-westerly and southerly direction along Featherstall-road North, and Featherstall-road South, and terminating in Manchester-road by a junction with Tramway No. 4, authorised by the Order of 1878 at a point 246 feet north-east of the junction of Manchester-road with Frederick-street.

Tramway No. 4 will be laid so that for a distance of 30 feet and upwards less than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway at the following points :—

In Featherstall-road North :

- (a.) On each side of the said road between 2 points respectively about 36 feet north-east and 56 feet south-west of the junction of Shepherd-street with Featherstall-road North.
- (b.) On each side of the said road between 2 points respectively about 14 feet north-east and 106 feet south-west of the junction of Cottam-street with Featherstall-road North.
- (c.) On the east side of the said road between 2 points respectively about 35 feet south of the junction of Buckley-street with Featherstall-road North, and 83 feet north of the junction of Osborne-street with Featherstall-road North.

(d.) On the west side of the said road between two points respectively 35 feet and 150 feet south of the junction of Buckley-street with Featherstall-road North.

(e.) On the west side of the said road between 2 points respectively about 83 feet and 124 feet north of the junction of Osborne-street with Featherstall-road North.

In Featherstall-road South on each side of that road between the following points (f) and (g).

(f.) Two points respectively about 38 feet and 184 feet south of the junction of Middleton-road with Featherstall-road South.

(g.) Two points respectively about 74 feet and 205 feet south of a point in the centre of Featherstall-road South opposite the south corner of the Hartford Inn.

A Tramway (No. 5) in Manchester-road commencing by a junction with the Tramway

No. 4 to be authorised by the Order at a point about 134 feet north of the termination hereinbefore described of the said Tramway No. 4, and terminating by a junction with Tramway No. 1 authorised by the Order of 1878, at a point thereon opposite to the said termination of Tramway No. 4.

The said tramways will be constructed as single lines, except between the points herein-after respectively described, where there will be passing places forming respectively junctions at their commencements and terminations with the respective tramways in connection with which they are mentioned.

In connection with Tramway No. 1.

In Rochdale-road. Between two points respectively about 18 feet north and 180 feet south of the junction of Sheepfoot-lane with Rochdale-road.

In Rochdale-road. Between two points respectively about 92 feet south of the junction of Emanuel-street with Rochdale-road and 70 feet north of the junction of Caroline-street with that road.

In Rochdale-road. Between two points respectively about 102 feet north and 96 feet south of the intersection of Coldhurst-street with Rochdale-road.

In Rochdale-road. Between two points respectively about 49 feet and 247 feet south of the junction of Belmont-street West with Rochdale-road.

In Rochdale-road. Between two points respectively about 60 feet north and 138 feet south of the junction of Alderson-street with Rochdale-road.

In Rochdale-road. Between two points respectively about 57 feet north and 141 feet south of the intersection of Grosvenor-street with Rochdale-road.

In King-street. Between two points respectively about 24 feet and 222 feet south of the junction of King-street with Manchester-street.

In King-street. Between two points respectively about 12 feet and 210 feet south of the junction of Union-street West with King-street.

In King-street. Between two points respectively about 18 feet and 216 feet north of the junction of Wainwright-street with King-street.

In Ashton-road. Between two points respectively 98 feet north and 100 feet south of the intersection of Scott-street with Ashton-road.

In Ashton-road. Between two points respectively about 140 feet north and 58 feet south of the junction of Goddard-street with Ashton-road.

In Ashton-road. Between two points respectively about 100 feet and 298 feet south of the junction of Kent-street with Ashton-road.

In Ashton-road. Between two points respectively about 173 feet and 371 feet south of a point in the centre of Ashton-road opposite the south-westerly corner of the Colliers' Arms Inn.

In Ashton-road. Between two points respectively about 60 feet and 253 feet north of the point where the borough boundary crosses Ashton-road.

In connection with Tramway No. 4.

In Featherstall-road North. Between two points respectively about 98 feet north-east

and 100 feet south-west of the junction of Featherstall-road North with Shepherd street.

In Featherstall-road North. Between two points respectively about 22 feet and 220 feet north-east of the junction of Chadderton-road with Featherstall-road North.

In Featherstall-road North. Between two points respectively situate at the junction of Featherstall-road North with Buckley-street and 44 feet north of the junction of the said road with Osborne-street.

In Featherstall-road South. Between 2 points respectively about 17 feet and 215 feet south of the junction of Featherstall-road South with Middleton-road.

In Featherstall-road South. Between 2 points respectively about 38 feet and 236 feet south of a point in the centre of Featherstall-road South opposite to the south corner of the Hartford Inn.

In Featherstall-road South. Between two points respectively about 89 feet and 287 feet South of the junction of Alfred-street with Featherstall-road South.

To authorise and empower the Corporation from time to time to take up and remove any of the tramways, or any part or parts thereof respectively, which may have been laid in any street or streets which may hereinafter be widened or improved, and to relay the same in the widened or improved street or streets as nearly as may be along the centre of the said street or streets as so widened or improved.

To authorise and empower the Corporation to enter upon, and open the surface of, and to alter and stop up, remove and otherwise interfere with streets, highways, public roads, ways, footpaths, watercourses, bridges, sewers, drains, pavements, thoroughfares, waterpipes, gaspipes and electric telegraph pipes, tubes, wires, and apparatus within the parish of Prestwich-cum-Oldham aforesaid for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or for the other purposes of the said Order.

To enable the Corporation for the purposes of the proposed tramways, or of the 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.

To prescribe the tolls, rates, and charges to be taken upon, or for the use of the proposed tramways and the existing and authorised tramways of the Corporation by carriages passing along the same, and for the conveyance of traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and duties.

To enable the Corporation to grant leases from time to time of the proposed tramways, or some of them, or some part or parts thereof.

In the event of any such lease being granted to empower the Company, body, or persons being the lessees, to run over and use with their own or other engines and carriages, and with their officers and servants, and for purposes of traffic of every description, and 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, or as in default of agreement may be settled by arbitration, the existing and authorised tramways of the Corporation, or any part or parts thereof, together with all rails, sidings, passing places, works, and conveniences connected therewith, and to confer upon

the Companies, bodies, or persons who now hold or hereafter may hold any lease or leases of the said existing or authorised tramways of the Corporation, or any part or parts thereof, similar powers with respect to the proposed tramways.

To prohibit, except by agreement with the Corporation or under such conditions and restrictions as may be prescribed by the Order, the use of the proposed tramways by persons other than the lessees of the Corporation with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To make provision for regulating the passage of traffic 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 Corporation or any or some one of Her Majesty's Principal Secretaries of State, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Order.

To empower the Corporation 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 for the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage-sheds or works connected with the tramways.

To enable the Corporation 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 extend to the proposed tramways or some of them or some part or parts thereof the provisions or some of the provisions of Part XIV, of "The Oldham Improvement Act, 1880," and to empower the Corporation to use steam or other mechanical power on the proposed tramways, and the Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects and will confer other rights and privileges.

And notice is hereby further given that on or before the 30th day of November instant plans and sections of the proposed works will be deposited at the Office of the Board of Trade, and for public inspection at the Office of the Town Clerk for the borough of Oldham, with the Clerk of the Peace for the County Palatine of Lancaster, at his Office at Preston, and with the Parish Clerk of the parish of Prestwich-cum-Oldham aforesaid, at his residence. Each such deposit will be accompanied by a copy of this notice, as published in the London Gazette.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited and of the Provisional Order when made will be furnished at the price of one shilling for each copy to all persons applying for them at the office of the Town Clerk at Oldham

and of Mr. J. C. Rees, 13, Great George Street, Westminster, Parliamentary Agent.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January next, and copies of their objections must at the same time be sent to the promoters at the aforesaid office of Mr. J. C. Rees; and in forwarding such objections to the Board of Trade such objectors or their agents should state that a copy thereof has been sent to the Promoters or their Agent.

Dated this 18th day of November, 1881.

H. Booth, Town Clerk, Oldham.

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

Board of Trade.—Session 1882.

Birmingham and Suburban Tramways.

(Provisional Order.)

(Construction of Tramways in the parishes or places of Birmingham, Aston, Perry Barr, in the parish of Handsworth, Nechells, Small Heath, Sparkhill, in the parish of Yardley, and Balsall Heath and Moseley, in the parish of King's Norton, or some of them, in the counties of Warwick, Worcester, and Stafford: Powers to use Steam or other Mechanical or other Power; Agreements with Local Authorities; Repeal and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the provisions of "The Tramways Act, 1870," to authorise and empower the Promoters to effect the objects and purposes hereinafter mentioned, or some of them (that is to say):—

To make, form, lay down, and maintain the several tramways hereinafter described, or some of them, with all necessary and proper rails, plates, sleepers, turn-tables, works, and conveniences connected therewith respectively (that is to say):

Northern Division.

A Tramway (No. 1) 2 furlongs 4·10 chains in length the whole of which will be a single line situate in the borough and parish of Birmingham, in the county of Warwick, commencing at or near a point in Albert-street 0·25 chains or thereabouts east of the intersection of Albert-street with Moor-street, passing thence in a westerly direction along Albert-street through High-street, Carr's-lane, and Moor-street, and terminating in Albert-street at the point of commencement.

A Tramway (No. 2) 2 miles 0 furlongs 0·30 chains in length, of which 1 mile 3 furlongs 6·00 chains will be a single line, and 4 furlongs 4·30 chains will be double line, situate in the parishes of Birmingham and Aston, or one of them, in the county of Warwick, commencing by a junction with Tramway No. 1 in Albert-street near the intersection of Albert-street with Moor-street, proceeding thence in an easterly direction along Albert-street, Duddeston-row, Curzon-street, Vauxhall-road, Bloomsbury, Bloomsbury-street and Nechells-park-road, terminating in Nechells-park-road at a point in line with the buildings on the north side of Needham-street. The portion of double line will be situate from the com-

mencement of the tramway as follows, viz. —

At a point 1 furlong 7·40 chains for a distance of 3·00 chains.

At a point 2 furlongs 8·50 chains for a distance of 1 furlong 4·30 chains.

At a point 5 furlongs 3·50 chains for a distance of 3·00 chains.

At a point 6 furlongs 0·80 chains for a distance of 3·00 chains.

At a point 7 furlongs 2·30 chains for a distance of 3·00 chains.

At a point 1 mile 0 furlongs 4·30 chains for a distance of 3·00 chains.

At a point 1 mile 1 furlong 3·20 chains for a distance of 3·00 chains.

At a point 1 mile 2 furlongs 5·30 chains for a distance of 3·00 chains.

At a point 1 mile 3 furlongs 8·20 chains for a distance of 3·00 chains.

At a point 1 mile 5 furlongs 5·50 chains for a distance of 3·00 chains.

At a point 1 mile 7 furlongs 6·20 chains for a distance of 3·00 chains.

A Tramway (No. 3) 8·00 chains in length situate in the borough and parish of Birmingham, in the county of Warwick, the whole of which will be a single line commencing at a point in Albert-street by a junction with No. 2 Tramway 1·40 chains or thereabouts east of the termination of No. 1 Tramway, passing thence in an easterly direction along Fazeley-street and thence along Park-street, and forming a junction with No. 2 Tramway in Albert-street at a point 0·60 chains east of the intersection of Albert-street and Park-street.

A Tramway (No. 4) 5·00 chains in length, the whole of which will be a single line situate in the borough and parish of Birmingham, in the county of Warwick, commencing by a junction with Tramway No. 2 at a point in Albert-street where Park and Albert-streets intersect, passing then in a northerly direction along Park-street to the junction of Masshouse-lane, thence in an easterly direction and terminating by a junction with Tramway No. 2 in Duddeston-row at a point 1·80 chains or thereabouts west of the intersection of Bartholomew-row and Duddeston-row.

A Tramway (No. 5) 1 mile 2 furlongs 0·40 chains of which 5 furlongs 7·40 chains will be single line and 4 furlongs 3·00 chains will be double line situate in the borough of Birmingham and in the parishes of Birmingham and Aston, or one of them, in the borough of Birmingham and county of Warwick, commencing by a junction with Tramway No. 1 at a point in Albert-street, 0·25 chains or thereabouts west of the intersection of Albert-street with Moor-street, passing thence in a northerly direction along Moor-street, Dale-end, Stafford-street, thence in a north-easterly direction along Aston-street, Lister-street, thence in an easterly direction along Great Lister-street and terminating by a junction with Tramway No. 2 at a point in Bloomsbury-street, nearly opposite the south-east corner of Oliver-street.

The portions of double line will be situate from the commencement of the tramway as follows, viz. :—

At a point 4·35 chains for a distance of 3·00 chains.

At a point 9·55 chains for a distance of 5·00 chains.

At a point 2 furlongs 0·55 chains for a distance of 2 furlongs 3·00 chains.

At a point 5 furlongs 5·50 chains for a distance of 3·00 chains.

At a point 6 furlongs 6·80 chains for a distance of 3·00 chains.

At a point 1 mile 0 furlong 0·20 chains for a distance of 3·00 chains.

At a point 1 mile 1 furlong 3·70 chains for a distance of 3·00 chains.

A Tramway (No. 6) 2 furlongs 4·70 chains in length; of which 1 furlong 5·70 chains will be single line and 9·00 chains will be double line, situate in the borough of Birmingham, and the parish of Aston, in the county of Warwick, commencing by a junction with Tramway No. 2 in Bloomsbury-street, at a point opposite the south-east corner of Oliver-street; passing thence along Saltley-road in an easterly direction and terminating at a point in Nechells-place 1·80 chains north of the intersection of Saltley-road and Nechells-place.

The portions of double line will be situate from the commencement of the tramway as follows, viz. :—

At a point 2·95 chains for a distance of 3·00 chains.

At a point 9·75 chains for a distance of 3·00 chains.

At a point 1 furlong 9·40 chains for a distance of 3·00 chains.

A Tramway (No. 7) 6 furlongs 4·17 chains in length of which 1 furlong 5·22 chains will be a single line and 4 furlongs 8·95 chains will be double line, situate in the borough of Birmingham, and in the parishes of Birmingham and Aston, or one of them, in the county of Warwick, commencing by a junction with Tramway No. 5 at a point in Dale End in line with the buildings on the south side of Chapel-street, passing thence in an easterly direction along Coleshill-street, Prospect-row, Ashted-row and terminating with Tramway No. 2 at a point in Bloomsbury 2·80 chains or thereabouts south of the buildings at the junction of Bloomsbury and Great Francis-street.

The portions of double line will be situate from the commencement of the tramway as follows, viz. :—

At a point 6·55 chains for a distance of 1 furlong 3·70 chains.

At a point 2 furlongs 8·92 chains for a distance of 3 furlongs 4·25 chains.

A Tramway (No. 8) 1 mile 2 furlongs 7·15 chains in length of which 4 furlongs 1·55 chains will be single line and 6 furlongs 5·60 chains will be double line situate in the borough and parish of Birmingham in the county of Warwick, commencing at a point in Corporation-street 1·55 chains or thereabouts north of the intersection of New-street and Corporation-street, passing thence in a northerly direction along Corporation-street, Lancaster-street, Newtown-row and terminating at the borough and parish boundary dividing Birmingham from Aston.

The portions of double line will be situate from the commencement of the tramway as follows, viz. :—

At a point 1·60 chains for a distance of 3 furlongs 6·90 chains.

At a point 4 furlongs 0·80 chains for a distance of 4·70 chains

At a point 4 furlongs 8·50 chains for a distance of 3·00 chains.

At a point 5 furlongs 5·30 chains for a distance of 3·70 chains.

At a point 6 furlongs 7·80 chains for a distance of 8·60 chains.

At a point 1 mile 0 furlongs 9·90 chains for a distance of 8·70 chains.

A Tramway (No. 9) 4 furlongs 5·50 chains in length of which 2 furlongs 3·20 chains will be single line and 2 furlongs 2·30 chains will be double line, commencing at a point in High-street Aston, at the termination of Tramway No. 8, being the parish boundary dividing Birmingham from Aston, passing thence in a northerly direction along High-street Aston, and terminating at a point in Birchfield-road at the parish boundary dividing Aston and Handsworth, the whole of the line being in the parish of Aston, in the county of Warwick.

The portions of the double line will be situate from the commencement of the tramway following, viz. :—

At a point 6·80 chains for a distance of 2 furlongs 2·30 chains.

A Tramway (No. 10) 6 furlongs 4·55 chains in length, of which 5 furlongs 0·55 chains will be single line, 1 furlong 4·00 chains will be double line, commencing at the termination of Tramway No. 9 at a point in Birchfield-road where the parish boundary separates Aston from Handsworth, passing thence in a northerly direction along Birchfield-road and terminating in Birchfield-road 2·40 chains or thereabouts south of the centre of the bridge over the London and North-Western Railway at Perry Barr Station.

The whole length of Tramway No. 10 is situate in the parish of Handsworth and Perry Barr in the county of Stafford.

The portions of the double line will be situate from the commencement of the tramway as follows, viz. :—

At a point 3·65 chains for a distance of 3·00 chains.

At a point 1 furlong 8·65 chains for a distance of 3·00 chains.

At a point 3 furlongs for a distance of 3·00 chains.

At a point 4 furlongs 3·05 chains for a distance of 3·00 chains.

At a point 6 furlongs 2·55 chains for a distance of 2·00 chains.

A Tramway (No. 11) 4 furlongs 8·65 chains in length, of which 3 furlongs 6·65 chains will be single line, and 1 furlong 2·00 chains will be double line, situate in the parish of Aston, in the county of Warwick, commencing at Six Ways by a junction with Tramway No. 9 at a point 0·50 chains south of the intersection of Lozells-road and High-street, Aston, passing thence in a westerly direction along Lozells-road and terminating at a point in Lozells-road 1·60 chains or thereabouts west of the intersection of Church-street and Lozells-road.

The portions of double line will be situated from the commencement of the tramway as follows, viz. :—

At a point of 1·20 chains for a distance of 3·00 chains.

At a point of 1 furlong 3·70 chains for a distance of 3·00 chains.

At a point 2 furlongs 8·80 chains for a distance of 3·00 chains.

At a point 4 furlongs 4·65 chains for a distance of 3·00 chains.

In the following instances, the tramways will

be so laid that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the roads specified in each instance and the nearest rail of the tramway.

Tramway No. 1. In Carr's-lane from a point 35 yards east of the intersections of High-street and Carr's-lane for a distance of 38 yards eastward on both sides of road.

In Moor-street from a point 60 yards north of the intersection of Moor-street and Carr's-lane for a distance of 66 yards northward on both sides of road.

Tramway No. 2. In Duddleston-row and Curzon-street from a point 51 yards east of the intersection of Fox-street and Duddleston-row for a distance of 55 yards eastward on both sides of road.

In Curzon-street from a point 14 yards east of the intersection of Howe-street and Curzon-street for a distance of 46 yards eastward on both sides of road.

In Curzon-street from a point 61 yards east of the intersection of Penn-street and Curzon-street for a distance of 95 yards eastward on both sides of road.

In Vauxhall-road from a point 100 yards north-east of the intersection of Barrack-street and Vauxhall-road for a distance of 13 yards north-east on both sides of road.

In Vauxhall-road from a point 69 yards north-east of the intersection of Northumberland-street and Vauxhall-road for a distance of 55 yards on both sides of road.

In Bloomsbury from a point 82 yards north of the intersection of Heneage-street and Bloomsbury for a distance of 19 yards northward on both sides of road.

In Bloomsbury from a point 103 yards north of the intersection of Lupin-street and Bloomsbury for a distance of 55 yards northward on both sides of road.

In Bloomsbury-street from a point 35 yards north of the intersection of Smith-street and Bloomsbury-street for a distance of 55 yards northward on both sides of road.

In Nechells-park-road from a point 12 yards north-east of the intersection of Cattels-grove and Nechells-park-road for a distance of 55 yards north-east on both sides of road.

In Nechells-park-road from a point 48 yards north-east of the intersection of Church-road and Nechells-park-road for a distance of 55 yards on both sides of road.

Tramway No. 5. In Moor-street from a point 97 yards north of the intersection of Albert-street and Moor-street for a distance of 55 yards northward on both sides of road.

In Dale End from a point 24 yards north of the intersection of Dale End and John-street for a distance of 63 yards northward on both sides of road.

In Stafford-street from a point three yards north of the intersection of Tanter-street and Stafford-street for a distance of 100 yards northward on both sides of road.

In Lister-street from a point 74 yards north-east of the centre of the Birmingham Canal for a distance of 55 yards north-east on both sides of road.

In Great Lister-street from a point 17 yards east of the intersection of Windsor-street

- and Great Lister-street for a distance of 55 yards east on both sides of road.
- In Great Lister-street from a point 117 yards east of the intersection of Henry-street and Great Lister-street for a distance of 55 yards east on both sides of road.
- In Great Lister-street from a point 18 yards east of the intersection of Francis-street and Great Lister-street for a distance of 55 yards east on both sides of road.
- Tramway No. 6. In Saltley-road from a point 63 yards east of the intersection of Bloomsbury-street and Saltley-road for a distance of 47 yards on both sides of road.
- In Saltley-road from a point 53 yards east of the intersection of Cato-street and Saltley-road for a distance of 43 yards on both sides of road.
- Tramway No. 7. In Coleshill-street from a point 31 yards east of the intersection of Dale-end and Coleshill-street for a distance of 78 yards eastwards on the northern side of Coleshill-street.
- In Ashted-row from a point 16 yards east of the intersection of Lawley-street and Ashted-row for a distance of 11 yards eastwards on both sides of road.
- In Ashted-row from a point 168 yards east of the intersection of Lawley-street and Ashted-row for a distance of 36 yards eastwards on both sides of road.
- In Ashted-row from a point 82 yards east of the intersection of Henry-street and Ashted-row, for a distance of 95 yards eastwards on both sides of road.
- Tramway No. 10. In Birchfield-road from a point 43 yards north of the intersection of Fentham-road and Birchfield-road for a distance of 55 yards northward on both sides of road.
- In Birchfield-road from a point 10 yards north of the intersection of Terrace-road and Birchfield-road for a distance of 55 yards northward on both sides of road.
- In Birchfield-road from a point 430 yards north of the intersection of Trinity-road and Birchfield-road for a distance of 55 yards northward on both sides of road.
- In Birchfield-road from a point 29 yards north of the intersection of Aston-lane and Birchfield-road for a distance of 30 yards on both sides of road.
- Tramway No. 11. In Lozells-road from a point 24 yards west of the intersection of Birchfield-road and Lozells-road for a distance of 55 yards westward on both sides of road.
- In Lozells-road from a point 15 yards west of the intersection of Lozells-terrace and Lozells-road for a distance of 55 yards westwards on both sides of road.
- In Lozells-road from a point 12 yards west of the intersection of Lozells-street and Lozells-road for a distance of 55 yards westward on both sides of road.

Southern Division.

Tramway No. 1, situate in the parishes of Birmingham and Aston, in the borough of Birmingham, in the county of Warwick.

Commencing in Great Queen-street, at a point 42 yards west of the entrance to the foot bridge of the London and North Western Railway Station, and proceeding along Dudley-street, Pershore-street, Bromsgrove-street, Moat-row, Bradford-street, and Moseley-road, and terminating in that road

at a point 22 yards south of its junction with Montpellier-road.

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

From a point at 3·86 chains from its commencement for a distance of 4·60 chains.

From a point at 1 furlong 1·60 chains for a distance of 1·70 chains.

From a point at 1 furlong 6·80 chains for a distance of 7·00 chains.

From a point at 2 furlongs 6·80 chains for a distance of 0·90 chains.

From a point at 3 furlongs 0·90 chains for a distance of 5·70 chains.

From a point at 1 mile 0 furlongs 6·20 chains for a distance of 2·20 chains.

From a point at 1 mile 1 furlong 1·60 chains for a distance of 3·00 chains.

From a point at 1 mile 1 furlong 7·60 chains for a distance of 2·50 chains.

From a point at 1 mile 2 furlongs 3·50 chains for a distance of 1 furlong 0·40 chains.

Tramway No. 2, situate in the parish of King's Norton in the districts of Balsall Heath Local Board and King's Norton Highway Board, in the county of Worcester—

Commencing in Moseley-road at the termination of Tramway No. 1 as before described and proceeding in a southerly direction along that road and the Alcester-road and terminating in that road about 66 yards south of the entrance to Moseley Park.

Tramway No. 2 will be a double line except at the following places, where it will be a single line, viz. :—

From a point at 5 furlongs 0·20 chains from its commencement for a distance of 6·85 chains.

From a point at 6 furlongs 0·80 chains for a distance of 3·30 chains.

From a point at 7 furlongs 1·70 chains for a distance of 3·00 chains.

From a point at 1 mile 0 furlongs 0·80 chains for a distance of 6·70 chains.

Tramway No. 3, a single loop line, situate in the parish of King's Norton, in the district of King's Norton Highway Board, in the county of Worcester—

Commencing at the termination of Tramway No. 2 as before described, proceeding round the Green at the junction of Church-road, and terminating in Alcester-road at a point 34 yards north of the termination of Tramway No. 2 by a junction with that Tramway.

Tramway No. 4, situate in the parish of Birmingham and hamlets of Deritend and Bordesley and in the parish of Aston, in the borough of Birmingham, in the county of Warwick,

Commencing in Bradford-street at a point 7 yards north-west of Rea-street, and proceeding along that street in a north-easterly direction, thence along High-street, Deritend, High-street, Bordesley, Camp Hill, and Stratford-road, terminating in that road at a point about 110 yards south of its junction with Stony-lane.

Tramway No. 4 will be a double line except at a point 6 furlongs 8·50 chains from its commencement for a distance of 4·47 chains, where it will be a single line.

Tramway No. 5, situate wholly in the parish of Yardley, in the county of Worcester, Commencing in Stratford-road at the termination of Tramway No. 4 as before described

and proceeding along that road in a south-easterly direction and terminating in the said road at a point 22 yards south-east of its junction with Durham-road.

Tramway No. 5 will be a double line except at a point 1 furlong 2·70 chains from its commencement for a distance of 1 furlong 3·73 chains, where it will be a single line.

Tramway No. 6, wholly situate in the hamlets of Deritend and Bordesley, in the parish of Aston, in the borough of Birmingham, in the county of Warwick,

Commencing at the junction of Camp Hill and High-street Bordesley, at a point about 27 yards north-west of the entrance to Bordesley Railway Station, by a junction with Tramway No. 4 above described, proceeding along Coventry-road, and terminating in that road opposite the south-east side of Small Heath Park.

Tramway No. 6 will be a double line throughout.

Tramway No. 7, wholly situate in the hamlets of Deritend and Bordesley, in the parish of Aston, in the borough of Birmingham, in the county of Warwick,

Commencing in Bradford-street opposite the north-west side of Moseley-road by a junction with Tramway No. 1 and proceeding along Bradford-street and terminating in Camp Hill about 14 yards south of its junction with Bradford-street.

Tramway No. 7 will be a double line throughout.

Tramway No. 8, a loop line wholly situate in the parish and borough of Birmingham in the county of Warwick,

Commencing in Moat-row at a point 15 yards north-east of the corner of Balsall-street, and proceeding along Jamaica-row, Spiceal-street, Bull Ring, and Digbeth, terminating at the junction of Rea-street and Digbeth.

Tramway No. 8 will be a single line, except at the following places, where it will be a double line, viz. :—

From a point at 1 furlong 3·00 chains from its commencement for a distance of 3·52 chains.

From a point at 3 furlongs 8·52 chains for a distance of 1·08 chains.

Tramway No. 9, wholly situate in the parish and borough of Birmingham, in the county of Warwick,

Commencing by a junction with Tramway No. 8 above described, in the Bull Ring, at a point about 26 yards from the end of Moor-street and proceeding along and terminating in that street at a point opposite the south-west side of Carr's-lane.

Tramway No. 9 will be a double line except at a point 6·50 chains from its commencement for a distance of 3·20 chains, where it will be a single line.

Tramway No. 10, a loop line wholly situate in the parish and borough of Birmingham, in the county of Warwick,

Commencing in Moor-street at the termination of Tramway No. 9 as before described and proceeding along Moor-street in a north-easterly direction, thence along Albert-street in a westerly direction, High-street and Carr's-lane, and terminating at the point of commencement.

Tramway No. 10 will be a single line except for a distance of 2·00 chains from its

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commencement, where it will be a double line.

Tramway No. 11, wholly situate in the parish of King's Norton, in the county of Worcester,

Commencing in Alcester-road at a point 5 yards north of Woodbridge-road and proceeding along and terminating in the Woodbridge-road at a point 23 yards from the Wood Bridge over the Midland Railway.

Tramway No. 11 will be a single line except at a point 7·00 chains from its commencement for a distance of 2·50 chains, where it will be a double line.

Tramway No. 12, wholly situate in the parish and borough of Birmingham, in the county of Warwick,

Commencing in Albert-street at a point 22 yards west of its junction with Moor-street by a junction with Tramway No. 10 above described, and proceeding along Albert-street in an easterly direction, thence along Fazeley-street, Park-street, in a south-westerly direction, Bordesley-street, Meriden street, and Smithfield-street, and terminating at the junction of Moat-row and Bradford street.

Tramway No. 12 will be a double line except at the following places, where it will be a single line :—

From the point of commencement for a distance of 2·30 chains.

From a point at 5·10 chains for a distance of 2·32 chains.

From a point at 1 furlong 0·20 chains for a distance of 2·20 chains.

From a point at 2 furlongs 4·90 chains for a distance of 5·33 chains.

From a point at 3 furlongs 3·50 chains for a distance of 9·20 chains.

From a point at 4 furlongs 2·65 chains for a distance of 1·00 chains.

In the following instances the tramways will be so laid that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the road specified in each instance and the nearest rail of the tramway.

Tramway No. 1.—In Great Queen-street on both sides of the street, from the entrance to the foot-bridge of the London and North-Western Railway Station for a distance of 120 feet westward along the said street.

Also in Dudley-street on both sides of the street from the end of Old Meeting-street for a distance of 160 feet south-eastward along the said street.

Also in Pershore-street on both sides of the street from a point 50 feet from the end of Edgbaston-street for a distance of 150 feet south-eastward along the said street, and at a point 50 feet from Mark-lane, on both sides of the said street for a distance of 180 feet south-eastward along the said street.

Also in Moseley-road on both sides of the road from the end of Rayenhurst-street for a distance of 130 feet south-westward along the said road and at a point on both sides of the said road, from the entrance to High-gate Park for a distance of 100 feet south-eastward along the said road.

Tramway No. 3.—In Church-road on the north-east side of the road at a point 10 feet from its commencement for a distance of 100 feet south-eastward along the said road.

Tramway No. 4.—In High-street, Deritend,

on both sides of the street from a point 30 feet from the eastern side of Milk-street for a distance of 130 feet eastward along the said street.

Also in High-street, Deritend, on both sides of the street from the eastern side of Alcester-street for a distance of 90 feet eastward along the said street.

Tramway No. 6.—In Coventry-road on both sides of the road from a point 30 feet from the south side of Greenway-street, for a distance of 180 feet south-eastward, along the said road.

Tramway No. 8.—In Jamaica-row on both sides of the street from a point 70 feet north-west of Dean-street for a distance of 250 feet north-westward along the said street.

Also in Digbeth, on both sides of the street, from a point 170 feet from Park-street for a distance of 300 feet south-eastward along the said street.

Tramway No. 9.—In Moor-street on both sides of the street from the Bull Ring for a distance of 390 feet along the said street.

Tramway No. 10.—In Moor-street on both sides of the street from a point opposite the centre of Freeman-street for a distance of 190 feet northward along the said street.

Also in Carr's-lane on both sides of the street from a point 75 feet from High-street for a distance of 115 feet eastward along the said street.

Tramway No. 11.—In Woodbridge-road on both sides of the road from a point opposite the centre of Trafalgar-road for a distance of 140 feet eastward, along the said road.

Tramway No. 12.—In Park-street on both sides of the street from Fazeley-street for a distance of 150 feet southward along the said street.

Also in Meriden-street on both sides of the street from Bordesley-street for a distance of 80 feet south-westward along the said street, and on both sides of the said street from the south-west side of Coventry-street for a distance of 180 feet south-westward along the said street,

Which said intended tramways will pass or be made from, in, through, or into or be situate within the several parishes and places following, or some of them (that is to say):

The parishes or places of Birmingham, Aston, Perry Barr, in the parish of Handsworth, Nechells, Small Heath, Sparkhill, in the parish of Yardley, and Balsall Heath and Moseley, in the parish of King's Norton, in the counties of Warwick, Worcester, and Stafford, or some or one of them:

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

To enable the Promoters for all or any of the purposes of the proposed tramways and works, to purchase or acquire, by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences or any such lands:

To enable the Promoters to demand, take, and recover, all tolls, rates and charges for the use

of the proposed tramways and works, by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same:

To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways:

To empower the Promoters from time to time, and, either permanently or temporarily, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turnouts, and other works as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along the streets, or for providing access to any stable, carriage houses, or engine sheds, works or buildings of the Promoters:

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

To enable the Promoters and the Corporation of Birmingham and other bodies corporate or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, deviating, working, and using the proposed tramways, or any of them, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same:

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 or other power. And so far as may be necessary to incorporate, repeal, alter, amend, or extend all or some of the provisions of "The Tramways Act, 1870:"

To authorise the Promoters to grant leases of the said tramways, or any of them, or any part or parts thereof, or grant licenses to use the same, and to reserve in any such lease the right for the Promoters and any local authority or local authorities to use the same for conveyance for sanitary purposes:

To confer on the Corporation of Birmingham all necessary powers for the construction and maintenance of so much of the said tramways as will be situated within the borough of Birmingham, or some parts thereof:

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

And the intended Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects and will confer other rights and privileges:

A copy of this Notice, as published in the London Gazette, with a plan and section of the said intended tramways, will, on or before the thirtieth day of November, one thousand eight hundred and eighty one, be deposited in the office of the Clerk of the Parliaments; in the Private Bill Office of the House of Commons;

and in the office of the Board of Trade, Whitehall, London; and for public inspection in the office of the Clerk of the Peace for the county of Warwick, at his office at Leamington; with the Clerk of the Peace for the county of Stafford, at his office at Stafford; and with the Clerk of the Peace for the county of Worcester, at his office at Worcester: and a copy of so much of the said plan and section as relates to each of the said parishes will be deposited for public inspection with the parish clerk of each such parish, at his residence; and with the respective clerks to the Local Boards or Highway Boards of Aston, Handsworth, Yardley, Balsall Heath, and King's Norton, and with the Town Clerk of the borough of Birmingham:

On or before the twenty-third day of December next printed copies of the Draft Provisional Order will be deposited at the office of the Board of Trade, Whitehall, London; and on and after that date printed copies of the Draft Provisional Order and of the Provisional Order when made will be furnished by the Solicitors and Parliamentary Agents for the Promoters at their offices respectively, as under, to all persons applying for the same, at the price of one shilling each.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before such Board any objections respecting this application, may do so by a letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their office in Whitehall, London, on or before the 15th day January next ensuing, and at the same time delivering a copy of such objections at the offices of Messrs. Mathews and Smith, 29, Waterloo-street, Birmingham; and in forwarding to the Board of Trade such objections, the objectors or their Agents should state that a copy of the same has been sent to the Promoters or their Agents.

Dated this 19th day of November, 1881.

Mathews and Smith, 29, Waterloo-street, Birmingham, Solicitors for the Proposed Provisional Order.

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

In Parliament.—Session 1882.

Bute Docks, Cardiff.

(Power to abandon construction of Dock and Railways and other works authorised, and to execute new works instead thereof—Power to reclaim lands, Construction of Embankment and Sea-wall, Docks, Cuts, Timber ponds, Warehouses, Staiths, Jetties, Railways, Roads, Shipping places, and other Works, and to make provisions with reference thereto—Diversion of Sewers—Construction of New Sewers—User of Railways by Railway Companies—Running Powers over Taff Vale, Rhymney, and Great Western and other Railways—Working and Traffic Agreements and facilities—Provision as to transmission, &c., of Traffic—Acquisition of Lands, &c., by Compulsion or Agreement—Access to Roads—Bye-Laws—Power to sell or lease Docks, Railways, &c.—Power to construct and employ, and compel use of Tugs—Tolls, Rates, Dues, Duties, and Charges, and alterations of existing Tolls, &c.—Incorporation of Acts—Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by The Most Honourable John Patrick Crichton Stuart, Marquess of Bute, K.T., his heirs and assigns, and the Trustees of the

Will of the late Marquess of Bute and their assigns (hereinafter called "the Undertakers") for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following purposes, that is to say:—

To authorise the Undertakers to abandon and relinquish the construction of the following works described in and authorised by Section 9 of "The Bute Docks Act, 1874," videlicet:—

A. The Sea-wall or Embankment and other works for reclaiming a portion of the foreshore known as Cardiff Flats.

B. The Dock (called the Roath Dock) with entrances, cuts, locks, basins, timber floats or ponds, gates, sluices, piers, jetties, landing places, wharves, staiths, drops, warehouses, bridges, railways, roads, approaches, tram and other ways, buoys, lights, beacons, mooring posts, and other works and conveniences connected therewith.

C. The cut or junction lock joining the Roath Dock with the eastern end of the Dock constructed under "The Bute Docks Act, 1866."

D. The several Railways in the said section referred to as Railways No. 1, No. 2, No. 3, and No. 4, with stations, sidings, wharves, quays, bridges, landing places, approaches, works, and conveniences connected therewith,

And the several other works and operations by that Act authorised either wholly or partially, or in so far as the same or any of the same may have been executed wholly or partially.

To authorise and empower the Undertakers instead thereof to construct all or some of the following works, that is to say:—

To make and maintain as part of and in connection with the Dock or Basin and Works constructed under the powers of "The Bute Docks Act, 1866," and of the works hereinafter described a sea-wall, embankment, or other works, for the purpose of reclaiming a portion of the foreshore or land known as the Cardiff Flats, situate in or adjoining to the parishes of St. Mary Cardiff and Roath, in the County of Glamorgan, and lying between high and low watermark, and bounded northwardly and north-westwardly partly by the embankment constructed under the powers of "The Bute Docks Acts, 1866 and 1874," and partly by the mainland part of the East Moors, in the parishes of St. Mary Cardiff and Roath, eastwardly and westwardly by part of the Cardiff Flats, and southwardly by other parts of the Cardiff Flats and by an imaginary line drawn across the same in a southwardly and a south-westwardly and a northwardly direction commencing at a point on the shore line 1,333 yards or thereabouts eastward of the south-east corner of the Dock or Basin constructed under "The Bute Docks Act, 1866," and terminating at the south-western end of the embankment constructed under the powers of the last-mentioned Act.

To make and maintain a Dock with entrances, cuts, locks, basins, timber floats or ponds, gates, sluices, piers, jetties, landing places, wharves, staiths, warehouses, bridges, railways, roads, approaches, tram and other ways, graving docks, and other works and conveniences connected therewith, for the reception and repair of ships and for other purposes upon and within the foreshore or land so to be reclaimed or upon the adjoining mainland or partly upon such foreshore and partly upon the adjoining mainland, and which Dock and other Works will be situate within the parishes of St. Mary Cardiff and Roath, or one of them, and the foreshore adjoining those parishes, and will commence at or near a point 250 yards or thereabouts eastwardly from

the eastern end of the Dock or Basin constructed under the powers of "The Bute Docks Act, 1866," and passing thence in an eastwardly direction for 800 yards or thereabouts will terminate on the foreshore at or near a point 1,050 yards or thereabouts eastward of the eastern end of the Dock or Basin constructed under the powers of "The Bute Docks Act, 1866."

To make and maintain a Cut or junction lock wholly in the parish of St. Mary Cardiff, commencing from and out of the eastern end of the Dock or Basin constructed under the powers of "The Bute Docks Act, 1866," and terminating in the hereinbefore described intended Dock at or near the above described point of its commencement.

To divert into the hereinbefore described Dock and cut or junction lock the waters of the Bristol Channel, the entrance channel to the Bute Docks, the Bute East and Bute West Docks, the Dock or Basin and cuts and locks authorised by "The Bute Docks Act, 1866," and the River Taff, or some or one of them.

To deviate in the construction of the said intended Dock, cuts, channels, piers, jetties, embankments, and other works laterally from the lines of the said works to any extent within the limits to be defined upon the plan to be deposited as after-mentioned, and also to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned, to such extent as the Bill may define, or otherwise as may be provided by the Bill.

To make and maintain the following railways, with stations, wharves, quays, bridges, landing places, approaches, sidings, junctions, works, and conveniences connected therewith, that is to say:—

A Railway (No. 1), partly in the parish of St. Mary Cardiff, and partly in the parish of Roath, commencing by a junction with an existing railway of the Undertakers at a point 140 yards or thereabouts to the south of the level crossing of the Rhymney Railway Company's low level line, and the Great Western Railway Company's Bute Dock Branch Railway, and terminating on the East Moors, in the parish of Roath, at or near a point 70 yards or thereabouts northwards from the northern end of the outfall basin of the Cardiff main outfall sewer, situate on the East Moors.

A Railway (No. 2), wholly in the parish of Roath, or on the foreshore adjoining such parish, commencing by a junction with Railway No. 1 at the point above-mentioned as the termination of the said Railway, and terminating by a junction with Railway No. 3, hereinafter described, on the foreshore in or adjoining the said parish of Roath, at a point 383 yards or thereabouts southward of the south end of the outfall basin of the Cardiff main outfall sewer.

A Railway (No. 3), partly in the parish of St. Mary Cardiff, and partly in the parish of Roath, or on the foreshore adjoining, commencing by a junction with an existing railway of the Undertakers leading from the Rhymney Railway Company's low level line to the south side of the Dock or Basin constructed under "The Bute Docks Act, 1866," at a point 172 yards or thereabouts south-westwardly from the south-eastern corner of the terminus yard of the Rhymney Railway and terminating by a junction with Railway No. 2 hereinbefore described on the foreshore, in or adjoining the parish of Roath, at or near a point 383 yards or thereabouts southwards from the southern end of the outfall basin of the Cardiff main outfall sewer before mentioned.

A Railway (No. 4), wholly in the parish of St. Mary Cardiff, or on the foreshore adjoining, commencing by a junction with Railway No. 3 at a point 215 yards or thereabouts from its commencement (measured along the line of the said Railway) and terminating on the foreshore in or adjoining the parish of St. Mary Cardiff, at or near a point 260 yards or thereabouts from the south-western corner of the Dock or Basin constructed under the powers of "The Bute Docks Act, 1866," measured in the line of the south-western end of the said Basin.

To alter or to fix and define the boundaries of the parishes of St. Mary Cardiff and Roath, so far as the same respectively relate to or will be affected by the reclamation of or interference with the foreshore to be reclaimed as aforesaid.

And provision will be made in the Bill for the construction, erection, maintenance, and repair of all necessary and proper stations, sidings, signals, wharves, junctions, staiths, jetties, drops, landing places, approaches, buoys, lights, beacons, mooring posts, and other works and conveniences in connection with or for the better use and occupation of the intended cut or junction lock, channel, dock, timber pond and float, railways, and other works.

To divert that portion of the existing main outfall sewer belonging to the Cardiff Corporation as representing the Urban Sanitary Authority for the borough of Cardiff, and the outlet of such sewer situate in the parish of Roath, or on the foreshore adjoining such parish between the outfall basin of such sewer and a point on the said outlet on the said foreshore, 620 yards or thereabouts southward of the said outfall basin; and to construct in lieu thereof a new sewer with all necessary and convenient cuts, channels, cisterns, tanks, and other works, commencing at the south end of the said outfall basin and terminating on the foreshore at or near the point above described as the termination of the said intended diversion of the said outlet upon the foreshore; and to vest in the said Corporation or Urban Sanitary Authority the new sewer and works connected therewith when made, and to extend thereto all rights, powers, privileges, and obligations of the Corporation or Urban Sanitary Authority, and to abandon and close up that portion of the existing sewer which may become unnecessary in consequence of the formation of the proposed new sewer and works, and to free the Corporation or Urban Sanitary Authority from all rights and obligations with respect to the portion so abandoned and closed up, and to vest that portion and the site thereof in the Undertakers.

To abandon and discontinue the use of such works already constructed under the powers of "The Bute Docks Acts, 1866 and 1874," or otherwise, as shall be rendered useless or unnecessary by the construction of the proposed new works, or any of them, or which it may be necessary to remove or alter for the construction of the proposed new works.

To alter, stop up, and divert, either temporarily or permanently, all such roads, approaches, streama, watercourses, rivers, drains, sewers, railways, tram and other ways and navigations within the before-mentioned parishes, or one of them, as may be found expedient for the construction and maintenance of the hereinbefore-mentioned sea-wall and embankment, dock, cut or junction lock, channels, timber pond or float, railways, roads, and other works, and for the reclamation or improvement of the lands hereinbefore described.

To purchase lands, houses, and other property (and if need be by compulsion), for the purposes of the sea-wall, or embankment, dock, cut or junction lock, channels, timber pond or float, railways, and works, and for the reclamation and other objects and purposes of the Bill, and to vary and extinguish existing rights and privileges in and over lands, houses, and other property, and in and over the river and channel and foreshore and waters aforesaid.

To declare and enact that the said intended sea-wall and embankment, dock, cut or junction lock, channels, timber pond or float, railways and other works and conveniences proposed to be authorised by the Bill, shall form part of the undertaking of the Undertakers to all intents and purposes, and subject to the provisions of the several Acts constituting, regulating, and relating to the Bute Docks as the same may be amended or varied by the Bill.

To repeal or amend Section 13 of the Bute Docks Act, 1874, and to extend and define the limits of the harbour, and to provide that the limits within which the powers and authorities of the Dock Masters, Harbour Masters, and Pier Masters of the Undertakers may be exercised shall be the docks and works of the Undertakers under "The Bute Docks Acts, 1865 and 1866," and this Act respectively in the parishes of St. Mary Cardiff, and Roath, and all places within 200 yards from the centre of the entrance to any and every dock, basin, harbour, cut, and channel of the Undertakers from time to time existing under the same Acts, or any or either of them, and within 300 yards from any and every part of any pier, jetty, quay wall, or landing place of the Undertakers thereunder, but not extending southwards beyond a distance of 70 chains, measured from the sea gates of the Bute West Dock, or to fix and define such other and extended limits as may be provided in the Bill, and which limits are hereafter referred to as the "Dock limits."

To enable the Undertakers to dredge, scour, widen, deepen, and improve from time to time the entrance channel to the Bute Docks and all channels and waters forming a means of access to the said Docks and existing and intended works, or some of them.

To provide that the two staiths lately erected by the Undertakers on the eastern side of the river Taff, in the parish of St. Mary Cardiff, together with the railways, sidings, approaches, and other works in connection therewith, shall form part of the undertaking of the Undertakers to all intents and purposes, and become subject to the provisions of the several Acts constituting, regulating, and relating to the Bute Docks as the same may be amended or varied by the Bill.

To construct all necessary works, machinery, and conveniences, and to lift and relay rails, sidings, and turn-tables on and in connection with the several railways and quays, and to extend the same; to provide telegraphs, telephones, signals, or other apparatus; and also to light and supply with gas, electricity, and water, or to contract for the lighting or supply of gas, electricity, and water to the docks and works, and for the supply of water to the shipping using the same; and power will be sought to enter into agreements with and between all persons, corporations, and companies and the Undertakers for effecting the objects of the Bill, or any of them, and to alter existing agreements, which agreements may be ratified and confirmed in the Bill.

To levy tolls, rates, dues, duties, and charges, and to demand other payments for and in respect

of the use of the intended sea-wall or embankment, dock, cut, or junction lock, channels, timber pond or float, telegraphs, telephones, signals, and other works and conveniences, and for the lighting and watching thereof, and for and in respect of the use of the roads belonging to the Undertakers in, round, and about the Bute Docks, and for traffic using the docks, rails, or lines of railway in and connected with the docks, and for the working of such traffic, the stowing and trimming of coals, minerals, goods, wares, and other merchandise, and for other services in connection therewith performed by the Undertakers; and also for any other services whatever rendered, and accommodation afforded by the Undertakers in connection with the docks, railways, works, and conveniences; and for and in respect of all vessels entering, remaining in, or going out of the dock limits, or using the wharves, quays, slips, staiths, cranes, shipping appliances, or other works and conveniences connected therewith; to alter existing tolls, rates, dues, duties, and charges, and to alter and vary the mode of levying the same, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, duties, and charges, and to confer such other powers as may be found expedient for carrying into effect the objects and provisions of the Bill.

To levy tolls for all coal, coke, culm, steel, iron, iron ore, or other ores, timber, and all other goods, wares, merchandise, and ballast carried or conveyed by the Undertakers over any of the railways of the Undertakers.

To authorise the Undertakers to purchase, or construct, or hire and to employ steamers, tugs, or other craft for removing or shifting vessels while within, and for taking vessels into and out of, the existing docks and works, and the dock proposed to be authorised by the Bill, and to levy rates and charges in respect of services rendered by such steamers, tugs, or other craft, and (if the Undertakers should see fit) to make the use of such steamers, tugs, or other craft compulsory by all vessels using any of the said docks and works, and also to levy rates, tolls, dues, duties, and charges in respect of tugs occupying berths within the dock limits.

To authorise the Undertakers to levy and charge on account of the watching and lighting of the docks and works rates, duties, and charges from all ships and other vessels going out of or coming within the Dock limits, and also on account of the supply of water to such ships or vessels.

To provide that the Undertakers shall have power to employ or license proper persons for the working and removal of ships entering, remaining in, or leaving the Bute Docks within the Dock limits, and for the berthing, mooring, and unmooring, moving and removing all vessels and craft coming into, going out of, lying, or being in the Bute Docks within the said limits, and to direct and control the time, rotation, manner, and means of their entrance into, lying in or removal, or going out of the same, and their position loading and discharging whilst therein, and to receive and take for such services such dues, rates, and charges as may be authorised by the Bill.

To provide that all coal, coke, culm, steel, iron, iron ore, or other ores, timber, and all other goods, wares, merchandise, ballast, or cargoes disembarked or discharged from or put on board or laden into any vessel within the Dock limits shall be disembarked, discharged, put on board, laden or shipped, hauled, stowed, and trimmed by the

Undertakers; and to enable the Undertakers to receive and take for such shipping or unshipping, landing, lading, loading, hauling, stowing, trimming, or discharging such rates, dues, duties, and charges as may be authorised by the Bill, or otherwise to manage, control, and regulate the trimming and stowing of coals, minerals, and other traffic put on board vessels in the Docks.

To make provisions for regulating the use of the staiths on the eastern side of the Bute East Dock, and the use of the staith on the Roath Basin at present leased or agreed to be leased by the Undertakers to the Great Western Railway Company, and to provide that it shall be in the power of the Undertakers to make use from time to time of such of the said staiths as are not for the time being used by the Great Western Railway Company, and to fix the terms and conditions of such user.

To authorise the Undertakers on the one hand, and the Rhymney Railway Company, the Taff Vale Railway Company, the Great Western Railway Company the London and North Western Railway Company, the Midland Railway Company, the Brecon and Merthyr Tydfil Junction Railway Company, the Pontypridd, Caerphilly, and Newport Railway Company, and the Penarth Harbour Dock, and Railway Company (hereinafter called "the other Companies"), or any one or more of them on the other hand to enter into and carry into effect, and to rescind and vary contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by the other Companies, or any one or more of them, of any railways, sidings, staiths, or works belonging to or leased by them or either of them, and also of the intended Railways, and the working, use, management, and maintenance of the Railways of the Undertakers, or any of them, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of such Railways, the payments to be made, and the services to be rendered, and the conditions to be performed and observed with respect to such construction, working, use, management, and maintenance; the purchase, leasing, appropriation, and construction, maintenance, use, ownership, and management by all or any of the contracting parties of their respective docks, railways, junctions, points, signals, sidings, tramways, embankments, wharves, staiths, piers, slips, works, and property, or any part thereof; the construction and maintenance of sidings, junctions, and communications between their respective works, the making, laying down, maintaining, working, ownership and use of tramways and sidings, piers, wharves, slips, staiths, embankments, buildings, and other conveniences, by all or any of the contracting parties, and the exercise of their respective powers in connection with, and so as to assist the undertaking and works of, each other; the alteration, suspension, or modification of such works and powers for that purpose; the interchange, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the several contracting parties or any of them; the levying, fixing, division, and apportionment of the tolls, terminals, rates, charges, receipts, and revenues levied, taken, or arising from traffic; the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by the contracting parties and the Undertakers, or any of them, to each other for or on account of any of the matters to which the respective contracts, agreements, or arrangements relate; 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 which may be made prior to the passing of the Bill.

To enable the Undertakers to make such openings in and alterations of the railways of the other Companies, or any of them, as may be necessary for the purposes of the Bill, and to form junctions and communications where necessary with the rails and works of the said Railways of the other Companies or any of them, and otherwise to interfere with these Railways and the lands and works thereof, and to regulate such junctions and the use thereof and the use of points and signals.

To rescind, alter, or vary the agreements with the Rhymney Railway Company contained in the first Schedule to "The Bute Docks Act, 1874," and to confirm and sanction any substituted agreement that may be entered into in lieu thereof.

To authorise the Undertakers, and any Company or persons for the time being working or using any railway belonging to the Undertakers, or any portion thereof, to run over, work, and use with their engines, carriages and wagons, officers and servants, whether in charge of engines or trains, or for any other purpose, and for the purpose of traffic of every description, the several lines of Railway in the counties of Glamorgan or Monmouth belonging to, or leased to, or used by the Rhymney Railway Company, the Taff Vale Railway Company, the Brecon and Merthyr Tydfil Junction Railway Company, the Penarth Harbour Dock and Railway Company, the Pontypridd, Caerphilly, and Newport Railway Company, or either of such Companies, and also such portions of the Great Western Railway and of the London and North Western Railway, and the several branch lines of Railway leased to or used by the Great Western and the London and North Western Railway Companies respectively, as are situate within the counties of Glamorgan and Monmouth; and also of all Railways or parts of Railways situate in the county of Glamorgan and county of Monmouth as are owned or leased or worked by the Rhymney Railway Company and the Great Western Railway Company jointly, and the Rhymney Railway Company and the London and North Western Railway Company jointly; the stations, roads, platforms, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, signals, points, junctions, machinery, works, and conveniences of or connected with those Railways and portions of Railways respectively, upon terms to be agreed upon between the Undertakers and the other Companies respectively, or determined by arbitration, or prescribed by or under the Bill; and to levy tolls, rates, charges, and duties in respect of the traffic of every description conveyed by the Undertakers or others aforesaid over the said Railways, or any of them, or any part or parts thereof.

To require and compel the other Companies, or any of them, or any of their respective Lessees and assigns, upon such terms as shall be agreed upon or be settled by arbitration, or be provided in the Bill, to receive, book through, forward, accommodate, transmit, and deliver on, over, and from their respective Railways or Undertakings, or the Railways or Undertakings of which they, or any of them respectively, is, are, or may be Lessees, or which may be under the management or control of any of them, and at the stations, warehouses,

and booking offices thereof respectively, and to afford all necessary facilities for, all passengers, goods, minerals, animals, carriages, and other traffic of whatsoever description, coming from or destined for the railways of the Undertakers, or any of them, or any part thereof, and to alter and vary the tolls, rates, and charges which the other Companies, or any of them, may be entitled to take and receive upon their respective railways or undertakings, or upon the Railways or undertakings of which they, or any of them respectively is, are, or may be Lessees, or which may be under the management and control of any of them, and to confer, vary, and extinguish exemptions from such tolls, rates, and charges.

To enable the other Companies, or one or more of them, and all Companies and persons lawfully using the Railways of those Companies, or any of them, or any part thereof respectively to run over, work, and use with their engines, carriages, wagons, officers and servants, for traffic passing to or from the existing Docks of the Undertakers, and the proposed new Dock, timber pond or float and works, and upon payments, terms and conditions (failing agreement to be determined by arbitration), the Railways of the Undertakers, together with all roads, approaches, signals and machinery and other works and conveniences on or connected with those railways, and to enable those Companies respectively to levy tolls, rates, and charges upon those railways so proposed to be run over and used.

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 Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847," subject to such modifications or exceptions as may be prescribed in the Bill.

To provide that the Taff Vale Railway Company shall not charge lower rates per ton per mile or otherwise for the conveyance of traffic to or from Penarth than for the conveyance by them of the same description of traffic to or from the Bute Docks at Cardiff, nor shall the said Company be at liberty to charge lower rates for or in respect of services rendered and accommodation afforded by them in respect of traffic at Penarth than the current rates charged by the Undertakers for, and in respect of similar services and accommodation rendered to traffic at the Bute Docks; and that the Taff Vale Railway Company shall afford equal facilities for traffic to and from Cardiff as they afford to and at Penarth, and to provide in case of disagreement for the appointment of an arbitrator, and to repeal, alter or vary subsections 2 and 3 of section 24 of "The Taff Vale Railway Act, 1879," and Section 13 of "The Penarth Harbour, Dock, and Railway Act, 1861."

To empower the Undertakers, if they should think fit, or the Marquess of Bute, to grant a lease of the docks, railways, works, plant, land, property, and effects thereto belonging, forming the undertaking of the Undertakers, and also to grant leases to the before-mentioned Railway Companies, freighters, or other companies or persons, of any of the staiths, wharves, quays, plant, machinery, and property for such terms, for such rent, or other considerations, and upon such terms or conditions as they or he may see fit, or as may be fixed, ascertained, and determined by the Bill.

To repeal Sections 79 and 80 of the Bute Docks Act, 1865—and Sections 32, 34, to 42,

both inclusive, and Section 49 of "The Bute Docks Act, 1866"—and Sections 16 to 31, both inclusive, and Sections 35, 38, 45, and 46 of "The Bute Docks Act, 1874."

To provide that it shall be obligatory on the Taff Vale Railway Company, and the Rhymney Railway Company, and the Great Western Railway Company respectively, and all other Railway Companies for the time being working or using the railways of the said respective Companies, or either of them, or any portion thereof, to carry and convey and deliver upon the railways and sidings belonging to the Undertakers at or in connection with the several staiths or systems of staiths or shipping or landing places at the Bute West Dock, the Bute East Dock, and the Roath Basin, and the intended New Dock respectively, as they may be from time to time directed, all coal, coke, culm, iron, steel, goods, wares, and other merchandise carried by them and destined for shipment in any or either of the Docks of the Undertakers, and also to receive and take up at and from such railways and sidings of the Undertakers as they may from time to time be directed, all steel, iron, iron ores, and other ores, goods, wares, and merchandise imported into or by way of the said Docks, or either of them and destined for conveyance along or upon the Railway of either of the said Companies; and to enable the said several Railway Companies to levy all reasonable and proper rates, tolls, and duties for such conveyance and service, as may be provided by the Bill; and to empower the several Railway Companies to pay to the Undertakers a reasonable and proper road toll for the use of such railways and sidings.

To alter, vary, or rescind the Award of Messrs. Harrison and Hawkshaw, dated 10th April, 1867, and made in pursuance of the 52nd Section of "The Bute Docks Act, 1866," to such extent as may be provided in the Bill.

To enable the Undertakers from time to time to make such junctions with, and entrances upon and access to so much of the Penarth Harbour, Dock, and Railway Company's road, situate in the parish of St. Mary Cardiff, made under the powers of the 5th section of "The Penarth Harbour, Dock, and Railway Company's Act, 1861," as lies between the Glamorganshire Canal and the River Taff, and which portion of the said road is bounded on both sides by land of the Undertakers; and to provide that the Undertakers, their lessees, tenants, and others, may have the free use of the said road and bridge at all times, and for all reasonable and necessary purposes with animals, carts and carriages.

To authorise the Undertakers to make and enforce Bye-laws and Regulations for and in respect to the several purposes aforesaid and the other purposes of the Bill.

And by the Bill it is proposed to enact that for all purposes of police and for the enforcement of fines and penalties the whole of the Docks and works of the Undertakers shall be deemed to be within and part of the borough of Cardiff.

To provide that the proposed powers and provisions in the Bill shall extend to the whole of the Docks and other works belonging to the Undertakers in the several parishes of St. John the Baptist and St. Mary Cardiff, and Llandaff and Roath all in the county of Glamorgan, and to any docks and works which during the next Session may be authorised to be constructed by the Undertakers, or to parts thereof respectively.

To amend and enlarge or repeal all or some of the powers and provisions of the following Acts

of Parliament, that is to say:—Statutes local and personal 1st William IV., cap. 133, and 4th William IV., cap. 19, relating to the Bute Ship Canal Docks and Works at Cardiff, in the County of Glamorgan, and "The Bute Docks Acts, 1865, 1866, and 1874," and the several other Acts following, or one of them, that is to say:—17 and 18 Vic., cap. 193; 18 and 19 Vic. cap. 110; 20 and 21 Vic., cap. 140; 24 and 25 Vic., cap. 144; and 27 and 28 Vic., caps. 264 and 275; 29 and 30 Vic. cap. 259; 30 and 31 Vic., cap. 171; and 36 and 37 Vic., cap. 44; and all other Acts relating to the Rhymney Railway Company; 6 William IV., cap. 82; 1 Vic., cap. 70; 3 and 4 Vic., cap. 110; 7 and 8 Vic., cap. 84; 9 and 10 Vic., cap. 393; 8 and 9 Vic., cap. 159; 11 and 12 Vic., cap. 23; 12 and 13 Vic., cap. 61; 20 and 21 Vic., cap. 153; 24 and 25 Vic., cap. 51; 26 and 27 Vic., cap. 75; 33 and 34 Vic., caps. 72 and 73; and 36 and 37 Vic., cap. 158; 40 and 41 Vic., caps. 185, 183, and 137; 41 and 42 Vic., caps. 77, 125, and 142; 42 and 43 Vic., cap. 139; 43 and 44 Vic., cap. 24; and all other Acts relating to the Taff Vale Railway Company; 5 and 6 William IV., cap. 107; 6 William IV., caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 101; 5 Vic., Session 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 37; and 8 Vic., caps. 68 and 69; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 313, 315, 326, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., cap. 55; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, and 191; 19 and 20 Vic., caps. 126 and 137; 20 and 21 Vic., caps. 8, 24, 54, 96 and 158; 21 and 22 Vic., caps. 90, 139, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 40, 64, 76, 105, 120, 134, and 138; 23 Vic., cap. 69; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 73, 76, 81, 87, 133, 134, 143, 164, 167, 189, 204, and 215; 25 and 26 Vic., caps. 58, 71, 109, 110, 127, 148, 190, 196, 198, 206, 218, 221, and 226; 26 and 27 Vic., caps. 113, 151, 168, 172, and 198; 27 and 28 Vic., caps. 76, 176, 200, 266, 295, 304, and 306; 28 and 29 Vic., caps. 177, 299, 364, and 367; 29 and 30 Vic., caps. 370, 90, 343, 231, 356, 299, 272, 254, and 357; 30 and 31 Vic., cap. 150; 31 and 32 Vic., caps. 54 and 145; 32 and 33 Vic., cap. 109; 33 and 34 Vic., caps. 83 and 140; 34 and 35 Vic., caps. 112, 183, 177, and 11; 35 and 36 Vic., caps. 129, 144, and 152, and 36 and 37 Vic., caps. 190 and 212; 37 and 38 Vic., cap. 74; 38 and 39 Vic., caps. 124 and 143; 39 and 40 Vic., caps. 74 and 188; 40 and 41 Vic., cap. 110; 41 and 42 Vic., caps. 207, 208, and 146; 42 and 43 Vic., cap. 142; 43 and 44 Vic., caps. 110, 141, and 145; 44 and 45 Vic., caps. 108, 211, 157, 25, and 180; and all other Acts relating to the Great Western Railway Company: 1 William IV., cap. 51; 2 and 3 Vic., cap. 69; 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and

198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201, and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., caps. 130, and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77, 79, and 111; 24 and 25 Vic., caps. 28, 41, 60, 66, 110, 111, 123, 128, 130, 134, 208, 219, and 223; 25 and 26 Vic., caps. 55, 66, 86, 98, 104, 198, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 103, 108, 110, 177, and 217; 27 and 28 Vic., caps. 62, 194, 196, 200, 220, 226, 263, 288, 296, and 309; 28 and 29 Vic., caps. 316, 333, and 334; 29 and 30 Vic., caps. 168, 249, 189, 190, 134, 276, 311, 87, 233, and 284; 30 and 31 Vic., caps. 94, 95, 113, 144, and 151; 31 and 32 Vic., caps. 21, 38, 49, and 118; 32 and 33 Vic., caps. 78, 108, 109, and 115; 33 and 34 Vic., caps. 79, 84, 112, and 118; 34 and 35 Vic., caps. 12, 64, 86, 114, 183, and 192; 35 and 36 Vic., caps. 87, 134, and 140, and 36 and 37 Vic., caps. 156, 193, 201, and 225; 37 and 38 Vic., caps. 159 and 130; 38 and 39 Vic., caps. 102, 152, 106, and 162; 39 and 40 Vic., caps. 180, 133, and 172; 40 and 41 Vic., caps. 91, 44, 45, and 47; 41 and 42 Vic., caps. 95, 101, 181, 182, and 130; 42 and 43 Vic., caps. 115, 117, and 142; 43 and 44 Vic., caps. 10, 140, and 145; 44 and 45 Vic., caps. 96, 141, 157, and 47; and also all other Acts relating to the London and North Western Railway Company; the Acts 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps., 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps., 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 82, 182, and 183; 27 and 28 Vic., caps. 164, 230, 231, and 245; and 28 and 29 Vic., caps. 98, 327, 335 and 359; 29 Vic., cap. 90; 29 and 30 Vic., caps. 175, 191, 192, 196, 223, 294, 298, 315, 90, 265, and 351; 30 and 31 Vic., caps. 27, 170, 185, and 207; 31 and 32 Vic., caps. 43 and 49; 32 and 33 Vic., caps. 25, 115, and 83; 33 and 34 Vic., cap. 63; 34 and 35 Vic., caps. 111, 39, 192, 86, and 11; 35 and 36 Vic., caps. 57, 178, 182, 140, and 118; 36 and 37 Vic., caps. 54, 153, 187, and 210; 37 and 38 Vic., caps. 133, 143, 160, 162, 169, and 170; 38 and 39 Vic., caps. 26, 91, 103, and 111; 39 and 40 Vic., caps. 209, 145, and 115; 40 and 41 Vic., caps. 86, 52, and 89; 41 and 42 Vic., caps. 96, and 44; 42 and 43 Vic., caps. 108, 117, 151, and 146; 43 and 44 Vic., cap. 146; 44 and 45 Vic., caps. 151, and 47; and all other Acts relating to the Midland Railway Company; the Acts 22 and 23 Vic., cap. 68; 23 Vic., cap. 17; 24 and 25 Vic., cap. 235; 25 and 26 Vic., cap. 184; 26 and 27 Vic., cap. 196; 27 and 28 Vic., caps. 265 and 304; 28 and 29 Vic., caps. 285 and 324; 30 and 31 Vic., cap. 177;

31 and 32 Vic., cap. 142; 34 and 35 Vic., cap. 111; and 42 and 43 Vic., cap. 112; and all other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company; 41 and 42 Vic., cap. 215; and 43 and 44 Vic., cap. 160; and all other Acts relating to the Pontypridd, Caerphilly, and Newport Railway Company; 19 and 20 Vic., cap. 122; 20 and 21 Vic., cap. 69; 24 and 25 Vic., cap. 124; 26 and 27 Vic., cap. 75; 29 and 30 Vic., cap. 333; 39 and 40 Vic., cap. 212; and 44 Vic., cap. 51; and all other Acts relating to the Penarth Harbour, Dock, and Railway Company; and any other Act or Acts of Parliament recited in any of the before-mentioned Acts relating to, or affecting the Undertakers or any of the above Companies or any persons who or whose property may be affected by any of the powers and provisions of the Bill; and all other Acts, Charters, and instruments which may in any way interfere with the carrying into complete effect the objects and purposes of the Bill.

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and of 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 plans, containing the names of the owners and lessees, or reputed owners or lessees, and the occupiers of such lands, houses, and other property, together with a published map with the lines of the intended Railways delineated thereon, and also a copy of this notice as published in the London Gazette will, on or before the 30th day of November, 1881, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff in that county, and on or before the same day a copy of the plans, sections, and book of reference, and a copy of this notice, will be deposited with the respective parish clerks of the parishes of St. Mary Cardiff, and Roath, at their respective places of abode.

Printed copies of the Bill will be deposited on or before the 21st day of December, 1881, in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1881.

Farrer and Co., 66, Lincoln's-inn-fields, W.C.

Luard and Shirley, Cardiff, Solicitors for the Bill.

Connell, Hope, and Spens, 3, Princes-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1882.

South Shields Fishing Harbour.

(Incorporation of Company; Construction of Harbour and other works and Railway Siding and other works and conveniences; Compulsory purchase of Lands and Houses; Tolls and Rates; Working and Traffic Agreements with North Eastern Railway Company; Incorporation of Acts; Amendment of Acts and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill (in this notice called "the Bill"), for all or some of the following objects, powers, and purposes (that is to say):

1. To incorporate a Company and to enable the Company so to be incorporated (in this notice called "the Company") to exercise the following powers and to make and maintain the tidal harbour, quay, or wharf walls, or jetties,

and junction railway, or siding hereinafter described, or some or one of them or some part or parts thereof, with all needful stations, sidings, approaches, bridges, locks, docks, piers, wharves, cranes, staiths, roads, communications and other works and conveniences connected therewith, that is to say:

- (1.) A tidal harbour or basin at South Shields on the River Tyne, to be situate in the township of South Shields, and in the parishes of Jarrow and Saint Nicholas, Newcastle-upon-Tyne, or one of them, in the county of Durham, commencing at or near the eastward end of the Lifeboat House, of the trustees of the Tyne Lifeboat Fund, in this notice called the Lifeboat House, and terminating at or near the westward end of Salmons Quay, and included within the quay or wharf walls and jetties firstly, secondly, and thirdly, hereinafter described.
- (2.) A Quay or Wharf Wall (No. 1), commencing in the township of South Shields, in the parish of Jarrow, at a point 22 yards or thereabouts, measured in a southwardly direction from the south-west corner of the Lifeboat House, proceeding thence in a westwardly direction for a distance of 175 yards or thereabouts, and terminating in the said parish of Jarrow, at a point 10 yards or thereabouts, measured in an eastwardly direction from the steps leading to the River Tyne, adjoining and on the west of Salmons Quay.
- (3.) A Wharf Wall or Jetty (No. 2), commencing in the township of South Shields, in the parish of Jarrow, at the point hereinbefore described as the point of the termination of the Quay or Wharf Wall No. 1 hereinbefore described, proceeding thence in a north-north-westwardly direction for a distance of 43 yards or thereabouts, into the River Tyne, thence proceeding in a north-eastwardly direction for a distance of 143 yards or thereabouts, and terminating there in the River Tyne in the parishes of Jarrow and Saint Nicholas, Newcastle-upon-Tyne, or one of them, at a point 83 yards or thereabouts, measured in a north-westwardly direction from the south-west corner of the Lifeboat House.
- (4.) A Wharf Wall, or Jetty (No. 3) commencing in the township of South Shields in the parish of Jarrow, at the point hereinbefore described as the point of the commencement of the Quay or Wharf Wall No. 1 hereinbefore described, proceeding thence in a north-north-westwardly direction for a distance of 100 yards or thereabouts into the River Tyne, proceeding thence in a westwardly direction for a distance of 27 yards or thereabouts, and terminating there in the River Tyne, in the township of South Shields, and in the said parishes of Jarrow and Saint Nicholas, Newcastle-upon-Tyne, or one of them, at a point 76 yards or thereabouts, measured in a north-westwardly direction from the south-west corner of the Lifeboat House.
- (5.) A Wharf, Wall, or Jetty (No. 4) commencing in the township of South Shields, and in the said parishes of Jarrow and Saint Nicholas, Newcastle-upon-Tyne, or one of them, by a junction with the Wharf, Wall, or Jetty No. 2 hereinbefore described, at a point 43 yards or thereabouts, measured in a north-north-westwardly direction from the point hereinbefore described as the point of the commencement of the said Wharf, Wall,

or Jetty No. 2, proceeding thence in a curved south-westwardly direction for a distance of 190 yards or thereabouts, and terminating in the township of South Shields and in the parishes of Jarrow and Saint Nicholas, Newcastle-upon-Tyne, or one of them, at or near the north-east corner of the property forming the westward side of the Ferry boat landing, leading from Union Lane to the River Tyne. All the works hereinbefore described will be situate in the township of South Shields and in the parishes of Jarrow and Saint Nicholas, Newcastle-upon-Tyne, or one of them, in the county of Durham and are in this notice called the Harbour Works.

(6.) A junction railway or siding commencing in the township of Westoe, and parish of Jarrow, by a junction with the North Eastern Railway (South Shields Branch) at or near a point 67 yards or thereabouts, measured in a north-westwardly direction from the north end of the South Shields Railway Station Buildings, and terminating in the township of South Shields and parish of Jarrow, at a point 18 yards or thereabouts, measured in an eastwardly direction from the entrance gateway of Salmon's Quay.

All necessary and convenient viaducts, tunnels, rails, sidings, junctions, turntables, stations, approaches, roads, gates, warehouses, sheds, buildings, yards, quays, wharves, wharf walls, retaining walls, river walls, embankments, jetties, groynes, shipping places, staiths, stairs, stages, tramways, machinery, graving docks, cranes, drops, dolphins, moorings, buoys, beacons, and other works, buildings, and conveniences connected with the proposed harbour works, and junction railway or siding, and also to provide, work, maintain, and hire steamers, tugs, lighters, and other ships, vessels, barges, and boats.

2. To enable the Company to take water from the River Tyne, and to cross, divert, alter, or stop up or otherwise interfere with, either temporarily or permanently, roads, streets, railways, tramways, drains, sewers, navigations, rivers, canals, landing places, quays, wharves, streams and watercourses, gas, water, and other pipes, and telegraph apparatus, so far as may be necessary or convenient in constructing, maintaining, or using the said intended harbour works, and junction, railway, or siding and works, or for other the purposes of the Bill, and to deviate laterally from the lines of the said several works, and vertically from the levels thereof, as shown upon the plans and sections hereinafter mentioned, to such an extent as may be authorised by the Bill.

3. To purchase lands, houses, and other property, by compulsion or otherwise, for the purposes of the Bill, or some of them, and to take a part only of any property which may be required for those purposes without being subject to the liability imposed by Section 92 of "The Lands Clauses Consolidation Act, 1845," and to vary and extinguish all rights and privileges connected with such lands, houses, and property which would interfere with or prevent the carrying into execution any of the purposes of the Bill, and to exercise other rights and privileges.

4. The Bill will define the limits of the harbour and will confer upon the Company the usual powers for the construction and maintenance of the harbour works and railway siding, and especially and for any of such works the powers contained in "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses

Act, 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847."

5. The Bill will authorise the Company :

a. To erect, provide, and maintain, warehouses, shops, stalls, offices, markets, and other conveniences for the purchase, sale, curing, storing, or otherwise dealing with fish, ice, salt, and other commodities and for other purposes connected with the undertaking of the Company, and to lease or let the same, and to levy and collect rents, rates, stallages, and other charges for the same and the use thereof.

b. To trade in fish and to carry on the business usually carried on by dealers in and curers of fish.

c. To levy tolls, rates, dues, stallages, and charges upon and in respect of the use of the intended harbour works, railway sidings, and other works and conveniences to be made, maintained, or established under the powers of the Bill, and for the conveyance of passengers, animals, fish, minerals, goods, and other traffic thereon, and also upon and in respect of persons, goods, wares, merchandize, cattle, fish, articles and things, ships, vessels, boats, carts, carriages, and other vehicles using or passing over or carried upon or frequenting or resorting to the intended harbour works, railway siding, and the works and conveniences connected therewith, or any part or parts thereof respectively, 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 other the purposes of the Bill, to alter existing tolls, rates, dues, stallages, and charges, and to confer, vary, and extinguish exemptions from payment of tolls, rates, dues, stallages, and charges.

6. To empower the Company to pay interest or dividends out of capital on the calls on shares in the Company, paid previous to the opening of the Railway.

7. And it is also proposed by the Bill to enable the Company, on the one hand, and the North Eastern Railway Company on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, and maintenance of the intended railway, siding, and works, or some of them, or some part or parts thereof respectively; the supply of rolling stock, plant, and machinery, the appointment, payment and removal of officers and servants, the payments to be made and the conditions to be performed with respect to such working, use, management, construction and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic, coming from or destined for the respective undertakings of the contracting companies, and the division, appropriation, and apportionment of the revenue arising from such traffic or other the profits of the respective undertakings of the contracting Companies: the payment of any fixed or contingent rent and the appointment of joint committees for the carrying into effect any such agreement, and to confirm and give effect to any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

8. The Bill will vary and extinguish all existing rights and privileges inconsistent with or which would in any way interfere with any of its objects and will confer other rights and privileges; and it will incorporate with such amendments as may be necessary all or some of

the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847."

9. The Bill will so far as may be necessary or expedient, alter, or amend the provisions or some of the provisions of the local and personal Act 17 and 18 Vict. cap. 211, and any other Acts relating to the North Eastern Railway Company and its undertaking.

Duplicate plans and sections describing the lines, situations, and levels of the proposed harbour works, railway siding, and works, and the lands, houses, and other property in, through, or under which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, and also an Ordnance map, with the line of the said railway siding 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 Durham, at his office at Durham; and with the Town Clerk of South Shields, at his office in South Shields; 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 harbour works, railway siding or other works are to be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice will be deposited for public inspection with the parish clerk of such parish, at his residence.

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

Dated this 17th day of November, 1881.

James Kirkley, South Shields; Solicitor for the Bill.

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

In Parliament—Session 1882.

Central Metropolitan Railway.

(Dissolution and Re-incorporation of the Central Metropolitan Railway Company (Limited); Construction of Railways from Westminster to Gray's-inn-road; Locomotive Power; Widening of Streets; Special Provisions as to Powers of Deviation; Underpinning Buildings; Special Provisions as to Streets, &c.; Construction of Shafts, &c.; Purchase, Sale and Disposition of Lands; Tolls; Exemption from Certain Provisions of the Lands Clauses Consolidation Act, 1845; Agreements with Metropolitan Board of Works in Relation to Widening of Streets and Power to them to Contribute thereto; Power to Erect an Hotel; Amendments of Acts.)

A PPLICATION is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):—

To dissolve the Central Metropolitan Railway Company, Limited (hereinafter called the existing Company), and to annul or alter their present memorandum and articles of association, and to provide for their winding up.

To incorporate into a Company (hereinafter called the Company), the proprietors of the

existing Company, or some of them, with or without other persons or corporation by the same or different name from the existing Company.

To vest in the Company all the lands, works, houses, buildings, stock, plant, rights, powers, interests, privileges, easements, agreements, property and effects whatsoever now or hereafter belonging to the existing Company, or any person or persons in trust for them, or for their benefit, and to authorise the Company to exercise all or any of the powers, and to effect all or any of the objects and purposes hereinafter mentioned.

To enable the Company to make and maintain the railways hereinafter mentioned, or one of them, or some part or parts thereof, together with all necessary and convenient bridges, junctions, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A Railway (No. 1), commencing in the parish of St. Margaret Westminster, at the centre of that end of Parliament-street where it joins Great George-street on the one side and Bridge-street on the other, and terminating in the parish of Saint Martin-in-the-Fields, at a point about thirteen yards east of the Statue of King Charles I. at Charing Cross.

A Railway (No. 2), commencing by a junction with Railway (No. 1) at its point of termination as hereinbefore described, and terminating in the parish of Saint Pancras, on the south-western side of the Gray's-inn-road, in the house occupied by E. Smith, newsagent and stationer, and being No. 329, Gray's-inn-road. A temporary Railway, wholly in the parish of St. Margaret Westminster, commencing by a junction with the intended Railway (No. 1) at a point where the centre line of Parliament-street is intersected by the centre line of Derby-street, and terminating on the Victoria Embankment, at a point about five yards north of the north end of Westminster Pier, which said intended railways will be made, or pass from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some of them, that is to say:—Saint Margaret Westminster; Saint Martin-in-the-Fields, Saint Giles-in-the-Fields, Saint George Bloomsbury; Saint George the Martyr, Holborn; and Saint Pancras, all in the county of Middlesex.

To make and maintain the said intended railways wholly or partly as underground railways.

To authorise the Company to use upon the said intended railways such locomotive power as they may think fit, 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 enable the Company to make the following works or some of them or some part or parts thereof respectively:—

(a.) A street widening, wholly in the parish of Saint Martin-in-the-Fields, and county of Middlesex, commencing on the western side of Saint Martin's-lane, at the southern side of the house No. 115, Saint Martin's-lane aforesaid, and terminating at the northern side of the house No. 113, in Saint Martin's-lane aforesaid.

(b.) A street widening, wholly in the parish of Saint Giles-in-the-Fields and county of Middlesex, commencing on the southern side of Great Queen-street, at the western side of the Prince of Wales public-house, numbered 154 in Drury-lane, and terminating at the eastern corner of the house No. 51, Great Queen-street aforesaid.

(c.) A street widening, wholly in the parish of Saint Giles-in-the-Fields and county of

Middlesex, commencing on the eastern side of Little Queen-street, at the southern side of the house No. 34 in Little Queen-street, and terminating at the north side of the house No. 223, High Holborn.

To authorise the Company to alter any step, door or entrance into any house or building adjoining or belonging to any premises rendered necessary by the execution of the intended street widenings, or any of them, or any part or parts thereof respectively.

To authorise the Company to deviate laterally from the lines of the intended railways, 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 beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

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 cross, divert, alter, remove or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, alleys, courts, squares, wharves, quays, landing places, market places, telegraph, pneumatic tubes, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways or other works or conveniences within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill, and to appropriate and use the same and the subsoil and under surface thereof for the purposes of the intended works, and also to appropriate and use the under surface of any streets, roads, squares, passages or places, under or along which any of the proposed works are intended to be made, and within the parishes and places before mentioned, or any of them.

To make and maintain shafts or openings from the surface of any road, street or square to any portion of the proposed railways constructed under the surface thereof, subject to such provisions and limitations as may be contained in the Bill.

To authorise the Company to purchase and take, by compulsion and also by agreement, lands, houses, tenements and hereditaments within the parishes, townships, extra-parochial and other places aforesaid, for the purposes of the intended 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 empower the Company to purchase so much of any property as they may require for the purposes of the intended railways and street widenings, without being subjected to the liability imposed by the 92nd Section of the Lands Clauses Consolidation Act, 1845.

To sell and convey, demise and lease, let, or otherwise dispose of any lands or hereditaments, or any right or interest in any lands or hereditaments purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Bill, and to exempt the Company and any such lands from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To enable the Company to levy tolls, rates and duties, upon or in respect of the intended rail-

ways, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates and duties.

To empower the Company and the Metropolitan Board of Works to enter into and carry into effect agreements and arrangements for or with respect to the construction and maintenance of the intended street widenings, or any of them, or any part or parts thereof respectively, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters, and to sanction and confirm any contracts, agreements or arrangements which have been or may be made with reference to all or any such matters, and to confer upon the Metropolitan Board of Works 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 Metropolitan Board of Works upon terms to be agreed on or prescribed by the Bill of the portions of streets to be widened and improved under the Bill, and any lands or other property purchased or acquired under the powers of the Bill, and the maintenance thereof by them, and the application of their funds, rates and revenues thereto.

To authorise the Metropolitan Board of Works to subscribe and contribute funds towards the making and maintaining of the intended street widenings, or any of them, or any part or parts thereof respectively, and to take and hold shares in the capital to be created under the powers of the Bill, or to guarantee the payment of interest, dividend, annual or other payment on any shares or stock, and the principal and interest of any loan of the Company, and for all or any such purposes to apply their respective funds and revenues.

To confirm any agreements which have been or may be made touching any of the matters mentioned in this notice.

To empower the Company to erect, maintain, and hold an hotel at or near any station they may erect at the point of termination of the said intended Railway (No. 2), and to alter, extend, enlarge, and improve the same respectively, and to furnish, stock, equip, manage and conduct such hotel and the business thereof, and to employ officers, managers and servants therein or in connection therewith, and also to empower the Company from time to time to acquire and hold land for the purposes of such hotel, and to empower the Company to let on lease or otherwise such hotel.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts, agreements, or arrangements, aforesaid, and to confer other rights and privileges.

And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provision or some of the provisions of the several Acts of Parliament following (that is to say), 22 and 23 Vic., cap. 137, 27 and 28 Vic., cap. 130, and any other Acts relating to or affecting the Pneumatic Despatch Company (Limited), the Metropolis Management Act, 1855, the Metropolis Management Amendment Act, 1856, the Metropolis Management Amendment Act, 1862, the Metropolitan Main Drainage Act, 1858, the Metropolitan Main Drainage Extension Act, 1863, the Metropolitan Improvement Act, 1863, the Thames Embankment Act, 1862, the Thames Embankment (N. and S.) Act, 1868, the Thames Embankment (North) Act, 1870, and any other Acts relating to or affecting the Metropolitan Board of Works and the local management of the Metropolis.

Notice is hereby also given, that on or before the 30th day of November, 1881, plans and sections of the railways and street widenings proposed to be authorised by the Bill, showing the line and levels thereof, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of 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 as relates to each parish and extra-parochial place in or through which the said railways and works or any part thereof are or is intended to be made or will be situate, together with a copy of this Notice as published in the London Gazette will be deposited for public inspection as follows:—As relates to the parish of St. Margaret, Westminster, with the Clerk of the Westminster District Board of Works, at his office, 25, Great Smith-street, Westminster; as relates to the parish of St. Martin-in-the-Fields, with the Vestry Clerk of that parish at his office, the Vestry Hall, St. Martin-in-the-Fields, W.C.; as relates to the parishes of St. Giles-in-the-Fields and St. George Bloomsbury, with the Clerk to the St. Giles District Board of Works, at his office at 199, High Holborn, W.C.; as relates to the parish of St. George-the-Martyr, with the Clerk to the Holborn District Board of Works, at his office at the Town Hall, Gray's-inn-road, W.C., as relates to the parish of St. Pancras, with the Vestry Clerk of that parish, at the Vestry Hall, Pancras-road, St. Pancras.

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.

H. C. Barker, 8, Union-court, Old Broad-street, London, E.C., Solicitor for the Bill.

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

In Parliament—Session 1882.

Southport and Cheshire Lines Extension Railway.

(Extension of Authorised Railway to Southport; Deviation of Portion of Authorised Line; Working and Traffic Agreements; Agreements with Corporation of Southport and Birkdale Local Board; Arrangements as to Drainage Works; Compulsory Purchase of Lands; Power to Underpin Buildings; Tolls, Rates, and Charges; Additional Capital; Amendment of Acts).

NOTICE is hereby given, that the Southport and Cheshire Lines Extension Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing session for leave to bring in a Bill to enable the Company to exercise the powers and effect the objects following, or some of them, viz.:—

To authorise the Company to make and maintain the railways and works next hereinafter mentioned, or some of them, or some part or parts thereof, with all proper stations, sidings, approaches, works, and conveniences connected therewith respectively, that is to say:—

1. A railway commencing in the township of Birkdale, in the parish of North Meols, at the termination of the Company's authorised railway at a point on the south-west side of Weld-road, near the north-western corner of the Palace Hotel Grounds, thence passing from, in, through, or into the townships of Birkdale and North Meols, and borough of

Southport, in the parish of North Meols, and terminating in the township of North Meols, and borough of Southport, in the same parish, on the western side of Lord-street, and at or near the front entrance to the shop No. 4 in Winter-garden-terrace, in the occupation of George William Plumtree.

2. A railway (to be substituted for a portion of the Company's authorised line), commencing in the townships of Netherton and Aintree, or one of them, in the parish of Sefton, by a junction with the said authorised line at the point marked 5 furlongs from the commencement of that line on the plans thereof deposited at Preston with the clerk of the peace for the county of Lancaster, in the month of November, 1880, thence passing from, in, through or into the parishes, townships, and places of Netherton, Aintree, Sefton, Melling, Maghull, and Halsall, or some of them, and terminating in the said township of Maghull, in the parish of Halsall, by a junction with the said authorised line at the point marked 2 miles 5 furlongs from the commencement of that line, as shown upon the said deposited plans thereof.

The said intended railways will be wholly situated in the county of Lancaster.

The Bill will authorise the Company to exercise the following powers, or some of them, viz.:—

To deviate from the lines and levels of the said intended railways to such extent as may be defined or prescribed by the Bill.

To cross, stop up, alter or divert, temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, and watercourses within or adjoining to the aforesaid townships, parishes, and places, with which it may be necessary to interfere for the purposes of the said intended railways and works.

To purchase, by compulsion or agreement, lands, houses, and other property for the purposes of the intended railways and 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 attached or belonging to any house, building, manufactory, or other premises, or a part or parts only of any house, building, manufactory, or premises, without being required or compelled to purchase the whole, 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 the construction, use, or maintenance, of the intended railways and works, and which houses and buildings the Company do not require to purchase for the purposes of their undertaking.

To levy tolls, rates, and charges, upon or in respect of the use of the intended railways and works, to alter or vary the tolls which the Company are now authorised to take, and to confer exemptions from the payment of tolls, rates, and duties, and confer other rights and privileges.

To apply to the purposes of the Bill any funds raised, or authorised to be raised, by the Company, and to raise additional capital by preferential or ordinary shares, and by borrowing.

The Bill will authorise and require the abandonment of so much of the Company's authorised line of railway, as was intended to be situate between the commencement and termination of the intended new or substituted railway secondly before described.

The Bill will also empower the Company on the one hand, and the Midland Railway Company, the Great Northern Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, or any one or more 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 railway 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 and conveyance of the traffic thereon, the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, receipt, and division of the tolls, rates, and 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, and the Bill will sanction or 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 provide for or sanction agreements and arrangements between the Company and the owners of lands adjoining or near to the railways of the Company, with respect to the formation of cuts, culverts, drains, and other such works, for drainage and protecting the railways and works of the Company, and such adjoining or adjacent lands, from being flooded, and with respect to the land required for such drainage works, and with respect to the costs and maintenance thereof.

The Bill will authorise the Company and the Corporation of Southport and the Birkdale Local 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 or management of the said Corporation and Board, and with respect to the construction of railways, works and buildings in, over, or under the same, and also with respect to the construction of approaches, and access to, and communications through the property to be acquired by the Company, and the construction or diversion and use of streets, esplanades, 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.

The Bill will vary or extinguish any rights or privileges which would interfere with any of the aforesaid objects, and confer other rights and privileges, and it will incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845; and the Companies Clauses Acts, 1863 and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railway Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863, and so far as may be necessary it will alter, amend, or repeal some of the provisions of the local and personal Acts following, viz.: 7 and 8 Vic., caps. 18 and 59; and all other Acts relating to or affecting the Midland Railway Company; 9 and 10 Vic., cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company; 12 and 13 Vic., cap. 81, and all other Acts relating to or affecting the Manchester, Sheffield, and Lincolnshire Railway Company; the Southport and Cheshire Lines Extension Railway Act, 1881; and 28 and 29 Vic., cap. 195; 34 and 35 Vic.,

cap. 140; and 39 and 40 Vic., cap. 127, and any other Acts relating to the borough of Southport.

And notice is hereby given, that on or before the 30th day of this present month of November, plans and sections showing the lines, situation, and levels of the said intended railways and works, together with a book of reference to such plans; an ordnance map with the lines of the intended railways delineated thereon; and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Lancaster, at his office at Preston; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways 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 adjoining parish at his residence.

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

Dated this 16th day of November, 1881.

Walton and Smith, Southport, Solicitors.

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

In Parliament.—Session 1882.

Seacombe, Hoylake, and Dee Side Railway Company.

(Extension Railways to Heswall and Neston, and to join the Parkgate Branch Railway of the London and North Western and Great Western Railway Companies; and to New Brighton; Compulsory Purchase of Lands; Tolls; Further Money Powers; Regulation of Rights and Priorities of Company's Share and Stock Holders and Mortgagees and Creditors; Amendment of Acts.)

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

To authorise and empower the Seacombe, Hoylake, and Dee Side Railway Company (in this notice called "the Company") to make and maintain in the county of Chester the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient stations, sidings, approaches, bridges, roads, communications, and other works and conveniences connected therewith.

(1.) A Railway (No. 1) commencing in the township of Little Meolse, otherwise Hoylake, in the parish of West Kirby; by a junction with the West Kirby extension of the Company's railway at a point about 15 yards northward from the bridge over that extension railway, immediately to the northward of the West Kirby Station, and terminating in the township of Heswall-cum-Oldfield, in the parish of Heswall, at or near a point in the fence separating the fields numbered respectively 140 and 151 on the Tithe Commutation Map of that parish; 30 yards, or thereabouts, measured along the said fence from its north-eastern end, 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):—Little Meolse, Hoylake, Grange, West Kirby, Caldý, Thuraston,

Irby, Pensby, Woodchurch, Gayton, Heswall-cum-Oldfield, and Heswall.

(2.) A Railway (No. 2) commencing by a junction with the intended Railway No. 1 at its termination, as above described, and terminating in the parish of Neston, at a point about 90 yards from the south-western fence of the Parkgate Branch Railway of the London and North Western and Great Western Railway Companies, such distance being measured at right angles to and south-westward from the said fence, at a point about $10\frac{1}{2}$ chains from the passenger station building at the Parkgate Station on the said Branch Railway, which intended Railway No. 2 will be made, or pass from, in, through, or into the parishes, townships, and places following, or some of them (that is to say):—Heswall-cum-Oldfield, Heswall, Leighton, Gayton, Thornton Hough, Great Neston, Little Neston, Parkgate, and Neston.

(3.) A Railway (No. 3) wholly in the township of Great Neston, in the parish of Neston, commencing by a junction with the intended Railway No. 2, at a point about 12 chains north-westward from the passenger station building, at the Parkgate Station above-mentioned, and about $1\frac{1}{2}$ chains, measured at right angles to and south-westward from Cheltenham Walk, and terminating by a junction with the Parkgate Branch Railway above-mentioned, at or near the north-western end thereof.

(4.) A Railway (No. 4) commencing in the township of Poulton-cum-Seacombe, in the parish of Wallasey, by a junction with the Railway No. 1, authorised by the Seacombe, Hoylake, and Dee Side Railway Act, 1881, at or near the point at which that railway is on the plans deposited for, and referred to, in that Act, shown as intended to cross the road numbered on those plans 14, in the parish of Wallasey, passing through the township of Wallasey, in the same parish, and terminating in the township of Liscard, in the same parish, at a point about $3\frac{1}{2}$ chains westward from the western end of Victoria-road, at its junction with Warren Drive.

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.

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up, for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments 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 the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To enable the Company, for the purposes of the proposed railways and works, and for all or

any of the purposes of the Bill, and for the general purposes of the Company, to apply their corporate funds and revenues, and to raise further money by borrowing and by debenture stock, and by the creation and issue of new shares and stock in the Company, and, if the Company think fit, to attach to all or any such new shares and stock a preference or priority of interest or dividend and other special privileges.

To prescribe, define, and regulate the rights and priorities *inter se* of the several classes of holders for the time being of debenture and other stock or stocks and shares and mortgagees and creditors of the Company.

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 local and personal Acts of Parliament following (that is to say):—35 & 36 Vict., cap. 127; 36 & 37 Vict., cap. 239; the Seacombe, Hoylake, and Dee Side Railway Act, 1881, and all other Acts relating to or affecting the Company.

And notice is hereby also given, that on or before the 30th day of November, 1881, plans and sections of the railways and works, proposed to be authorised by the Bill, showing the situation and levels thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, in that county, and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said railways and works, or any part thereof, are or is intended to be made 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 17th day of November, 1881.

Geo. Davis and Co., 63, Coleman-street, London, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1882.

Harrow and Uxbridge Railway.

(Construction of Railways from Harrow to Uxbridge—Incorporation of Company—Powers of Construction, Subscription, &c., to Metropolitan Railway Company—Compulsory Purchase of Lands—Tolls—Running Powers over portion of the Rickmansworth Extension Railway of the Metropolitan Railway Company—Use of the Harrow-on-the-Hill Station—Working and other Agreements with the Metropolitan Railway Company—Amendment of Acts.)

APPPLICATION is intended to be made to Parliament in the ensuing Session for an Act to authorise the making and maintaining of the railways hereinafter-mentioned (which will be situate wholly in the county of Middlesex),

or one of them, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, junctions, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A Railway (No. 1), wholly in the parish of Harrow-on-the-Hill, commencing by a junction with the Kingsbury and Harrow Railway at a point 228 yards or thereabouts (measuring in a westerly direction along that railway) from the west end of the booking-office of the Harrow-on-the-Hill Station of the Metropolitan Railway Company, which point is at the present time the termination of the rails of that railway, and terminating by a junction with the authorised Kingsbury and Harrow Railway, at the termination of that railway, and with the Rickmansworth Extension Railway of the Metropolitan Railway Company at its authorised point of commencement in a field on the south side of the road leading from Harrow to Pinner, and known as the Pinner-road, belonging or reputed to belong respectively to David Powell and the Metropolitan Railway Company, and in the respective occupation of James Hill and Alfred Martin Bristowe, at a point 400 yards or thereabouts (measured in a westerly direction) from the west corner of the Roxborough Tavern, in the parish of Harrow-on-the-Hill.

A Railway (No. 2), commencing by a junction with Railway No. 1 at the point of termination of the said Railway No. 1 as hereinbefore described, and terminating in the parish of Hillingdon, on the north side of High-street, Uxbridge, at a point 60 yards or thereabouts from the junction of Harefield-road with the said High-street, measuring from the west corner of Harefield-road, which intended railways will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them, that is to say:—Harrow-on-the-Hill, Pinner, Ruislip, Ickenham, Harefield, and Hillingdon.

And it is proposed to incorporate a Company, and to confer upon the Company to be so incorporated, or upon the Metropolitan Railway Company, all necessary powers for making and maintaining the said railways and works, and to authorise the company so empowered (hereinafter referred to as "the Company") to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To empower the company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways, within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up, for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments within the parishes, townships, extra-parochial and other places aforesaid, for the purposes of the intended railways and works, and of the Bill, including one and three-quarter acres or thereabouts of the commonable lands in the parish of Ickenham, known as Ickenham-green, 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 or require the providing at suitable points of land for the erection of buildings for the accommodation of the families of the labouring classes whose dwellings may be required for the purposes of the proposed works, and the providing of funds for or contributions towards the cost of the erection of such buildings.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and to enable the Company to be incorporated as aforesaid to levy tolls, rates, and duties upon the portions of railway, station, and works hereinafter mentioned belonging to the Metropolitan Railway Company, and to alter the tolls, rates, and duties, which that Company are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

And it is proposed to authorise the Metropolitan Railway Company to subscribe towards and hold shares or stock in the capital of the Company to be incorporated as aforesaid, and to appoint directors of such Company, and to raise money for any of the purposes of the intended Act, or any of the purposes of the Metropolitan Railway Company, by the creation and issue of new, ordinary, guaranteed, or preference shares, or stock, in their own undertaking, and by mortgage or otherwise.

To empower the Company to be incorporated as aforesaid, 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 portion of railway and station hereinafter mentioned—that is to say, so much of the railway authorised by "The Rickmansworth Extension Railway Act, 1880," as lies between the point of commencement of the intended Railway (No. 2) hereinbefore described, and the said Harrow-on-the-Hill Station, including the said station, and all roads, platforms, points, signals, water, water engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of, or connected with the said portion of railway and station.

To empower the Company on the one hand, and the Metropolitan Railway Company on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their respective railways, stations, and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for, the railways and stations of the contracting Companies, or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies.

or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint Committees for carrying into effect every or any such agreement aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following, that is to say:—Acts relating to the Metropolitan Railway Company, passed in each and every of the years 1854 to 1857, 1859 to 1875, all inclusive, 1877, 1878, 1879, and 1880. Acts relating to the Metropolitan and Saint John's-wood Railway Company, and bearing its name, passed in the years 1864, 1865, 1866, 1868, 1870, 1873, and 1874, and all other Acts relating to or affecting the Metropolitan and Metropolitan and Saint John's-wood Railway Companies.

Notice is hereby also given, that on or before the 30th day of November, 1881, plans and sections of the railways and works proposed to be authorised by the Bill, showing the lines and levels thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said railways and works, or any part thereof, are or is intended to be made 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.

*Geo. Davis and Co., 63, Coleman-street,
E.C., Solicitors for the Bill.*

*Hanly and Fellows, 22, Abingdon-street,
Westminster, Parliamentary Agents.*

Board of Trade.—Session 1882.

Cromer Water.

(Provisional Order.)

(Application to Board of Trade under "The Gas and Water Works Facilities Act, 1870," for Provisional Order for Powers to continue and maintain existing and to construct new Waterworks within the parish of Cromer, and to supply Water within the said parish and the adjoining parishes of Overstrand, Northrepps, and Runton, in the county of Norfolk; to lay Mains and Pipes; to break up Streets; to levy Rates and Charges; Incorporation of Acts, and for other purposes.)

NOTICE is hereby given that the Cromer Waterworks Company, Limited (hereinafter referred to as "the Company"), are about to apply to the Board of Trade under "The Gas and

No. 25042.

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Water Works Facilities Act, 1870," for a Provisional Order to be confirmed by Parliament in the ensuing Session for the following, or some of the following, among other purposes, that is to say:—

1. To authorise the Company to continue and maintain, and from time to time alter, enlarge, extend, and improve their existing Waterworks, and works connected therewith, situate in the parish of Cromer, in the county of Norfolk.

The existing works of the Company are the following:—

(A.) A Well or tank and shaft, or boring and pumping station, with pumping engine and boiler, engine and boiler house, and other works, buildings and conveniences, situate in the parish of Cromer aforesaid, on a piece or parcel of ground containing, by admeasurement, 2 roods, and forming part of a piece of land called the "Three-corner Piece," and numbered 271 on the map or plan annexed to the Tithe Commutation award for the said parish, bounded on the west by the public road leading from Cromer to Roughton, on the south or south-east by a piece of land called the "Four and a Half Acres," and numbered 270 on the said map or plan, and on all other sides by the said "Three-corner Piece."

(B.) A conduit line of pipes, or pumping main, commencing in the parish of Cromer aforesaid, at the pumping station before mentioned, passing thence in a westerly direction under the said public road leading from Cromer to Roughton, then under or along a fence running from the said road to a stile leading to a footpath called "Love Lane," and in a northerly direction along that footpath to the fence on the south side of a piece of land, known as "Arbour Hill Wood," belonging to the trustees of the Cromer Hall Estate, and numbered 290 on the said map or plan, and then under or along the said fence to, and terminating in, the reservoir next hereinafter described.

(C.) A Reservoir in the said parish of Cromer, on a parcel of ground containing by admeasurement 2 roods, and forming part of the said piece of land known as "Arbour Hill Wood," bounded on the west or south-west and south by a piece of timbered land, called "East Wood," belonging to the said trustees, and on the north and east sides by other part of the said "Arbour Hill Wood" piece.

(D.) A conduit or line of pipes, commencing in and not of the said reservoir, passing thence in an easterly direction under or along the fence on the south side of "Arbour Hill Wood" piece to the said footpath called "Love-lane," and in a northerly direction along that footpath to the main street of Cromer aforesaid, to a point immediately opposite the Parish Church.

2. To enable the Company, in connection with their existing works, to continue, construct, extend and maintain all such wells, shafts, pumping stations, cuts, channels, embankments, walls, culverts, tanks, reservoirs, filter beds, engines, machinery, approaches, works, and appliances as may be necessary or convenient for the before-described works, or for the obtaining and distributing water within the limits of supply of the Company for the time being.

3. To enable the Company to divert, collect, impound, take, use, and appropriate for the purposes of their undertaking any waters attainable from or by means of any of the works before mentioned, or in or under any lands for the time

being belonging to the Company or over which they may acquire any rights.

4. To enable the Company to supply water for public and private purposes to and within the following parishes, or some or one of them, or some part or parts thereof respectively, that is to say, the parishes of Cromer, Overstrand, Northrepps, and Runtun, all in the county of Norfolk.

5. To enable the Company to acquire and hold lands and easements, and from time to time to sell and dispose thereof, and to maintain, alter, or renew any existing mains and pipes within the limits to be supplied with water, and to lay down and maintain mains and pipes in, through, across, along, under, or over, and to break up or interfere with, as the case may require, streets, public and private roads and footpaths, railways and tramways, rivers, canals, waters, bridges, and other passages and places within the limits of the Order, and also to interfere with and remove any sewers, drains, pipes, and telegraph or telephone apparatus in, over, or under the same respectively.

6. To enable the Company, in the maintenance and renewal of their existing works, to deviate laterally and vertically, to the extent prescribed by the Order.

7. To empower the Company to manufacture, purchase, or hire water-meters, fittings, and other apparatus, and to sell and let the same, and to charge and recover rents and charges for the supply of water, and the sale or supply of water fittings, meters, and apparatus, and to alter existing rents and charges.

8. To authorise the Company, and any corporation, public body, and sanitary or local body, within the said limits, to make and carry into effect contracts and agreements for the supply of water in bulk or otherwise, and for supplying all things and performing all acts incidental thereto, upon such terms and conditions as they shall respectively agree upon, and, if necessary, to enable such corporation, body, and authority, for the purposes aforesaid, to apply any funds belonging to them respectively, or under their control, and to raise moneys by rates and by borrowing.

9. The Order will vary or extinguish all rights and privileges which may interfere with any of its objects, and confer other rights and privileges, and will extend to the Company, so far as the same may be applicable, and except so far as the same may be specially varied by the said Order, all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869" (except such provisions of those Acts as relate to the compulsory purchase of lands), "The Waterworks Clauses Act, 1847," and "The Waterworks Clauses Act, 1863," and, if need be, will, for the purposes aforesaid, alter and vary the Memorandum and Articles of Association of the Company.

On or before the 30th day of November instant a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Norfolk, at his office at Norwich, and at the office of the Board of Trade, Whitehall.

The draft of the proposed Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next; and printed copies of the Draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the price of one shilling each, at the offices of either of the undersigned.

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 Company at one or other of the said offices, and in forwarding such objections to the Board of Trade, the objectors or their agents should state that a copy thereof has been sent to the Company or their agents.

Dated this 15th day of November, 1881.

Carritt and Son, Solicitors, 45, Fenchurch Street, London.

Peter E. Hansell, Solicitor, Cromer.

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

In Parliament.—Session 1882.

Bromsgrove Gas.

Dissolution and Re-incorporation of the Bromsgrove Gas Consumers' Company, Limited; Power to Erect and Maintain Works for Manufacture and Conversion of Gas or other Light, &c., and Residual Products; and to supply Gas or other Light, &c., within the Parishes and Places of Bromsgrove, Stoke Prior, Dodderhill, Grafton Manor, Upton Warren, Tutnell and Cobley, and Tardebigg, all in the County of Worcester; Power to Purchase Lands Compulsorily and by Agreement; to Break up Roads, &c.; to hold Patent Rights, &c.; to deal in Coal, Coke, &c., and to supply Meters, Fittings, and Apparatus; Agreements with Public Bodies, Companies, &c.; Rates, Rents, and Charges; Sale, Lease, or Exchange of Lands; Amendment of Acts.

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

1. To dissolve the Bromsgrove Gas Consumers' Company, Limited (hereinafter called "the Limited Company"); to cancel or annul their Memorandum of Association; and so far as necessary or expedient, to provide for their winding up.

2. To incorporate into a Company (hereinafter called "the Company") the proprietors of the Limited Company, or some of them, with or without other persons and corporations.

3. To vest in the Company all the undertaking, works, lands, buildings, property, stock, plant, interests, rights, powers, privileges, easements, licenses, and agreements and benefits of licenses and agreements of the Limited Company.

4. To declare, define, and regulate the undertaking, capital and borrowing powers, and to make provision for the regulation and management of the affairs and proceedings of the Company, and to authorise them to raise money by the creation and issue of shares and stock (ordinary or preferential, or both), and by borrowing on mortgage or otherwise, and to create and issue debenture stock.

5. To confer upon the Company the powers, or some of the powers, and to enable them to carry into effect the objects, or some of the objects, following (that is to say):—

6. To erect, make, and maintain, alter, improve, enlarge, extend, and renew, or discontinue works for the manufacturing of gas or inflammable air from coal, peat, oil, or other materials yielding gas or inflammable air of what nature or kind soever; or for the production, distribution, or supply of any other kind of light; and for the conversion or utilization and distribution of materials used in and about the manufacture of gas or inflammable air, or the supply of such other light as aforesaid, and of

residual products resulting from such manufacture or supply upon the following lands and hereditaments, or some of them, or some part or parts thereof respectively:—

Firstly.—Certain lands, containing 2,822 square yards or thereabouts, situate in the parish of Bromsgrove and county of Worcester, belonging to and in the occupation of the Limited Company, on which the existing gas works of that Company are situate, bounded on the north-east side thereof by a road or lane known by the name of Factory-lane, on the south-east side thereof by a road leading from Factory-lane aforesaid in a south-westerly direction, parallel with and being the next road to Worcester-street, on the south-west side thereof, partly by another road leading out of the last-mentioned road in a north-westerly direction to Spadesbourne Brook, parallel with and being the next road to Factory-lane aforesaid, and partly by a malthouse, cottages, gardens, and premises belonging to William Bolding, and in the occupation of the said William Bolding and his undertenants, and on the north-west side thereof in part by the said malthouse, cottages, gardens, and premises, and in part by a house and garden belonging to the said William Bolding, and in the occupation of John Bevan.

Secondly.—Certain lands situate in the parish of Stoke Prior, in the said county of Worcester, containing 2 acres or thereabouts, of a triangular shape, forming the eastern portion of a close or parcel of meadow land known as Rushy Meadow, belonging to and in the occupation of John Newton Jones, numbered 150 on the Tithe Commutation Map of the said parish of Stoke Prior, bounded on the east side thereof by land and sidings belonging to the Midland Railway Company, on the west or south-west side thereof by other part of the said close or parcel of meadow land called Rushy Meadow, and on the north or north-west side thereof in a part by a house and garden belonging to William Green, and in the occupation of Leonard Stait, in further part by a private road belonging to the trustees of the Bromsgrove, Stoke Prior, and District Benefit Building Society, in further part by a house and a piece of garden ground belonging to Mrs. Emma Holyoake, and in the occupation of George Jones, in further part by land belonging to and in the occupation of the School Board for the United District of Stoke Prior, and as to the remaining part by a piece or parcel of arable land, called Further Furlong, and numbered 148 on the said Tithe Commutation map of the said parish of Stoke Prior.

7. To purchase or acquire, by compulsion or agreement, the lands and hereditaments secondly hereinbefore described, or some part or parts thereof, and also a piece or strip of land, 20 feet or thereabouts in width, and containing in the whole about 1,020 square yards, situate in the said parish of Stoke Prior, adjoining to the said piece of land belonging to the said School Board, and being a slip of and forming the North-Eastern portion of Further Furlong aforesaid, and leading from the piece of land secondly hereinbefore described to the road from Stoke Heath to Finstall; and to purchase or acquire by agreement other lands, houses, and hereditaments in the said parishes of Broms-

grove and Stoke Prior, or easements or rights in or over any such lands, houses, and hereditaments.

8. To supply gas or inflammable air for public or private purposes, and to supply light by any other means to and within the parishes, hamlets, townships, ex-parochial and other places following, or some of them, that is to say:—Bromsgrove, Stoke Prior, Dodderhill, Grafton Manor, Upton Warren, Tutnell and Cobley, and Tardebigg, all in the County of Worcester.

9. To produce or generate light and heat by means of electricity or any other illuminating or heating agent, and to supply the same, and to confer all powers which may be necessary for that object.

10. To lay down, maintain, and renew main and other pipes, pillars, and other works in, along, through, over, and for those purposes to open, break up, cross, alter, and divert streets, roads, and other highways, bridges, canals, towing paths, railways, tramways, open ground, sewers, drains, mill streams, watercourses, passages, and other places within the intended limits of supply.

11. To take, hold, and use patent rights, or licenses or authorities under Letters Patent for the use of inventions relative to the manufacture, conversion, utilization, distribution, or supply of gas or inflammable air or any such light as aforesaid, and of such materials and residual products as aforesaid.

12. To deal in, sell, and dispose of gas and inflammable air or any such other light as aforesaid, in bulk or otherwise, coal, coke, lime, peat, oil, tar, chemicals, and other residual and manufactured products, or any other material or substance used in or arising or to be made and obtained from or in the manufacture of gas or inflammable air or other light as aforesaid, or by the combination of any of the above mentioned matters either with each other or with other substances, and to carry on the business usually carried on by gas and lighting companies or by companies or persons dealing in any of the matters and things aforesaid, and to manufacture, purchase, or hire, or let on hire, and supply gas or other meters, fittings or other apparatus, for heating, cooking, or motive power.

13. To enter into, and carry into effect, contracts and arrangements for the supply of gas or inflammable air or other light, as aforesaid, with any Local Board of Health, Urban or Rural Sanitary Authority, or other local authority, any Highway Board, or any Surveyor of any Highway, and any Railway Company and any other Companies, bodies, or persons, and to vary, suspend, or rescind any such contract or arrangement, and to enter into and carry into effect other contracts or arrangements in lieu thereof or in addition thereto, and to confer all necessary powers in that behalf, upon all such authorities, boards, trustees, surveyors, companies, bodies and persons; and to enable them to apply for the purpose of any such contract or arrangement any funds or moneys which they have raised, or may raise, under any Act of Parliament or otherwise, and if necessary to empower them to make, levy, and appropriate special rates for any of those purposes.

14. To demand, take, and recover rates, rents, and charges for the sale and supply of gas or inflammable air or other light as aforesaid, and the sale and hire of gas or other meters and fittings, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and

charges, and to confer other rights and privileges.

15. To sell, lease, or exchange any land, works, and property from time to time vested in or purchased by the Company, and if thought expedient to exempt such lands or property and the Company in respect thereof from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

16. To vary or amend, so far as may be necessary, the provisions, or some of the provisions, of the Acts of Parliament hereinafter mentioned, or some of them, that is to say: the Act 9 and 10 Vic., cap. 124 (local and personal), and the Provisional Orders Confirmation Acts following, namely, 24 and 25 Vic., cap. 39, 26 and 27 Vic., cap. 32, and 28 and 29 Vic., cap. 25, so far as they relate to the objects of the proposed Bill.

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

18. Notice is hereby also given, that on or before the 30th day of November instant plans of the lands and houses which may be compulsorily taken under the powers of the intended Bill, with a book of reference thereto, and a copy of this notice as published in the "London Gazette" will be deposited for public inspection with the Clerk of the Peace for the county of Worcester, at his office at Worcester; and with the parish clerk of the parishes of Bromsgrove and Stoke Prior aforesaid, at their residences.

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

Dated this 9th day November, 1881.

Scott and Horton, Bromsgrove, Solicitors for the Bill.

Wilkins, Blyth, and Dutton, 10, St. Swithin's-lane, London, E.C., Parliamentary Agents.

In Parliament—Session 1882.

South Eastern Railway.
(Channel Tunnel).

(Powers to construct a Railway in the Parishes of Capel-le-Ferne and Hougham, in the county of Kent; compulsory purchase of lands; tolls; bye-laws; penalties; agreements; application of capital and funds; money powers; separation of capital for Channel Tunnel and other purposes; alteration or repeal of Section 17 of the Railways Clauses Consolidation Act, 1845; incorporation and amendment of Acts).

APPPLICATION is intended to be made to Parliament in the ensuing Session for an Act for all or some of the following purposes:—

To authorise the South Eastern Railway Company (hereinafter called "the Company") to make and maintain the railway and other works hereinafter described, together with all necessary and convenient or incidental works, stations, sidings, depôts, approaches, bridges, roads, or communications therewith (that is to say):—

A railway, wholly in the county of Kent, commencing in the parish of Capel-le-Ferne by a junction with the South Eastern Railway at a point two furlongs or thereabouts measured along that railway in the direction of Folkstone from the western face of Abbott's Cliff Tunnel, and passing into and terminating in the parish of Hougham at or near Shaft No. 2 of the Channel Tunnel Works, on the

western side of Shakespeare Tunnel and the southern side of the South Eastern Railway.

To enable the Company to purchase by compulsion or agreement, lands, houses, and buildings for the purposes of the railway and works proposed to be authorised by and for the purposes of the intended Act.

The Bill will also authorise the Company to acquire for the purposes thereof by compulsion or agreement certain lands hereinafter described (that is to say):—

(a) Lands in the parish of Hougham, in the county of Kent, lying between the public road leading from Dover to Hougham Court by way of Townsend Coast Guard Station, Rueberries and Round Down, and the imaginary line marked as the limit of land to be taken on the deposited plans for the said parish of Hougham, mentioned or referred to in the South Eastern Railway Act, 1881, and deposited with the Clerk of the Peace for the county of Kent in the month of November, 1880, in relation to the said Act, and bounded on the eastern side by a roadway leading from the before-mentioned public road to the footpath running over Shakespeare Tunnel, and which roadway forms the easternmost boundary of Round Down, and on the west by a fence which separates the properties Nos. 21 and 22, in the said parish of Hougham on the said deposited plans, and runs from the public highway firstly described in the direction of the sea near Jenkins' Pond, and which fence forms the westernmost boundary of Round Down.

(b) The soil or bed of the English Channel in or adjacent to the parish of Hougham, in the county of Kent, and situate or lying between low watermark, and an imaginary line parallel to the up line of the South Eastern Railway at a distance therefrom of three furlongs, and extending from the easternmost face of Abbotts Cliff Tunnel to the westernmost face of Arch Cliff Tunnel.

To empower the Company from time to time to erect, form and provide upon the lands (a) above described, and upon the beach and foreshore in or adjacent to the said parish of Hougham, and upon any other lands situate in the said parish, vested in or belonging to the Company, or which they have the right or power to acquire, free and bonded warehouses, sheds and conveniences for the storage and warehousing of goods and merchandise; and for the reception, loading, unloading, collection, delivery, and exchange of traffic destined for or coming from the Channel Tunnel.

To authorise the Company, either alone or with any other Company, Association, Government Authority, person or bodies of persons, to undertake and execute any soundings, borings, shafts, driftways and other works in connection with the construction of the Channel Tunnel, and to construct the said Channel Tunnel; and any railways, works, shafts, approaches and conveniences connected therewith, and in and through such tunnel, or any part thereof.

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

To levy tolls, rates, rents and other charges, for or in respect of the use of the said intended railway and works, and for or in respect of the use and occupation of the said sidings, depôts,

free and bonded warehouses, sheds and conveniences, and for or in respect of all services and labour performed, used and employed by the Company in common therewith; and to alter existing tolls, rates, rents, duties and charges, and to confer, vary or extinguish exemptions from, and from time to time to compound for any such tolls, rates, rents, duties and charges respectively.

To make provision for the control, management, use, regulation and protection of the intended Channel Tunnel, railway, works, and conveniences, and the traffic thereof; and for making and enforcing bye-laws and regulations, and the imposition of penalties and restrictions with reference to any matters aforesaid.

To amend and enlarge, and if need be, to repeal and re-enact, with or without alteration or amendment, the provisions of Section 14 of the South Eastern Railway Act, 1874, with respect to the application by the Company of capital and moneys towards the cost of any works in connection with the construction of a tunnel for a railway under the English Channel between England and France; and to authorise the Company, either alone or jointly with any other Company, bodies or persons, to raise and apply new or further capital and moneys towards the cost of experimental borings in connection with and the construction and maintenance of such tunnel or any part thereof, and any approaches, works, sidings, depôts, warehouses, sheds and conveniences in connection therewith or incidental thereto, or to the termini thereof; and to the acquisition by agreement or otherwise of lands, rights, and easements therefor, and to sanction and confirm the application and expenditure by the Company, to or for any such purposes, of any capital or moneys made or incurred by them before the passing of the intended Act; and to empower the Company to undertake the execution, construction and maintenance of the said tunnel, or any part thereof, and any such works and conveniences as aforesaid; and for all or any of such purposes and other purposes incidental thereto or connected therewith, to make and carry into effect contracts and agreements with any persons or body of persons, Company, Association, Government or other Authority in England or France respectively, with respect to any of the matters and things aforesaid and to the use and working of such railway, tunnel, approaches, works and conveniences, or of any part or parts thereof.

To enable the Company to apply to the purposes of the intended Act any capital or funds now or hereafter belonging to them, and if they shall think fit to raise additional money for such purposes by the creation of new shares or stock with or without preference or priority in payment of dividends or other rights or privileges attached thereto, or by borrowing on mortgages or bond, or by debenture stock, or by any of those means, or by such other means as the Bill may provide, or as Parliament shall authorise or direct.

To provide that the capital necessary for the Channel Tunnel and Railway and the railway works proposed to be authorised by the intended Act, or any part or parts thereof respectively, may be distinct from the general capital of the Company, and to constitute the said Channel Tunnel and railway and the said intended railway works, or any portions thereof, a separate undertaking or separate undertakings as to outlay, profits and revenue, and also to authorise the Company to agree with the proprietors of the said separate capitals as to the payments to be made to them as the proportion of revenue or rent or dividend in lieu thereof to be attributed

to such separate undertaking or undertakings out of the receipts arising from the traffic common to the general undertaking of the Company and to the said separate undertaking or undertakings, and to provide also for the ultimate merging (if so agreed upon) of the said separate capitals or any portions thereof, in the general capital of the Company, and to provide for the repayment to the general capital of the Company out of moneys to be raised or received by the Company under the powers of the intended Act, of all or any moneys expended or to be hereafter expended by them from or out of the general revenue or capital of the Company for or in respect of any purpose relating to the Channel Tunnel or of the Bill.

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

To alter and amend and if need be to repeal Section 17 of the "Railways Clauses Consolidation Act, 1845," and to make other provisions in lieu thereof.

To incorporate with the intended Act, with or without alteration, 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 Railways Clauses Consolidation Acts, 1845 and 1863."

To alter, amend, extend and enlarge any and if need be to repeal the powers and provisions or some of them of the following Acts, local and personal (that is to say):—6th William 4, cap. 75, "The South Eastern Railway Act, 1863," "The South Eastern Railway Act, 1867," "The South Eastern Railway Act, 1870," "The South Eastern Railway Act, 1872," "The South Eastern Railway Act, 1874," "The South Eastern Railway Act, 1876," "The South Eastern Railway Act, 1877," "The South Eastern Railway Act, 1878," "The South Eastern Railway Act, 1879," "The South Eastern Railway Act, 1880," "The South Eastern Railway Act, 1881," and any other Acts relating to the Company.

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

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

Dated this 18th day of November, 1881.

W. R. Stevens, 6, St. Thomas'-street, London Bridge, Solicitor for the Bill.

R. W. Cooper, 4, Westminster Chambers, Victoria-street, Westminster;
C. E. Mortimer, 22, Abingdon-street, Westminster, } Parliamentary Agents.

Board of Trade—Session 1882.

Tramways Act, 1870.

London South District Tramways.

(Construction of Street Tramways in the Parishes of Lambeth, Clapham, Streatham, Tooting Graveney, and Mitcham, in the County of Surrey.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd of December next, for a Provisional Order to authorise the making, forming, laying down, and maintaining of the several tramways hereinafter described, or some of them, with all necessary rails, points, plates, sleepers, works, and conveniences (that is to say):—

Tramway No. 1, commencing in the parish of Mitcham, in the Merton-road, 23 yards south-west from the south-west corner of Cavendish-road, passing north-easterly along Merton-road, and terminating therein in the parish of Tooting Graveney, 33 yards south-west from the south-west corner of the Broadway (Tooting).

Tramway No. 1 will be a single line, except at the places between the respective points following, where it will be a double line (that is to say):—

- (a) 22 yards and 88 yards north-east from the north-west corner of Cavendish-road;
- (b) 27 yards and 93 yards north-east from the centre of the bridge carrying the Merton-road over the London Brighton and South Coast Railway (Tooting, Merton, and Wimbledon Branch);
- (c) 83 yards and 149 yards north-east from the north-east corner of Tooting-grove.

Tramway No. 2, commencing in Merton-road by a junction with Tramway No. 1 at its termination, passing north-easterly along Merton-road, High-street (Tooting) and the roadway leading from High-street to Balham-road, and Balham-road, and terminating therein in the parish of Streatham, 30 yards south from the centre of Chestnut-grove.

Tramway No. 2 will be a single line, except at the following places, where it will be a double line:—

- (1.) In Merton-road and High-street, between points respectively 33 yards south-west and 33 yards north-east from the centre of the Broadway (Tooting).
- (2.) In the road leading from High-street to Balham-road, at the places between the respective points following, viz.:—(a) 97 yards and 163 yards north-east from the north-east corner of Selkirk-road; (b) 256 yards and 322 yards south from the south-east corner of Obligation-row; (c) 20 yards and 86 yards south-east from the south-east corner of Obligation-row.
- (3.) In Balham-road:—(a) from opposite the centre of Wandsworth-lane to 93 yards south-west from the south-east corner of St. Nicholas-road; (b) between points 23 yards south from the centre of Upper Tooting Park, and 40 yards north from the centre of Elmfield-road.

Tramway No. 3, commencing by a junction with Tramway No. 2 at its termination in the Balham-road, and passing along Balham-road, Balham-hill, and the roadway on the east side of Clapham Common (otherwise Balham-hill-road), and terminating therein in the parish of Clapham 10 yards south-west from the south-west corner of Clapham Park-road.

Tramway No. 3 will be a single line, except at the following places, where it will be a double line, viz.:—

- (1.) In Balham-road between the respective points following, viz.:—(a) 16 yards north and 50 yards south from the centre of Ramsden-road; (b) 13 yards and 79 yards south from the centre of Devonshire-road.
- (2.) In Balham-road and Balham-hill between points respectively 33 yards and 99 yards north from the centre of Holly-grove.
- (3.) In the roadway on the east side of Clapham Common (otherwise the Balham-hill-road) between the respective points following, viz.:—(a) 156 yards and 25 yards south from the centre of Cavendish-road; (b) 246 yards and 312 yards north from the centre of Cavendish-road; (c) 76 yards and 230 yards south from the centre of Crescent-lane; (d) 148 yards south from the centre of Clapham Park-road to the termination of the tramway.

Tramway No. 4, commencing by a junction with Tramway No. 3 at its termination, and passing thence along Clapham Park-road and Acre-lane, across Brixton-road and into Effra-road, and terminating therein in the parish of Lambeth 50 yards south from the centre of Cold Harbour-lane.

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

- (1.) In the Clapham Park-road between points 66 yards north-west, and 16 yards east from the north-east corner of Park-hill.
- (2.) In Clapham Park-road and Acre-lane between points respectively 46 yards west, and 20 yards east from the centre of Bedford-road.
- (3.) In Acre-lane between the respective points following, viz.:—(a) 23 yards west and 43 yards east from the centre of Solon-road; (b) opposite the centre of The Avenue to 66 yards west thereof.
- (4.) For a distance of 2·50 chains from the termination of the tramway.

Tramway No. 5, wholly in the parish of Lambeth, commencing in the Effra-road by a junction with Tramway No. 4 at its termination, passing along Effra-road, Lower Tulse-hill, Thurlow-lane, Church-road, Thurlow-place, and the roadway therefrom to the junction of High-street and Knights-hill, and terminating therein opposite the south side of Bloom-grove.

Tramway No. 5 will be a single line, except at the places following, where it will be a double line, viz.:—

- (1.) In Effra-road from the commencement of the tramway to 236 yards south therefrom.
- (2.) In Effra-road and Lower Tulse-hill, from the centre of Water-lane to 66 yards south therefrom.
- (3.) In Lower Tulse-hill between the respective points following, viz.:—(a) 180 yards and 300 yards south from the centre of Water-lane; (b) 606 yards and 672 yards south from the centre of Water-lane; (c) 336 yards and 270 yards north from the centre of Trinity-road; (d) opposite the south-west corner of Trinity-road to 66 yards south therefrom; (e) 260 yards and 194 yards north-west from the south-west corner of Thurlow Park-road.
- (4.) In Lower Tulse-hill and Thurlow-lane between points respectively 44 yards north-west, and 122 yards south of the south-west corner of Thurlow Park-road.
- (5.) In Church-road between points respectively 145 yards, and 79 yards north from the centre of York-road.

- (6.) In Thurlow-place and the roadway therefrom, to the junction of Knights-hill with High-street, between points respectively 77 yards and 11 yards north from the termination of the tramway.

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

Tramway No. 1.

In Merton-road (a) on the east side from the north-west corner of Cavendish-road to 156 yards north therefrom; (b) on the west side between points respectively 20 yards and 88 yards north from the north-west corner of Cavendish-road; (c) on both sides between points respectively 216 yards and 282 yards south from the centre of the bridge aforesaid; (d) on the north-west side between points respectively 27 yards and 93 yards north-east from the centre of the said bridge; (e) on the east side from opposite the north-east corner of Tooting-grove to 52 yards north-east therefrom; (f) on both sides between points respectively 83 yards and 136 yards north-east from the north-east corner of Tooting-grove; (g) on the west side from the termination of the tramway to 20 yards south-west therefrom.

Tramway No. 2.

- (1.) In High-street and the road leading from High-street to Balham-road on the east side, between points respectively 28 yards south-west and 170 yards north-east from the centre of Selkirk-road.
- (2.) In the road leading from High-street to Balham-road; (a) on the west side between points respectively 280 yards and 320 yards south from the south-east corner of Obligation-row; (b) on the east side between points respectively 253 yards and 286 yards south from south-east corner of Obligation-row; (c) on both sides between points respectively 20 yards and 72 yards south-west from the south-east corner of Obligation-row.

Tramway No. 3.

- (1.) In Balham-road; (a) on the west side from the south-east corner of Ramsden-road to 41 yards south therefrom; (b) on the east side from opposite the north-east corner of Balham-grove to 40 yards north therefrom; (c) on both sides between points respectively 13 yards and 79 yards south from the centre of Devonshire-road.
- (2.) In Balham-road and Balham-hill, on both sides between points respectively 33 yards and 99 yards north from the centre of Holly-grove.

Tramway No. 4.

- (1.) In Clapham Park-road on both sides; (a) between points respectively 10 yards and 76 yards east from the north-east corner of Park-hill; (b) from the south-east corner of Haselrigge-road to 97 yards east therefrom.
- (2.) In Clapham Park-road and Acre-lane, on both sides between points respectively 46 yards west and 20 yards east from the centre of Bedford-road.
- (3.) In Acre-lane; (a) on the north side between points respectively 83 yards and 170 yards east from the centre of Bedford-road; (b) on both sides between points respectively 23 yards west and 43 yards east from the centre of Solon-road; (c) on both

sides from opposite the centre of The Avenue to 66 yards west therefrom; (d) on the north side from opposite the centre of the Avenue to 50 yards west from the junction of Acre-lane with Brixton-road.

Tramway No. 5.

- (1.) In Effra-road, on the west side between points respectively 126 yards north and 47 yards south from the centre of Kellet-road.
- (2.) In Lower Tulse-hill, on both sides between points respectively 180 yards and 236 yards south from the centre of Water-lane.
- In Lower Tulse-hill, on both sides between the respective points following, namely: (a) 264 yards and 303 yards south from the centre of Water-lane; (b) 606 yards and 672 yards south from the centre of Water-lane; (c) 336 yards and 270 yards north from the centre of Trinity-road; (d) from opposite the south-west corner of Trinity-road to 66 yards south therefrom; (e) 260 yards and 194 yards north-west from the south-west corner of Thurlow Park-road.
- (3.) In Church-road, on both sides between points respectively 145 yards and 79 yards north from the centre of York-road.

The above tramways will be made in the several parishes and places following, that is to say:—

Lambeth, Clapham, Streatham, Tooting Graveney, and Mitcham, in the county of Surrey.

Each tramway is intended to be constructed on a gauge of 4 feet 8½ inches.

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

The Provisional Order will also provide for all or some of the following objects (that is to say):—

To authorise or to authorise and require the Promoters from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient to the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stable or carriage sheds or works or buildings of the Promoters.

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

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

To enable the Promoters and any local or road authority and any owners or lessees of any other tramways, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and of any roads or streets upon or along which the same or any part thereof are or are intended to

be laid or constructed, and for facilitating the passage of carriages and traffic on and along the same or any part thereof.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers and goods and other traffic upon the same.

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

To incorporate with the Provisional Order, and extend and apply to the tramways and works above described, all or some of the powers and provisions of the "Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order or may be deemed expedient to alter, amend, or repeal the provisions or some of the provisions of that Act.

On or before the 30th of November instant, the following deposits will be made, namely:—Plans and sections of the proposed tramways and works, and a copy of this advertisement 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 Metropolitan Board of Works at Spring-gardens, in the county of Middlesex, and a copy of the same plans, sections, and advertisement, and a map of the district with the lines of the proposed tramways marked thereon, together with a diagram, will be deposited at the office of the Board of Trade in Whitehall-gardens; and a copy of the said advertisement and of so much of the said plans and sections as relates to each parish, extra-parochial and other place in or through which the intended tramways will be made, will be deposited, as regards the parish of Lambeth, with the vestry clerk of that parish, at his office at the Vestry Hall, Kennington-green; as regards the parishes of Clapham, Streatham, and Tooting Graveney, with the clerk of the Board of Works for the Wandsworth District, at his office at Battersea Rise, Wandsworth, and as regards the parish of Mitcham with the parish clerk of that parish, at his place of abode, and at the office of the Mitcham Local Board of Health at Mitcham.

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 January next ensuing, and a copy of any such objection must at the same time be sent to the undersigned on behalf of the Promoters, and that in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

The printed draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd of December next; and printed copies thereof when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy, to all persons applying for the same, at the offices of the undersigned.

£ Dated this 23rd November, 1881

Tahourdin and Hargreaves, 1, Victoria-street, Westminster, S.W.

In Parliament.—Session 1882.

Newquay Water.

(Incorporation of Company; Construction of Works; Supply of Water to Parishes of Colan, Saint Columb Major, and Saint Columb Minor, in Cornwall; Power to take Water; Compulsory purchase of Lands, &c.; Power to supply Meters, &c., Rates, Rents and Charges; Protection of Works, &c., of Company; Power to purchase Works, &c., of Local Board and other Companies, bodies and persons; Sale or lease of Lands; Incorporation of part of Railways Clauses Consolidation Act, 1845; Agreements with Corporations, Local Boards and Authorities, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill 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 waterworks and other works and conveniences (which said waterworks and other works and conveniences will be wholly situate in the county of Cornwall) following, or some of them, that is to say:—

A Reservoir (No. 1), wholly in the parish of Saint Columb Major, commencing at or near the source of a stream called or known by the name of the "Adit Stream," and which stream rises on lands belonging to Henry Jenkin Rowse, at the bottom of a lane between the fields or closes of land numbered 38 and 39 on the tithe apportionment map of the said parish, which fields or closes of land are the property of the said Henry Jenkin Rowse, and are in the occupation of John Crowle, and will be bounded on the westward by the fence at the bottom of the said lane, and will extend in an easterly direction about 24 yards, and will be in width from north to south about 27 yards.

A storage Reservoir (No. 2), wholly in the parish of Colan, on a portion of certain waste land the property of the Rev. Sir Vyell Francis Vyvyan, Baronet, and on lease to and occupied by Richard Rundle, immediately to the southward of the main line of the Cornwall Minerals Railway; and the north-east corner of the said reservoir will be at a point about 140 yards to the east of an occupation foot-bridge crossing the said railway, and which foot-bridge is near the point at which the public road from the town of Saint Columb to Newquay is carried over the said railway at Quintrell Downs; and the said reservoir will extend in a south-westerly direction about 66 yards from the said point, and in a south-easterly direction about 35 yards from the said point.

An aqueduct, conduit, or line of pipes (No. 1), commencing in the parish of Saint Columb Major, in the north-western corner of the said Reservoir (No. 1), and terminating in the parish of Colan, in the south-eastern corner of the said Reservoir (No. 2).

A Reservoir (No. 3), wholly in the parish of Saint Columb Minor, to be situate in the south-east corner of a field belonging or reputed to belong to Thomas Pearse, and in the occupation of James Pearse, and numbered 85 on the tithe apportionment map of the said parish, which said reservoir will extend about 30 yards along the eastern fence of the said field, and about 40 yards along the southern fence of the said field, which said reservoir will be about 30 yards in width.

An aqueduct, conduit, or line of pipes (No. 2) wholly in the parishes of Colan and Saint Columb Minor, commencing in the parish of Colan at the

north-western corner of the said Reservoir (No. 2), and terminating in the parish of Saint Columb Minor, at the north-eastern corner of the said Reservoir (No. 3).

An aqueduct, conduit, or line of pipes (No. 3) wholly in the parish of Saint Columb Minor, commencing in the north-west corner of the said Reservoir (No. 3) and terminating in a road known as L'Henver-lane, at a point 1 chain or thereabouts from and to the eastward of the southern termination of the footpath leading from the said L'Henver-lane to the district church of Newquay and the main street of Newquay.

2. 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 of those works shown on the sections hereinafter mentioned.

3. To enable the Company to supply water for public and private purposes to and within the following parishes, townships, extra-parochial, and other places, or some of them, or some part or parts thereof respectively, that is to say, Saint Columb Major, Colan, and Saint Columb Minor, in the county of Cornwall.

4. To authorise the Company to make and maintain, and from time to time renew, in the parishes, townships, extra-parochial, and other places aforesaid, and every or any of them, in connection with the intended works, or any of them, all necessary and convenient approaches, embankments, roads, ways, wells, tanks, filtering-beds, and tunnels, dams, sluices, outfalls, channels, conduits, drains, mains, pipes, engines, works, and conveniences for collecting, filtering, storing, and distributing water.

5. To empower the Company to take, collect, and divert into the intended reservoirs and works aforesaid, and therein impound and thence distribute the waters of any springs and streams on or near the site of the proposed reservoirs and aqueducts, conduits, or lines of pipes, or on any lands for the time being belonging to the Company.

6. To empower the Company to break up, divert, alter, or stop up, or otherwise interfere with, whether temporarily or permanently, all such turnpike and other roads, highways, streets, courts, passages, footpaths, ways, pipes, sewers, canals, navigations, rivers, streams, watercourses, 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 break up, divert, alter, or stop up, for the purposes of the intended works, or any of them, or of the Bill.

7. To enable the Company to purchase and take by compulsion and otherwise, and to hold and to take leases or grants of, or to take by compulsion and otherwise, easements over lands, houses, springs, streams, waters, and other property and hereditaments in the parishes, townships, extra-parochial and other places aforesaid, for the purposes of the intended works or any of them, or of the Bill, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, water and hereditaments.

8. To authorise the Company to supply water by meter, and to sell meters or let meters on hire.

9. To authorise and empower the Company to demand and 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.

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

11. To empower the Company to acquire by agreement any lands and buildings, waterworks, reservoirs, mains or pipes, waters, sources of water, agreements, rights, and privileges, belonging to any other company, body, or person within the district of supply of the Company, and if necessary to confer upon any such company, body, or person powers to sell and transfer the same to the Company, and to accept in payment thereof, and to 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.

12. To authorise the Company to sell and dispose of or to let on lease or on fee farm, rent, or otherwise, from time to time, any works, lands, houses, and property for the time being belonging to the Company.

13. To incorporate with the Bill, and apply to the Company and the proposed works, all or some of the provisions, with or without modifications, of the Railways Clauses Consolidation Act, 1845, "with respect to the temporary occupation of lands near the railway during the construction thereof."

14. 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 corporation, 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 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 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.

15. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, or such contracts or arrangements aforesaid, and to confer other rights and privileges.

16. 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, 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 that on or before the said 30th day of November 1881, a copy of so much of the said plans, sections and book of reference as relates to each 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.

17. 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.

Vallance and Vallance, 20, Essex-street, Strand, London, W.C., Solicitors for the Bill.

Hanly and Fellows, 22, Abingdon-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1882.

Ramsgate and Margate Tramways Company. (Powers to Company to Make and Maintain New Tramways in the Parishes of St. John the Baptist, Minster, and Acol, in the County of Kent; Abandonment of Part of their Authorised Tramways, and Release or Application of Deposit Fund; Sanctioning Gauge of 3 feet 6 inches for Authorised and Intended Tramways; Powers to Widen, Improve, and Interfere with Streets and Roads, and Agreements with Local and Road Authorities with Respect thereto, and Power to those Authorities to contribute to the Expense thereof; Tolls; Compulsory Purchase and Taking of Lands and Houses; Regulation of Public Traffic in Streets and Roads; Application of Authorised Capital and Increase of Capital; Extension of Time for Constructing Authorised Works and for Compulsory of Purchase of Land; Partial Repeal of Section 30 of the Company's Special Act, 1880; Alteration and Amendment of Company's Special Acts, and other Purposes.)

TAKE notice that the Ramsgate and Margate Tramways Company (hereinafter called "the Company") intend to apply to Parliament next Session for leave to bring in a Bill to confer on 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 authorised undertaking the tramways hereinafter described, or some of them, or some part thereof respectively, together with all necessary roads, roadways, road widenings, footpaths, cuttings, embankments, drains, culverts, walls, fences, rails, plates, chairs, sleepers, junctions, buildings, works, and conveniences connected therewith respectively, that is to say:—

A Tramway, No. 1, commencing by a junction with the authorised tramway in Marine-terrace, Margate, in the parish of St. John the Baptist, at a point 11 feet or thereabouts measured in a southwardly direction from the drinking fountain on Marine-terrace, passing thence westward along Marine-terrace and Canterbury-road, and into and along the road leading past Rancorn and Muxix Farm to Westgate-on-Sea, and into and along Westgate-road, and terminating in that road at a point at or near its junction with Domneva-road, in the parish of Minster.

Tramway No. 1 will consist of a single line, except between the points or at the parts hereinafter specified, where it will be laid as a double line, that is to say:—

In Marine-terrace aforesaid, for a distance of 4 chains from its commencement.

In Canterbury-road between points respectively $1\frac{1}{2}$ chain north-eastward, and $2\frac{1}{2}$ chains south-westward of the centre line of Westbrook-road.

In the road from Margate to Westgate-on-Sea, leading past Rancorn and Muxix Farm, between points respectively 4 chains and 8 chains, measured in a south-westward direction from the southern end of Adelphi-terrace, Rancorn, along the said road, and between points respectively 4 chains and 8 chains, measured in a westwardly direction from the western side of Muxix Farm House.

In Westgate-road between points respectively 11 chains and 7 chains eastward of the centre line of Roxburgh-road, and between points respectively $4\frac{1}{2}$ chains and $\frac{1}{2}$ chain eastward of the centre line of St. Mildred's road, and between points respectively 5 chains and 1 chain eastward from the termination of the said Tramway No. 1.

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 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on the side or sides of the road specified in each case (that is to say):—

On the north-west side of Canterbury-road, between a point opposite the entrance gateway to Royal-crescent, and a point opposite the north-east end of Queen's-terrace, and between points respectively half a chain north-eastward and $2\frac{1}{2}$ chains south-westward of Westbrook-road.

On the north-west side of Canterbury-road and on the north side of the road from Margate to Westgate-on-Sea leading past Rancorn and Muxix Farm, between a point in Canterbury-road opposite the west side of the main entrance gate to the Royal Sea Bathing Infirmary, and a point in the said road from Margate to Westgate-on-Sea opposite the front line of the buildings known as Westbrook-terrace.

A Tramway, No. 2, to be wholly situate in the parish of St. John the Baptist, commencing by a junction with the intended authorised tramway in the Parade, Margate, at a point opposite King-street, passing thence in a north-easterly direction into and along Parade-street and Fort-hill, into and along Fort-crescent, Cliff-terrace, Ethelbert-terrace, and Ethelbert-crescent, into and along Edgar-road, and into and along Eastern Esplanade, and terminating there at a point opposite Sweyn-road.

Tramway No. 2 will consist of a single line, except between the points or at the parts hereinafter specified, where it will be laid as a double line (that is to say):—

In Fort-crescent between points respectively half a chain and $4\frac{1}{2}$ chains eastward from the west end of Fort-crescent.

In Cliff-terrace between a point opposite the west end of that terrace and a point 4 chains eastward of that point.

In the road forming the westward continuation of Eastern Esplanade between points respectively 4 chains and 1 chain westward of Sweyn-road.

In the following instances Tramway No. 2 will be so laid that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway at the side or sides of the road specified in each case, that is to say:—

On the north-west side of Parade-street for a distance of 80 feet from the commencement of the tramway, and on the south-east side

of Fort-hill throughout the whole length of Fort-hill.

A Tramway, No. 3, to be wholly situate in the parish of St. John the Baptist, commencing by a junction with the intended authorised tramway in Marine-terrace, Margate, at a point 240 yards or thereabouts eastward from the said drinking fountain, passing thence eastward into and along the Parade, and terminating there by a junction with the authorised tramway at a point opposite King-street.

Tramway No. 3 will consist of a single line, and form a double line with the said authorised tramway in Marine-terrace and the Parade.

The said hereinbefore described tramways will pass from, through, or into, and be situate in the parishes of St. John the Baptist, Minster, and Acol, or some or one of them, in the Isle of Thanet, in the county of Kent.

To authorise the Company to lay the tramways authorised to be constructed by the Ramsgate and Margate Tramways Act, 1879; and the Ramsgate and Margate Tramways Act, 1880 (hereinafter called respectively the Act of 1879 and the Act of 1880), and also the proposed tramways on a gauge of 3 feet 6 inches, or such less gauge as may be fixed by the intended Bill.

[Note.—The proposed alteration of the gauge prescribed by the Act of 1880 will involve the placing of the outer rails of the tramways only 5½ inches at the most nearer to the edge of the footpath on either side of the road than at present authorised, and no alteration will be made in the width of the carriages to be used on the tramways as by that Act prescribed.]

To empower the Company to widen the said road from Margate to Westgate-on-Sea, leading past Rancorn and Nutrix Farm, on both or either sides or side thereof, between the western side of the occupation road leading to the back of the houses in Westbrook-terrace (Margate) and the road leading past the coast-guard station, and Beach House Hotel at Westgate-on-Sea, or some part or parts of the first-named road; and to empower the Company and road authorities respectively to enter into and carry into effect agreements with respect to such road widenings and the maintenance of such road or portions of road when widened, and the contribution by such authorities towards the expense of such widening; and to empower the respective road authorities to contribute to the said expenses, and to raise money for that purpose, and to provide for the vesting of the widened road in the road authorities, and the maintenance thereof as a public highway; and to confirm any agreements made before the passing of the intended Bill touching any of the matters aforesaid.

To empower the Company to maintain the said intended tramways as part of their authorised undertaking, and to incorporate with and make applicable to or for the purposes of the said intended tramways (with or without alteration) all or some of the powers and provisions of the Act of 1879, and the Act of 1880, and the Acts incorporated therewith, and to enable the Company to apply to the purposes of the said intended tramways any part of their authorised capital not or no longer required for the purposes of the said Acts or either of them, to levy tolls, rates, and charges, in respect of the said intended tramways, and to confer exemptions from such tolls, rates, and charges, and to confer upon the Company all necessary and proper powers, and to make all necessary provisions for

constructing and maintaining the said intended tramways in and along the streets, roads, and other places above specified, and for that purpose to break open, and otherwise interfere with such streets, roads, and other places, and also to remove or alter the position of any gas, water, and other pipes, sewers, drains, tunnels, and works under the same, to make additional crossings, sidings, passing-places and other works in addition to those above specified, to discontinue (temporarily or permanently) any such tramway or any portion thereof when constructed, and when necessary to lay down in lieu thereof a temporary tramway or temporary tramways; to use steam and other mechanical power upon the said intended tramways; to sell and transfer their undertaking to any local or road authority and other companies, bodies, or persons, and to provide for the exclusive user by the Company of the said proposed tramways by carriages having flanged wheels or wheels specially or particularly adapted to run on an edged or a grooved rail.

To empower the Company, by compulsion or agreement, to purchase and take, and also to take on lease, lands, houses, and hereditaments, and to acquire rights of way, easements, or other rights in or over lands, houses, and hereditaments, for the purpose of constructing the said intended tramways, and for widening or improving the streets or roads in or along which the said intended tramways will be laid, and for other the purposes of the intended Bill, or of the Company's undertaking, and to sell, lease, or otherwise dispose of any lands or property for the time being held by the Company.

To authorise the temporary occupation by the Company of lands and other property during the construction or alteration of the intended tramways, road widenings and improvements, and other works, and to make all necessary provision for that purpose.

To empower the Company for the purposes of the Bill, or of their authorised undertaking, to raise additional capital by the creation and issue of ordinary or preference shares or stock, or by borrowing on mortgage, or by all or any of those means.

To extend the times respectively limited by the Act of 1879 and the Act of 1880, for constructing the Company's authorised tramways, or for constructing some of them, or some part or parts thereof, and for the compulsory purchase and taking of lands and other property, for such period or periods respectively as the Bill may prescribe or Parliament may sanction.

To authorise the Company to abandon the construction of such portions of Tramway No. 1 authorised by the Act of 1879 as are respectively situate between the points of commencement and termination of Tramway No. 4, authorised by the Act of 1880; and between the point of commencement of Tramway No. 6, authorised by the Act of 1880, and the termination of the said Tramway No. 1, the whole of Tramway No. 4 authorised by the Act of 1879, the whole of Tramways Nos. 7 and 8 authorised by the Act of 1880, and Tramway No. 10 authorised by the Act of 1879, and the works respectively connected therewith, or some of such tramways and portions of tramway and works, or some portions thereof respectively, and to provide for the release or repayment of a proportionate part of the deposit fund or funds paid into the Chancery Division of the High Court of Justice, upon the application to Parliament for the said Acts, in respect of the said tramways and portions of

tramway proposed to be abandoned, or for the application or appropriation thereof for the purposes of the deposit fund, payable in respect of the intended Bill.

To repeal Sub-section 2 of Section 30 of the Ramsgate and Margate Tramways Act, 1880, except as relates to the paving of the portion of roadway therein specified.

The Bill will alter, vary, or repeal the provisions of the Act of 1879 and the Act of 1880, or either of them, and will incorporate with itself all or some of the provisions of "The Tramways Act, 1870;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869;" and "The Railways Clauses Consolidation Act, 1845;" and will alter or repeal all local and other Acts and will vary and extinguish all existing rights and privileges so far as may be necessary or desirable for effecting the purposes of the intended Bill, and will confer other rights and privileges.

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 works, and of the lands, houses, and other property which may be taken for the purposes thereof, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said intended tramways and works, or any part thereof, will pass or be made, with a copy of the said Gazette notice, will be deposited with the parish clerk of every 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 Bill will, on or before the 21st day of December, 1881, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1881.

Burdett-Cunningham, and Anwyl, St. Stephen's-chambers, Westminster, Solicitors for the Bill.

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

In Parliament.—Session 1881-82.

Aldershot and Farnborough Tramway Extension and Amendment.

NOTICE is hereby given, that application is intended to be made by the undersigned to the Board of Trade for a Provisional Order sanctioning the construction of the tramways authorized by the Tramways Order Confirmation No. 1 Act, 1878, on the waste at the side of the Farnborough and Lynchford Roads therein mentioned, instead of along the edge of the metalled portion of the said roads, and also authorizing the construction and maintenance of the several road tramways hereinafter described, to be worked by animal or mechanical power, or some or one of such road tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences.

Tramway No. 1 will commence in the parish of Farnborough by a junction with the existing main line of tramway, on the main road leading from Farnborough to Farnham, at a point in the waste of the said road, opposite the Queen's Hotel, and

will pass along the said main road in a southerly direction to, and terminate in, the parish of Aldershot, at a point 600 feet, or thereabouts, from the centre of the bridge carrying the aforesaid road over the Basingstoke Canal, measured along the said road in a southerly direction, all in the county of Southampton. The said tramway will be laid on the western side of the said main road to a point opposite the fence forming the northern boundary of the Camp Nursery, at which point it will cross the main road to the east side of the said main road, and thence will continue on the said east side to its termination aforesaid. This tramway will be laid on the waste by the side of the metalled portion of the said road, except where it crosses the said road from the west to the east side thereof, and also where it crosses the Basingstoke Canal, the bridge over which and its approaches will be widened.

Tramway No. 2 will commence in the parish of Aldershot by a junction with Tramway No. 1 at the termination thereof, and will pass along the main road leading from Farnborough to Farnham in a southerly direction, and terminate in the same parish, at a point near the intersection of the south and west boundary walls of the South Cavalry Barracks. The said tramway will be laid on the waste by the side of the metalled portion of the said road from its commencement as aforesaid to where the waste of the said road terminates nearly opposite the Prince Consort's Library, and from thence to the termination of the tramway as aforesaid, it will be laid down the west side of the metalled part of the said road.

Tramway No. 3 will commence in the parish of Aldershot by a junction with Tramway No. 2 at the termination thereof, and will pass in an easterly direction along the Union-road, the Queen's-road, the Wellington-road, and the Victoria-road, and will terminate in the parish of Aldershot at a point in Victoria-road where it is intersected by Arthur-road and Pickford-street. The said tramway will be laid on the southern side of the metalled portion of the said roads.

It is proposed to lay such tramways as a single line, except between the following points, where the tramway will be laid as a double line for the passing places:—On Tramway No. 1—on the main road leading from Farnborough to Farnham, between the termination of Tramway No. 1 and a point 55 yards north of the same. On Tramway No. 2—between the termination of the same and a point 55 yards north of the same.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same; and to confer, vary, or extinguish other rights or privileges.

And notice is hereby given, that duplicate plans and sections of the proposed road tramways and works, a book of reference to such plans, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the county of Southampton, at his office, at Southampton, in the said county; at the office of the Board of Trade, Whitehall; the Private Bill Office of the House of Commons; the Clerk of the Parliaments at the House of Lords; and that a copy of so much of the said plans and sections and book of reference as relates to each of the parishes in or through which the proposed tramways will be made or pass; and also a copy of this advertisement will, on or before the said 30th day of November, be deposited for public inspection

tion as follows, that is to say:—For the parish of Farnborough, with the clerk of the said parish at Aldershot, in the said county of Southampton; for the parish of Aldershot, with the clerk of that parish, at his office at Aldershot aforesaid.

Printed copies of the Draft Provisional Order may, on and after the 23rd day of December, 1881, be obtained at the office of the undersigned, Edward Morley Chubb, 11, Pancras-lane, London, E.C., on payment of one shilling each.

And notice is hereby further given, that printed copies of the said Provisional Order, when settled and made by the Board of Trade, will be deposited for public inspection in the office of the Clerk of the Peace for the county of Southampton, at his office, at Southampton, in the said county, and at the office of the Board of Trade, Whitehall, London; copies of the said Order will also be deposited at the office of the undersigned, Edward Morley Chubb, 11, Pancras-lane, London, E.C., and will there be supplied to all persons applying for them, at the price of one shilling each.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th of January next ensuing, and copies of such objections or representations must at the same time be sent to the undersigned. Such objections or representations must contain a statement that a copy thereof has been sent to the promoter or his agent.

Dated 16th November, 1881.

Edwd. M. Chubb, Promoter, 11, Pancras-lane, London, E.C.

In Parliament.—Session 1882.

Shoreham Harbour.

(Construction of New Lock and other Works; Junction Railway; Arrangements with London, Brighton, and South-Coast Railway Company; Compulsory Purchase of Lands; Tolls, Rates, and Dues; Alteration, Regulation, and Increase of Capital and Borrowing Powers; Amendment of Acts.)

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

To authorize the Shoreham Harbour Trustees (in this notice called "the Trustees"), to make and maintain all or some of the following works, that is to say:—

1. A lock, with gates, caissons, and sluices, partly in the parish of Lancing, and partly in the parish of Southwick, commencing at a point distant about 53 yards, measured in a south-easterly direction, from the south-east corner of the half-tide quay on the south side of the Brighton and Shoreham Lower-road, at Southwick, thence continuing in an easterly direction for about 140 yards, and terminating at a point about 30 yards, measured in a southerly direction, from the south-west corner of the gridiron adjoining Penney's Wharf, at Southwick.
2. An embankment wholly in the parish of Lancing, commencing at or near the east-end of the said intended lock before described, thence continuing in an easterly direction for about 290 yards, and terminating at or near the western end of the weir to the southward of the existing lock in the eastern arm of Shoreham Harbour.
3. A quay wall, wharf, or jetty, commencing

in the parish of Southwick at a point distant 73 yards, or thereabouts, south of the southern end of Mill-road at Fishersgate, thence continuing in a southerly direction for about 13 yards, thence proceeding in an easterly direction parallel with the eastern arm of the said harbour for a distance of about 470 yards, and terminating in the parish of Portslade at a point distant about 107 yards southward of the southern end of Clarence-street, Portslade.

4. A railway siding or junction, commencing in the parish of Southwick, by a junction with the London, Brighton, and South-Coast Railway, at or about the point where that railway crosses the road leading northward from West-road at the western end of the hamlet of Fishersgate, and terminating in the parish of Portslade, at a point about 100 yards southward of the southern end of Clarence-street aforesaid.
5. A tramway, commencing in the parish of Old Shoreham by a junction with the siding on the south side of the London, Brighton, and South-Coast Railway, about 347 yards eastward of the booking office at Shoreham Station, and terminating at the river face of the Free Wharf on the River Adur on western arm of Shoreham Harbour, in the parish of New Shoreham.
6. A bridge, with suitable approaches, commencing at a point about 25 yards southward of the junction of High-street with East-street, in the township and parish of New Shoreham, thence proceeding in a southerly direction over the River Adur, or western arm of the said harbour, and foreshore on each side thereof for a distance of about 250 yards, and terminating in the parish of Lancing, on the south side of the said river or western arm, about 310 yards north-west of the flagstaff at the Coastguard Station.
7. All necessary and convenient warehouses, sheds, buildings, wharves, quays, slips, jetties, landing places, tips, stages, staiths, rails, trams, sidings, cranes, lifts, drops, moorings, culverts, sluices, drains, and other works, and conveniences.

The aforesaid works will be wholly situated in the county of Sussex.

The Bill will authorize the Trustees to exercise all or some of the following powers, viz.:—

To deviate from the lines and levels of the said intended works hereinbefore described to such extent as may be prescribed by the Bill.

To purchase, by compulsion or otherwise, and use for the purposes of the intended works and of the harbour lands and other property in the before-mentioned townships, parishes, and places, or some of them; and also to purchase and acquire, by agreement or otherwise, so much of the land, foreshore, river bed, and beach on the southern side of the River Adur or western arm of the said harbour, in the parish of Lancing, as is bounded on the north and east by the centre of the low-water channel of the said river and western arm, on the south by the sea, and on the west by an imaginary line drawn due south from the Star Inn, at the southern end of Church-street, New Shoreham, to a point on the seashore at low water mark, distant about 323 yards south-westward from the flagstaff at the Shoreham Coast Guard Station.

To purchase by agreement the western half of the Wish Pond and the strips of beach on the north, south, and west of the said pond, and to sell all the existing rights of the Trustees in the eastern half of the said pond.

To enlarge the limit of the harbour.

To cross, divert, or stop up, temporarily or permanently, roads, drains, sewers, pipes, navigation, rivers, streams, or watercourses, as far as may be necessary for the purposes of the said intended works; and to erect groynes for protection of lands adjoining the sea-shore, in or adjoining the aforesaid parishes, or some of them; and to acquire and extinguish all rights and privileges over the foreshore between the proposed quay-wall and high water mark.

To provide or license and maintain steam dredgers and hoppers, and steam tugs, or other power, for the purpose of towing ships into and out of the harbour from and to the sea, and to regulate the towing of ships and vessels into and out of the harbour, and prescribe the charges to be made therefor.

To levy tolls, rates, duties, wharfage, and other charges for the use of the said harbour, locks, piers, and works; and for the use of the wharves, quays, landing places, cranes, warehouses, machinery, dredgers, steam tugs, and other conveniences and appliances, and to alter or vary existing tolls, rates, duties, and charges.

To empower the Trustees for such considerations, at such rents, and upon such terms and conditions, and for such term or period as they may 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.

To authorize the Trustees to apply and appropriate to all or any of the purposes of the Bill any capital or funds belonging to them; or which they have power to raise, and to regulate and define the capital and borrowing powers of the Trustees; and to authorize the Trustees for all or any of the purposes of the Bill, and the general purposes of their undertaking, to raise additional capital by the creation and issue of new shares or stock, with or without guarantees or preference in payment of dividend or other privileges attached thereto, and by borrowing on mortgages, or by the creation and issue of debenture stock, or by one or more of those modes.

To re-arrange, alter, and regulate the capital of the Trustees, and all or some of the several classes of ordinary and preference and guaranteed shares and stock, and debenture stock; and to define and prescribe the priorities and privileges to which such shares and stocks are or shall be entitled; with reference to other capital of the Trustees as regards the payment of interest or dividends, or otherwise.

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

The Bill will authorize and require the Trustees, and the London, Brighton, and South Coast Railway Company, from time to time to enter into arrangements with respect to the use and management of the railway and works of the Trustees, or any part or parts thereof, the payments and allowances to be made and the conditions to be performed with respect to such use and management; the interchange, accommodation, and conveyance of traffic coming from or destined for the undertaking of the contracting parties, and the division and appropriation of the tolls and other income arising from that traffic.

The Bill will authorize and empower trustees

and owners of settled estates and others to contribute towards the expense of the said bridge, and owners, trustees, tenants for life, and other persons under any disability, whose estates, or any part thereof, may be benefitted by, or any part of whose lands may be required for, the works of the Trustees, to take and hold shares or securities to be issued under the powers of the Bill in the capital, and to charge their estates with the amount thereof.

The Bill will incorporate with itself the whole or such of the provisions as may be necessary of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Commissioners' Clauses Act, 1847;" "The Railways Clauses Consolidation Act, 1845;" "The Railway Clauses Act, 1863;" "The Harbours, Docks, and Piers Clauses Act, 1847;" "The Public Works Loan Act, 1875;" and the Bill will, so far as may be necessary, amend and enlarge the several local and personal Acts, following:—5 and 6 Will. IV. cap. 10; 23 and 24 Vic. cap. 158; and all other Acts relating to or affecting the London, Brighton, and South Coast Railway Company, or their undertaking, 56 Geo. III. cap. 81; 59 Geo. III. cap. 31; and all other Acts relating to or affecting the New Shoreham Harbour Trustees, or their undertaking.

And notice is hereby given, that on or before the 30th day of November instant, a copy of this notice, with duplicate plans and sections, describing the line, situations, and levels of the proposed works, and the lands, houses, and other property which will or 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 and other property, will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county, and a copy of this notice, with so much of the said plans and sections and book of reference as relates to each parish in which any of the said intended works are proposed to be made, or in which any lands or houses are intended to be taken, will be deposited for public inspection with the parish clerk of each such 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 17th day of November, 1881.

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

Board of Trade—Session 1882.

The Tramways Act, 1870.

Staffordshire Tramways Extension.

(Construction of Tramways in the Parishes of Darlaston, Wednesbury, and Walsall in the County of Stafford; Abandonment of Tramways authorised by the Staffordshire Tramways Order, 1879; Alteration of Gauge; Running Powers over the Tramways authorised by the South Staffordshire Tramways Order, 1881; the Walsall and District Tramways Order, 1880; and the Wednesbury and West Bromwich Tramways Order, 1881; Alteration of Gauge of Walsall and District Tramways; Power of Sale; Application of Deposit made in Respect of Tramways Abandoned; Use of Mechanical Power; Extension of Time; Amendment and Repeal of Acts and Orders.)

NOTICE is hereby given, that application is intended to be made by the Staffordshire Tramways Company, Limited, hereinafter called "the Company," to the Board of Trade on or

before the 23rd day of December next, under the provisions of "The Tramways Act, 1870," for a Provisional Order to authorise the making, forming, laying down, and maintaining of the several tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences, that is to say:—

Tramway No. 1.

Wholly situate in the county of Stafford, commencing in the parishes of Darlaston and Wednesbury, or one of them, in the eastern end of Penfold-street, by a junction with the authorised Tramways Nos. 2 and 2c of the Staffordshire Tramways Order, 1879, and passing thence into and along the high road leading from Darlaston to Walsall, and terminating in the parish of Walsall at the junction of the said high road with the Wednesbury-road.

This tramway will be a single line except between the following points where it will be a double line:

From the commencement of the tramway to a point 22 yards eastward therefrom.

Between two points respectively 26 yards west and 40 yards east from the centre of Old Park-road.

Between two points respectively 106 yards and 40 yards west from the centre of Well-street.

Between two points respectively 50 yards and 116 yards east from the centre of Hill-street.

Between two points respectively 45 yards west and 21 yards east from the centre of Cook-street.

From a point opposite the centre of Forge-lane to a point 66 yards north-eastward therefrom.

Between two points respectively 76 yards and 10 yards south-west from the centre of the bridge carrying the high road between Darlaston and Walsall over the Darlaston Branch of the London and North Western Railway.

Between two points respectively 76 yards and 10 yards westward from the Globe Inn.

Between two points respectively 210 yards and 276 yards eastward from the Globe Inn.

Between two points respectively 641 yards and 487 yards north-west from the centre of the Wednesbury-road.

Between two points respectively 318 yards and 252 yards north-west from the centre of the Wednesbury-road.

Between two points respectively 66 yards and 11 yards north-west from the termination of the tramway.

Tramway No. 2.

Wholly situate in the parish of Wednesbury, in the county of Stafford, commencing in High Bullen by a junction with the authorised Tramways Nos. 2 and 2c of the Staffordshire Tramways Order, 1879, and passing thence and along High Bullen, High-street, Market-place, Lower High-street, and Bridge-street, and terminating therein at a point opposite the south-eastern corner of New-street.

This tramway will be a single line, except between the following points, where it will be a double line.

From the commencement of the tramway to a point in Lower High-street, 84 yards north-east from the centre of Russell-street.

Between two points respectively 86 yards and 20 yards north-east from the termination of the tramway.

Tramway No. 3.

Wholly situate in the parish of Wednesbury, in the county of Stafford, commencing in Dud-

ley-street by a junction with the authorised Tramways Nos. 2 and 2c of the Staffordshire Tramways Order, 1879, at a point 15 yards east from the centre of Holyhead-road, and passing thence along Dudley-street, across the Holyhead-road, and along Lower Dudley-street, and terminating therein at a point 10 yards west from the centre of Great Western-street.

This tramway will be a single line, except between the following points, where it will be a double line:—

From the commencement of the tramway to a point 11 yards westward therefrom. Between two points respectively 88 yards and 22 yards east from the termination of the tramway.

The proposed tramways will be made or pass from, in, through, or into the parishes, extra-parochial or other places following, or some of them, that is to say:—Darlaston, Wednesbury, and Walsall, all in the county of Stafford.

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 less space than 9 feet 6 inches will intervene between the outside of the foot-path on the side of the streets or roads hereinafter mentioned and the nearest rail of the tramway.

Tramway No. 1.

In the High-road leading from Darlaston to Walsall.

On both sides thereof between two points respectively 26 yards west and 40 yards east from the centre of Old Park-road.

On both sides thereof between two points respectively 106 yards and 40 yards west from the centre of Well-street.

On the north side thereof between two points respectively 50 yards and 116 yards east from the centre of Hill-street, and on the south side thereof between two points respectively 57 yards and 105 yards east from the centre of Hill-street.

On both sides thereof between two points respectively 45 yards and 20 yards west from the centre of Cook-street.

On the south-east side thereof between two points respectively 120 yards and 50 yards south-west from the centre of Forge-lane.

On the north side thereof between two points respectively 641 yards and 487 yards north-west from the centre of the Wednesbury-road.

On both sides thereof between two points respectively 66 yards and 34 yards north-west from the termination of the tramway.

Tramway No. 2.

In High-street on the north-east side thereof from a point 20 yards south-east from the Horse and Jockey public-house to Earp's-lane and from Earp's-lane to Walsall-street.

In High-street on the south-west side thereof from a point 20 yards south-east from the Horse and Jockey public-house, Union-street.

In Market-place, on both sides thereof from Walsall-street to a point 24 yards southward therefrom.

Tramway No. 3.

In Lower Dudley-street, on both sides thereof between two points respectively 52 yards and 22 yards east from the termination of the tramway.

Each of the tramways hereinbefore described is intended to be constructed on a gauge of 3ft. 6in.

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

To empower the Company to construct the in-

tended tramways and the tramways authorised by the Order of 1879, on the gauge of 3 feet 6 inches, or such other less gauge as may be sanctioned by the Board of Trade, instead of the gauge of 4 feet 8½ inches authorised by such Order, and to enable and empower the Promoters of the Walsall and District Tramways Order, 1880, to alter the gauge of the tramways authorised by such Order to a gauge of 3 feet 6 inches, or such other gauge as may be sanctioned by the Board of Trade.

To empower the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, deviations, junctions, curves, turnouts, and other works as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage houses, works, or buildings of the Promoters.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works, all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient to alter, amend, repeal, or extend all or some of the provisions of that Act, and to confirm and give effect to any agreement with any local authority.

To amend, extend, and vary the provisions of The Staffordshire Tramways Order, 1879; The Staffordshire Tramways Additional Powers Order, 1880; The South Staffordshire Tramways Order, 1881; The Walsall and District Tramways Order, 1880; The Wednesbury and West Bromwich Tramways Order, 1881.

To authorise the Company from time to time, on such terms and conditions, and subject to such restrictions (if any) as may be prescribed by the Order, to use upon all, any or either of the proposed tramways, and of the authorised tramways of the Company, such steam or mechanical power for the moving thereon of carriages as may be prescribed or authorised by the said Order.

To empower the Company to abandon the construction of the Tramways Nos. 1, 1a, 1b, 1c, 1d, 1e, 1f, and 1g, authorised by the Staffordshire Tramways Order, 1879, and to release the deposit made in respect of such tramways under the provisions of the said Order, and appropriate the same to the purposes of the deposit to be made with respect to the tramways to be authorised by the intended Order.

To extend the time granted by the Order of 1879 and the certificate of the Board of Trade granted the 11th day of July, 1881, for the construction of the tramways authorised by the Order of 1879, or such part or parts thereof as may not be authorised to be abandoned by the intended Order.

To empower the Company, or any Company or persons 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 upon or may be settled by arbitration or provided by the Bill, to run over, work, maintain, and use with their engines, carriages, and servants, and for the purposes of traffic of every description, the tramways authorised by the South Staffordshire Tramways Order, 1881; the Walsall and District Tramways Order, 1880, and the Wednesbury and West Bromwich Tramways Order, 1881.

To enable the Company, on the one hand, and

the persons, Corporations, or Companies for the time being working, using, or owning the tramways authorised by the South Staffordshire Tramways Order, 1881, and the Walsall and District Tramways Order, 1880, and the Wednesbury and West Bromwich Tramways Order, 1881, to enter into agreements with respect to the working, interchange, accommodation, and conveyance of traffic arising on their respective tramways, and to provide for the division and appropriation of the revenue arising from such traffic.

To authorise the sale, lease, or transfer of the Company's undertaking and of the tramways authorised by the Staffordshire Tramways Order, 1879, and by this Order, with all rights and privileges thereto appertaining, to any company, corporation, or persons, notwithstanding that the tramways so authorised have not been constructed and opened for public traffic as required by Section 44 of the Tramways Act, 1870.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office at Stafford in that county, a copy of such plans, sections, and Gazette notice, together with a published map of the district, with the lines of the proposed tramways delineated thereon, and a diagram, will be deposited at the office of the Board of Trade, Whitehall-gardens; and a copy of such plans and sections, together with a copy of the Gazette notice, will be deposited at the Office of the Clerk of the Parliaments, House of Lords, and at the Private Bill Office, House of Commons. And notice is also given, that a copy of so much of the plans and sections as relates to each of the districts, parishes, townships, or extra-parochial places from, in, through, or into which the intended tramways and works, or any part of them, will be made or pass, together with a copy of the Gazette notice, will be deposited for public inspection as follows:—With the Clerk of the Wednesbury Local Board, at his office at Wednesbury, with the Clerk of the Darlaston Local Board, at his office at Darlaston, with the Mayor, Aldermen, and Burgesses of the Borough of Walsall, at their office at Walsall, with respect to each parish with the parish clerk thereof, at his residence, and with respect to any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence. All the above-mentioned deposits will be made on or before the 30th day of November instant.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same at the office of the undersigned Walter Webb and Co., 23, Queen Victoria-street, in the city of London.

Every Company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January, 1882, and a copy of such objection must be sent to the Promoters, or their undersigned Solicitors and Parliamentary Agents on their behalf, and on

forwarding to the Board of Trade such objections, the objectors or their agent should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 20th day of November, 1881.

Walter Webb and Co., 23, Queen Victoria-street, London, E.C., Solicitors and Parliamentary Agents.

Board of Trade.—Session 1882.

The Tramways Act, 1870.

Sunderland Tramways Extension.

(Construction of Tramway in the borough of Sunderland; Abandonment and Removal of Tramway; Power to use Mechanical Power; Repeal and Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, under the provisions of the Tramways Act, 1870, for a Provisional Order to enable the Sunderland Tramways Company Limited (hereinafter called the Company), to make, form, lay down, and maintain the tramways hereinafter described, with all necessary and proper rails, plates, points, sleepers, works, and conveniences (that is to say):

A tramway wholly situate in the borough of Sunderland, commencing in High-street West, in the parish and township of Bishopwearmouth, by a junction with the existing Corporation Tramway at the termination thereof, and passing thence along High-street West and High-street East, and terminating in such last-named street in the parish of Sunderland, at a point 12 yards or thereabouts south-west from the centre of Burleigh-street.

This tramway will be a single line, except between the following points, where it will be a double line:—

From the commencement of the tramway to a point 292 yards eastward therefrom.

Between two points respectively 39 yards and 114 yards south-westward from the termination of the tramway.

The proposed tramway will be made, and pass from, in, through, or into the following townships, parishes, or extra-parochial places or some or one of them (that is to say):—The township of Bishopwearmouth and the parishes of Bishopwearmouth and Sunderland, all in the county of Durham.

In the following instances the said tramway will be laid along the several streets or roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the said streets or roads hereinafter mentioned and the nearest rail of the tramway (that is to say):—

In High-street East, on both sides thereof, from Villiers-street to a point 14 yards west from the western side of Sans-street.

In High-street East, on both sides thereof, from Sans-street to a point 36 yards eastward therefrom.

The said tramway hereinbefore described is intended to be constructed on a gauge of 4 feet 8½ inches.

It is not proposed to run on the said tramway carriages or trucks adapted for use upon railways,

To empower the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, deviations, junctions, curves, turn-outs, and other works as may be necessary or convenient for the efficient working of the proposed tramway, or for facilitating the passage of traffic along streets, or for providing access to any

stables or carriage houses, works or buildings of the Company.

To empower the Company to abandon and remove so much of Tramways Nos. 2 and 2A, authorised by the Sunderland Tramways Order, 1878, as lies between the authorised terminations of those tramways and Norfolk-street, or any less portion of such tramways lying between the before-mentioned points.

To authorise the Company from time to time, on such terms and conditions and subject to such restrictions (if any) as may be prescribed by the Order, to use upon the proposed tramway of the Company such steam or mechanical power for the moving thereon of carriages as may be prescribed or authorised by the said Order.

To amend, extend, and vary the provisions of the Sunderland Tramways Order, 1878; the Sunderland Tramways Extension Order, 1879; the Sunderland Corporation Tramways Order, 1879; and the Sunderland Tramways (use of mechanical power) Order, 1880; and to extend and apply to the tramway and works to be authorised by the Order the powers and provisions of the said Orders with or without modification.

To incorporate with the Provisional Order and extend and apply to the proposed tramway and works all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient to alter, amend, repeal, or extend all or some of the provisions of that Act, and to give effect to any agreement with any Local Authority.

And notice is hereby further given that duplicate plans and sections of the proposed tramway and works, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office at Durham, a copy of such plans, sections, and Gazette notice, together with a published map of the district with the line of the proposed tramway marked thereon, and a diagram, will be deposited at the office of the Board of Trade, Whitehall Gardens, Westminster, and a copy of such plans, sections, and Gazette notice will be deposited at the office of the Clerk of the Parliaments, House of Lords, and at the Private Bill Office, House of Commons, respectively. And notice is also given that a copy of so much of the said plans and sections as relates to each of the districts, parishes, townships, or extra-parochial places from, in, through, or into which the intended tramway and works or any of them will be made or pass, together with a copy of the Gazette notice, will be deposited for public inspection as follows: For the borough of Sunderland, with the Town Clerk of the borough of Sunderland at his office at Sunderland; in respect of every parish with the parish clerk thereof at his residence, and in respect of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence. All the above-mentioned deposits will be made on or before the 30th day of November instant.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same, at the office of the undersigned, Walter Webb and Co., 23, Queen Victoria-street, in the city of London.

Every company, corporation, or person desirous

of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department, Board of Trade, on or before the 15th day of January, 1882, and a copy of such objections must be sent to the Promoters, or their undersigned Solicitors and Parliamentary Agents on their behalf, and in forwarding to the Board of Trade such objection, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 20th day of November, 1881.

Walter Webb and Co., 23, Queen Victoria-street, Solicitors and Parliamentary Agents for the Order.

Sheffield Gas.

(Application to the Board of Trade under the "Gas and Water Works Facilities Act 1870 (33 and 34 Victoria, chapter 70), for a Provisional Order authorising acquisition of Lands and construction of New Gasworks; Purchase of Gas Engines, &c.; Amendment of Acts.)

NOTICE is hereby given, that the Sheffield United Gas Light Company (hereinafter called the Company) intend to apply to the Board of Trade, under the Gas and Water Works Facilities Act 1870, for a Provisional Order to be confirmed by Parliament in the ensuing Session, for the following purposes, or some of them, that is to say:—

To empower the Company to acquire, by agreement, and to hold the lands (in which term houses, buildings, or other hereditaments are in this notice included) hereinafter described, and on those lands, or any part or parts thereof, to erect, make, and maintain additional buildings, works, apparatus, machinery, and conveniences for the manufacture and storage of gas, and any residual products arising in or from the manufacture of gas, and on the same lands to manufacture and store gas and residual products.

The lands to be acquired under the powers of the Order, and the limits within which it is intended that additional Gasworks and works for the manufacture or conversion of residual products may be constructed under the powers of the intended Order are as follows, viz.:—

1. All that plot of land in the parish of Sheffield, in the West Riding of the county of York, containing 1,531 superficial square yards or thereabouts, bounded on or towards the north by Effingham-street, and having a frontage on that side of 120 feet and 10 inches or thereabouts; on or towards the east by land of the Company, and having a frontage on that side of 109 feet 2 inches or thereabouts; on or towards the south by land of the Company, and having a frontage on that side of 132 feet; and on or towards the west by land of the Company, and having a frontage on that side of 110 feet 6 inches or thereabouts.

And to empower the Company to exercise and enjoy the like powers on certain other lands already acquired and now belonging to the Company, that is to say:—

2. All that plot of ground, in the parish of Sheffield aforesaid, situate at the junction of Sussex-street aforesaid and Sussex-road, containing 2,692 superficial square yards or thereabouts; bounded on or towards the south by Sussex-street, and having a frontage on that side of 326 feet 4 inches or thereabouts; on or towards the east by Sussex-road, and having a frontage on that

side of 97 feet or thereabouts; on or towards the north by lands of the said Company, and having a frontage on that side of 347 feet 2 inches or thereabouts; and on or towards the west by lands of the Company, and having a frontage on that side of 61 feet 3 inches or thereabouts.

3. All that piece of land, in the parish of Sheffield aforesaid (formerly a goit), of the width of 14 feet, and extending from Effingham-street aforesaid to Sussex-road aforesaid, bounded on or towards the north by lands of the Company, and having a frontage on that side of 750 feet or thereabouts; on or towards the east by Sussex-road aforesaid, and having a frontage on that side of 14 feet or thereabouts; on or towards the south by lands of the said Company, and of Messrs. W. H. Strouts and Co., and by the lands secondly hereinbefore mentioned, and having a frontage on that side of 750 feet or thereabouts; and on or towards the west by Effingham-street aforesaid, and having a frontage on that side of 14 feet or thereabouts.

And to empower the Company for the general purposes of their undertaking to acquire and hold other lands by agreement, and to enable them to sell and dispose of lands.

To vary and extinguish all existing rights and privileges connected with the lands and other property intended to be acquired by the Company, or which would otherwise interfere with the objects or purposes of the intended Order.

To incorporate with the intended Order, so far as the same are applicable, and with or without alteration, all or some of the provisions of the Gas-Works Clauses Act 1847, and the Gas Works Clauses Act 1871, and to confer upon the Company all such other powers, rights, and privileges as may be necessary or expedient for the purposes of their undertaking, and for carrying into effect the objects of the intended Order.

To amend or repeal Section 93 of "The Sheffield Gas Act 1855," so far as may be requisite for excluding parts of the Company's district, that is to say: Such parts of the said district as are not comprised within the borough of Sheffield, from the operation of that Section; and relieving the Company from the necessity of charging the same rate for gas therein as in the other parts of their district; also to amend or repeal Section 52 of the same Act, and to vary the times for holding the meetings of the Company; also to amend or repeal Section 73 of the same Act, so far as the same limits the amount of the Auditor's remuneration for each audit to the sum of twenty guineas; and, so far as may be necessary or desirable for the purposes of the intended Order, to alter, amend, or repeal any of the powers and provisions of "The Sheffield Gas Act 1855," and "Sheffield Gas Act 1866."

To enable the Company to purchase, sell, rent, let, hire, or otherwise deal in gas engines, stoves, heating or cooking apparatus, with all requisite fittings, machinery, and conveniences for fixing or using the same, and whether for public or private purposes, and apparatus and conveniences for the making, storing, consuming, or otherwise disposing of or using residual products arising in the making or purifying of gas, and, if requisite, to alter and adapt for any of the aforesaid purposes the mains, pipes, machinery, works, and plant of the Company, and to make applicable to such purposes all or any of the powers vested in the Company under their several Acts of Parliament.

On or before the 30th day of November 1881, a copy of this notice or advertisement, a map,

showing the lands to be used for the manufacture and storage of gas, and a plan of the existing and proposed Gas Works, 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 the said county; at the office of the Town Clerk for the borough of Sheffield; and also at the office of the Board of Trade, Whitehall, London, and on and after the 23rd day of December 1881, printed copies of the Draft Provisional Order as deposited, and also printed copies of the Order, when made by the Board of Trade, may be obtained on application at the offices of Messrs. Wake and Sons, 25, Bank-street, Sheffield; and of Mr. George Norton, 22, Great George-street, Westminster, S.W., at the price of one shilling each.

All Companies, Corporations, or persons desirous of making any representations to the Board of Trade, or of bringing before the Board any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, London, on or before the 15th day of January 1882, and a copy of such representation or objection must at the same time be sent to the undersigned Solicitors or Parliamentary Agent for the Company; and in forwarding to the Board of Trade such objections, the objectors, or their agents, should state that a copy of the same has been forwarded to the Company or their agents.

Dated this 18th day of November, 1881.

Wake and Sons, 25, Bank-street, Sheffield, Solicitors.

George Norton, 22, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1882.

Edgware Road Tramways.

(Incorporation of Company; Construction of Tramways, Provisions as to User, Repair, &c., of Streets; Tolls; Agreements 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 wholly in the county of Middlesex, the following street tramways, or some or one of them, or some part or parts thereof respectively, that is to say:—

Where, in the description of any of the proposed tramways, any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other; and a point described as being opposite a street is to be taken (unless otherwise stated, as opposite the centre of the street.

Tramway (No. 1) (single line), commencing at the centre of Edgware-road, at a point which at a line drawn and produced from the centre of Bell-street would intersect and passing in a north-westerly direction and terminating in the Edgware-road at a point about $1\frac{1}{2}$ chains from the first-mentioned point.

Tramway (No. 2) (double line), commencing at the termination of Tramway No. 1), as hereinbefore described, and passing thence along, and terminating in Edgware-road at a point about 55 feet south-east from the point at which a line drawn along the centre of Edgware-road and a

line drawn along the centre of the Terrace and produced would intersect.

Tramway (No. 3) (single line), commencing at the termination of Tramway (No. 2), as hereinbefore described and passing thence along and terminating in Edgware-road, at a point about $3\frac{1}{2}$ chains north-west from the point at which a line drawn along the centre of Edgware-road, and a line drawn along the centre of the Terrace and produced would intersect.

Tramway (No. 4) (double line), commencing at the termination of Tramway (No. 3), as hereinbefore described, passing thence along and terminating in Edgware-road, at a point about 1 chain north-west of the railway bridge at Brondesbury Railway Station in the Edgware-road of the North London Railway.

Tramway (No. 5) (single line), commencing at the aforesaid termination of Tramway (No. 4), passing thence along and terminating in Edgware-road at a point about $1\frac{1}{2}$ chains north-west of the termination of Tramway (No. 4) as hereinbefore described.

The hereinbefore described tramways will pass from, through or into, or be situated in the parishes, townships and extra-parochial places of Paddington Saint John Hampstead, and Willesden, or some of them, all in the county of Middlesex.

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

To authorise the Company to enter upon and open the surface of, and to alter, stop up, remove and otherwise interfere with streets, highways, public roads, ways, footpaths, bridges, canals, water, 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, 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 portions thereof.

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

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads or places upon or along which any of the proposed tramways, rails or plates may be laid, and to exempt the Company from the payment of the whole or some part of any rate or assessment in respect of any portion or part of any street, road or place upon, or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling or materials.

To reserve to the Company the exclusive right

of using on the proposed tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

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

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules and regulations, or 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 confirm any agreements which have been or may be made touching any of the matters mentioned in this notice.

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

To amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions or some of the provisions of "The Tramways Act, 1870."

And 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 Middlesex, at his office at the Sessions House, Clerkenwell, 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 parish of Paddington, with the Vestry Clerk of that parish, at his office the Vestry Hall, Harrow-road, and as relates to the parish of Saint John Hampstead, with the Vestry Clerk of that parish at his office the Vestry Hall, Haverstock-hill; 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 14th day of November, 1881.

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

Board of Trade—Session 1882.

Birmingham and Western Districts Tramways. Provisional Order.

(Construction of Tramways in the Parishes or Places of Birmingham, and Balsall Heath and Moseley, in the Parish of King's Norton, and Rowley Regis, Tipton, and Coseley, or some of them, in the counties of Warwick, Worcester, and Stafford; Powers to use Steam or other Mechanical or other Power; Agreements with Local Authorities; Repeal and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the provisions of the "Tramways Act, 1870," to authorise and empower the promoters to effect the objects and purposes hereinafter mentioned, or some of them (that is to say):—

To make, form, lay down, and maintain the several tramways hereinafter described, or some of them, with all necessary and proper rails, plates, sleepers, turn-tables, works, and conveniences connected therewith respectively (that is to say):

[Where in the description in this notice of any of the proposed tramways reference is made to streets intersecting or forming a junction with the road or street along which the tramways are proposed to be laid, the point of intersection or junction (as the case may be) is, except where otherwise expressed, to be taken as the point at which lines drawn along the centres of the streets or roads, and, if needs be produced, would intersect each other; and where reference is made to a building or house the measurement is taken from a point in the centre line of tramway from which a perpendicular line would cut the particular portion of the building mentioned. All measurements are taken along the centre line of proposed tramway.]

Tramway No. 1, in the borough of Birmingham, in the parish of Birmingham, in the county of Warwick, commencing in the Parade by a junction with Tramway No. 1, authorised by the Birmingham and Western Districts Tramways Order,

1881, at a point 1 chain west of the western side of Newhall-hill, and passing thence in a south-easterly direction along Parade Summer-row, Congreve-street, past the eastern face of the Town Hall, along Paradise-street in an easterly direction, along Pinfold-street in a south-easterly direction, and terminating in Navigation-street at a point 45 chains south-west of Pinfold-street, and forming a junction with Tramway No. 2.

Tramway No. 1 will be a double line of tramway, except at the following places, where it will be a single line.

From a point 2.3 chains east of Lionel-street, to a point .8 chains east of Edmund-street.

From a point 45 chains north-west of the lower or northern face of New-street, to the termination of the tramway in Navigation-street.

Tramway No. 2 in the borough of Birmingham, in the parish of Birmingham, in the county of Warwick, commencing in Stephenson-street, at a point 1.05 chains east of Lower Temple-street, and passing along Stephenson-street, in a westerly direction, thence in a south-westerly direction along Navigation-street, in a south-easterly direction along Hill-street, Hurst-street, Lower Hurst-street, and in a southerly direction along Sherlock-street, and terminating therein at a point 4 chains north of Gooch-street.

Tramway No. 2 will be a single line of tramway, except at the following places, where it will be a double line.

From a point in Stephenson-street, 1 chain from the commencement of the tramway to a point in Hill-street, 1.7 chains south-east of Navigation-street.

From a point 7 chains east of Smallbrook-street, to the termination of the tramway.

Tramway No. 3.—Partly situate in the borough of Birmingham, in the parish of Birmingham, in the county of Warwick, and partly in the parish of King's Norton, in the county of Worcester, commencing by a junction with Tramway No. 2 at the termination thereof in Sherlock-street, and proceeding in a south-easterly direction along Gooch-street, in a south-westerly direction along Longmore-street, in a south-easterly direction along Cox-street West, Upper Cox-street, in an easterly direction along King-street, in a southerly direction along Mary-street, Upper Mary-street, and terminating at a point opposite Edgbaston-lane at the boundary of the Balsall Heath Local Board.

Tramway No. 3 will be a single line of tramway, except at the following places, where it will be a double line.

From a point in Gooch-street 45 chain south-east of Bissell-street, for a distance of 2.5 chains to the south-east.

From a point in Gooch-street 2.3 chains south-east of Highgate-street, for a distance of 2.5 chains to the south-west.

From a point in Cox-street West, 15 chain south-east of Balsall Heath-road, for a distance of 2.5 chains to the south-east.

From a point in Upper Cox-street .6 chains south of Cleveland-road, for a distance of 2.5 chains to the south.

From a point in Mary-street .25 chain south of King-street, for a distance of 2.5 chains to the south.

From a point in Upper Mary-street, 1.1 chain south of Heath-street, for a distance of 2.5 chains to the south.

Tramway No. 4, situate wholly in the parish of King's Norton in the county of Worcester, commencing by a junction with Tramway No. 3 at the termination thereof, and proceeding in a south-easterly direction along Park-road, Moseley-road, and terminating therein at a point .75

chain north of the north-west corner of the "Fighting Cocks" public house.

Tramway No. 4 will be a single line of tramway, except at the following places, where it will be a double line.

From its commencement for a distance of 2.5 chains to the south.

From a point opposite the angle of the junction of Park-road with Moseley-road for a distance of 2.5 chains to the south.

Tramway No. 5 situate wholly in the parish of King's Norton, in the county of Worcester, commencing by a junction with Tramway No. 4 at the termination thereof, and proceeding in a south-easterly direction along Moseley-road, and terminating at a point 1.75 chains west of the north-west corner of the Moseley Church Burial Ground.

The whole of Tramway No. 5 will be a single line of tramway.

Tramway No. 6, situate wholly in the parish of King's Norton, in the county of Worcester, commencing at a point .75 chain north-west of the north-west corner of the Moseley Church Burial Ground, and proceeding in a north-westerly direction along Moseley-road, and forming a junction with Tramway No. 5 at the termination thereof, and thence proceeding in a westerly direction and terminating at a point in a southerly direction in the Alcester-road 4.45 chains from the commencement of the tramway.

The whole of Tramway No. 6 will be a single line of tramway.

Tramway No. 7, situate wholly in the parish of King's Norton, in the county of Worcester, commencing by a junction with Tramway No. 4 at the termination thereof, and proceeding along Moseley-road in a southerly direction, and terminating in Alcester-road by a junction with Tramway No. 6 at a point 1.15 chains north of the termination of No. 6 tramway.

The whole of Tramway No. 7 will be a single line of tramway.

Tramway No. 8, situate wholly in the parish of King's Norton, in the county of Worcester, commencing by a junction with Tramway No. 8 in Longmore-street, at a point .25 chain north of Belgrave-street, and proceeding thence in an easterly direction along the said Belgrave-street, and terminating therein at a point opposite the eastern face of the Belgrave Hotel.

Tramway No. 8 will be a single line, except at the following places, where it will be a double line.

From a point 1.8 chains west of Frank-street for a distance of 2.5 chains to the east.

From a point 4 chains west of the eastern face of Belgrave Hotel for a distance of 4 chains to the east.

Tramway No. 9, situate in the borough of Birmingham, in the parish of Birmingham, in the county of Warwick, commencing at a point in Hill-street 1.35 chains north-west of New Inkley-street, thence proceeding in a north-easterly direction along a proposed new road intended to be formed, and terminating therein at a point .6 chains west of the east face of Worcester-street. (The said new road will commence in Hill-street opposite New Inkley-street, thence proceeding in a north-easterly direction, crossing Station-street, Dudley-street, Old Meeting-street, and terminating in Worcester-street opposite the Market Hall.

Tramway No. 9 will be a double line of tramway for its whole length.

Tramway No. 10, situate in the borough of Birmingham, in the parish of Birmingham, in the county of Warwick, commencing by a junction with Tramway No. 1 at a point .4 chain south-

east of the southern face of the Town Hall, thence proceeding in a south-easterly direction along Hill-street, and terminating therein at a point .95 chain south-east of Navigation-street.

Tramway No. 10 will be a single line of tramway for its whole length.

Tramway No. 11, situate in the borough of Birmingham, in the parish of Birmingham, in the county of Warwick, commencing by a junction with Tramway No. 1 in Pinfold-street at a point 3.9 chains north-west of Navigation-street, thence proceeding in an easterly direction along Stephenson-street, and terminating therein by a junction with Tramway No. 2 at a point .1 chain east of Lower Temple-street.

Tramway No. 11 will be a single line of tramway for its whole length.

Tramway No. 12, situate in the borough of Birmingham, in the parish of Birmingham, in the county of Warwick, commencing in Congreve-street, at a point .25 chain west of Edmund-street, and proceeding in a north-easterly direction along Edmund-street, and terminating therein at a point opposite the eastern face of Livery-street.

The whole of Tramway No. 12 will be a single line of tramway, except in the following place, where it will be a double line of tramway.

From a point in Edmund-street, .8 chain north-east of Church-street for a distance of 4 chains to the north-east.

Tramway No. 13, situate wholly in the borough of Birmingham, in the parish of Birmingham, in the county of Warwick, commencing at a point in Congreve-street .25 chain north-west of Great Charles-street, proceeding in a north-easterly direction along Great Charles-street, in a south-easterly direction along Newhall-street, and terminating by a junction with Tramway No. 12 in Edmund-street at a point .25 chain north-east of Newhall-street.

The whole of Tramway No. 13 will be a double line of tramway.

Tramway No. 14, partly situate in the parish of Rowley Regis and partly in the parish of Tipton, in the county of Stafford, commencing in the Dudley-road, otherwise Tividale-road, by a junction with Tramway No. 7, authorised by the Birmingham and Western Districts Tramways Order, 1881, at a point 1.5 chains east of the north-eastern corner of the Junction Inn, proceeding in a north-easterly direction along the Tipton-road, Groveland-road, and Sedgley-road East, and terminating therein at a point 1.3 chains north-west of the entrance to the Hope and Anchor Inn.

Tramway No. 14 will be a single line of tramway, except at the following places, where it will be a double line of tramway.

From a point in Tipton-road, 3.25 chains south-east of the Birmingham Canal, for a distance of 2.5 chains to the north-west.

From a point in the Sedgley-road East, .4 chain west of the Dudley Port-road, for a distance of 2.5 chains to the north-west.

Tramway No. 15, wholly situate in the parish of Tipton, in the county of Stafford, commencing in Sedgley-road East by a junction with Tramway No. 14 at the termination thereof, and proceeding in a north-westerly direction along Park-lane West, Bridge-street, and terminating therein at a point .25 chains south-east of High-street.

Tramway No. 15 will be a single line of tramway, except at the following places, where it will be a double line.

From a point in Park-lane West, 1.1 chains south-east of [Boscobel-street, for a distance of 2.5 chains to the north-west.

From a point in Park-lane West, .5 chain south-east of] the entrance of No. 119 dwelling

house, for a distance of 2.5 chains to the north-west.

From a point in Park-lane West, opposite south-east corner of the Red Lion public-house for a distance of 2.5 chains to the north-west.

Tramway No. 16, wholly situate in the parish of Tipton, in the county of Stafford, commencing in Bridge-street at the termination of Tramway No. 15, and proceeding in a north-westerly direction along Sedgley-road West, and terminating therein at a point 2.4 chains west of the Oxford, Worcester, and Wolverhampton Railway bridge crossing over Sedgley-road West.

Tramway No. 16 will be a single line of tramway, except at the following places, where it will be a double line.

From a point in Sedgley-road West, 2.8 chains north of Bell-street, for a distance of 2.5 chains to the west.

From a point in Sedgley-road, 3 chains west of Dudley-road, for a distance of 5 chains to the west.

Tramway No. 17, situate wholly in the parish of Tipton, in the county of Stafford, commencing by a junction with Tramway No. 15 at the termination thereof in Bridge-street, and passing in an easterly direction along High-street, Owen-street, and terminating therein at a point 1 chain east of Albion-street.

Tramway No. 17 will be a single line of tramway except at the following places, where it will be a double line.

From its commencement for a distance of 2.5 chains to the east.

From a point in Owen-street .35 chain east of Union-street, for a distance of 3 chains to the east.

Tramway No. 18, situate wholly in the parish of Tipton, in the county of Stafford, commencing in Owen-street by a junction with Tramway No. 17 at a point .25 chain east of Union-street, and proceeding in a southerly direction along Union-street, Waterloo-street, Waterloo-street East, Walton-street, Watery-lane, Conygree-road, and terminating by a junction with Tramway No. 14, at the termination thereof in Sedgley-road East.

Tramway No. 18 will be a single line of tramway, except at the following places, where it will be a double line.

From a point in Waterloo-street East 6 chains south of Waterloo-street, for a distance of 3 chains to the south.

From a point in Conygree-road 18.7 chains north-west of Park-lane East, for a distance of 2.5 chains to the south-east.

From a point in Conygree-road .3 chain south-east of Park-lane East, for a distance of 2.5 chains to the south-east.

Tramway No. 19, situate partly in the parish of Tipton and partly in the parish of Sedgley, in the county of Stafford, commencing by a junction with Tramway No. 16 at the termination thereof in Sedgley-road West, and proceeding along the said road in a westerly direction, and along Tipton-road, otherwise Sedgley-road, and terminating therein at a point .5 chains east of York-street.

Tramway 19 will be a single line of tramway, except at the following places, where it will be a double line.

From a point in Tipton-road 15.3 chains west of the commencement of the tramway at a point where the parish boundary crosses the said road for a distance of 3 chains to the west.

From the termination of the tramway for a distance of 3 chains to the east.

Tramway No. 20, situate wholly in the parish of Sedgley, in the county of Stafford, commencing in Tipton-road by a junction with Tramway No.

19, at the termination thereof, and proceeding in a north-easterly direction along York-street, and terminating in Bull Ring, Coseley, at a point 1·5 chains north of Hockley-lane.

Tramway No. 20 will be a single line of tramway, except at the following place, where it will be a double line.

From the termination of the tramway for a distance of 2 chains to the south.

In the following instances the tramways will be so laid that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the road specified in each instance and the nearest rail of the tramway.

Tramway No. 1, from a point in Summer-row, ·05 chain south-east of the north-east corner of tobacconist shop occupied by Mr. R. Newey, for a distance of ·65 chain to the east on both sides.

From a point in Pinfold-street in a line with the lower or northern face of New-street, for a distance of 1·94 chains on both sides.

Tramway No. 2, from a point in Hill-street, 1 chain south-east of Bread-street, for a distance of 3·3 chains on both sides.

From a point in Hurst-street, opposite entrance to No. 85 to a point ·7 chain north-east of Inge-street on both sides.

Tramway No. 3, in Gooch-street, from a point ·45 chain south-east of Bissell-street, for a distance of 2·5 chains to the south-east on both sides.

In Gooch-street, from a point 2·3 chains south-east of Highgate-street, for a distance of 1·65 chains to the south-west on both sides.

In Cox-street West, from a point ·5 chain south-east of Balsall Heath-road, for a distance of 2 chains to the south-east on both sides.

In Upper Cox-street, from a point 1·2 chains south of Cleveland-road, for a distance of 1·7 chains to the south on both sides.

In King-street, for its whole length on both sides.

In Mary-street, from a point ·25 chain south of King-street, for a distance of 2·5 chains to the south on both sides.

In Upper Mary-street, from a point 1·1 chains south of Heath-street, for a distance of 2·5 chains to the south on both sides.

Tramway No. 4, in Park-road, from a point 1 chain from the commencement of the tramway for a distance of 1·5 chains to the south on both sides.

Tramway No. 8, in Belgrave-road, from a point 1·8 chains west of Frank-street for a distance of 2·5 chains to the east on both sides.

In Belgrave-road, from a point 4 chains west of the eastern face of Belgrave Hotel for a distance of 4 chains to the east on both sides.

Tramway No. 12, in Edmund-street, from a point 8 chains north-east of Church-street for a distance of 4 chains to the north-east on both sides.

Tramway No. 14, in Sedgley-road East, from a point ·5 chains west of the Dudley Port-road, for a distance of 2·3 chains to the north-west on both sides.

Tramway No. 15, in Park-lane West, from a point 1 chain south-east of Boscobel-street, for a distance of 2·3 chains to the north-west on both sides.

In Park-lane West, from a point ·4 chains west of the entrance to No. 119 dwelling house, to a point ·15 chains south-east of the entrance to dwelling house No. 35 on both sides.

In Park-lane West, from a point 2·15 chains south-east of the south-east corner of the Red

Lion public-house, to a point ·2 chain south-east of Lower Green-street on both sides.

In Bridge-street, from a point at the commencement thereof to a point ·6 chain south-east of High-street, on both sides.

Tramway No. 16, in Sedgley-road West, from a point 2·9 chains north of Bell-street, for a distance of 2·3 chains to the west on both sides.

In Sedgley-road, from a point ·25 chain west of the north-west corner of Barrell Inn to a point 1·4 chains west of the south-east corner of the Tipton Board Schools boundary wall on both sides.

In Sedgley-road, from a point 3·1 chains west of Dudley-road, for a distance of 4·9 chains to the west on both sides.

Tramway No. 17, in Owen-street, from a point 45 chains east of Union-street, for a distance of 2·8 chains to the east on both sides.

Tramway No. 18, in Union-street, for its whole length on the south-west side.

In Waterloo-street, for its whole length, on the south side.

In Waterloo-street East, for its whole length, on both sides.

In Walton-street, for the whole length of the tramway therein, on the north side.

In Conygree-road, from the commencement thereof to Park-lane East on both sides.

In Conygree-road, from a point ·55 chain south-east of Park-lane for a distance of 2·3 chains on both sides.

In Conygree-road, from a point 1·5 chains north-west of centre of railway bridge crossing over said road for a distance of 3 chains to the east on both sides.

Tramway No. 19, in Tipton-road from a point 15·4 chains west of the commencement of the tramway for a distance of 2·8 chains to the west on both sides.

In Tipton-road from a point 2·9 chains east of the termination of the tramway for a distance of 2·8 chains to the west on both sides.

Tramway No. 20, in York-street from a point 3·9 chains south of the north corner of Wesleyan Chapel to north face of Hockley-lane on the west side.

Which said intended tramways will pass or be made from, in, through, or into, or be situate within the several parishes and places following, or some of them (that is to say).

The parishes or places of Birmingham, and Balsall Heath, and Moseley, in the parish of King's Norton, and Rowley Regis, Tipton, and Coseley, in the counties of Warwick, Worcester, and Stafford, or some or one of them.

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

To enable the promoters for all or any of the purposes of the proposed tramways and works, to purchase or acquire, by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

To enable the promoters to demand, take, and recover all tolls, rates, and charges for the use of the proposed tramways and works, by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same.

To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

To empower the promoters from time to time, and, either permanently or temporarily; to make,

maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turn-outs, and other works, as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along the streets, or for providing access to any stable, carriage-houses, or engine sheds, works, or buildings of the promoters.

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

To enable the Promoters and the Corporation of Birmingham, and other bodies corporate or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, deviating, working, and using the proposed tramways, or any of them, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

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 or other power. And so far as may be necessary to incorporate, repeal, alter, amend, or extend all or some of the provisions of "The Tramways Act, 1870."

To authorise the Promoters to grant leases of the said tramways, or any of them, or any part or parts thereof, or grant licenses to use the same, and to reserve in any such lease the right for the promoters and any local authority or local authorities to use the same for conveyance for sanitary purposes.

To confer on the Corporation of Birmingham all necessary powers for the construction and maintenance of so much of the said tramways as will be situated within the borough of Birmingham, or some parts thereof.

To authorise the said local authorities or any of them to subscribe towards and to hold shares in the undertaking of the Promoters.

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

And the intended Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges.

A copy of this notice, as published in the London Gazette, with a plan and section of the said intended tramways, will, on or before the thirtieth day of November, one thousand eight hundred and eighty-one, be deposited in the office of the Clerk of the Parliaments, in the Private Bill Office of the House of Commons, and in the office of the Board of Trade, Whitehall, London; and for public inspection in the office of the clerk of the peace for the county of Warwick, at his office at Leamington; with the clerk of the peace for the county of Stafford, at his office at Stafford; and with the clerk of the peace for the county of Worcester, at his office at Worcester;

and a copy of so much of the said plan and section as relates to each of the said parishes will be deposited for public inspection with the parish clerk of each such parish at his residence; and with the respective clerks to the Local Boards or Highway Boards of Balsall Heath, King's Norton, Rowley Regis, Tipton, and Coseley, and with the town clerk of the borough of Birmingham.

On or before the twenty-third day of December next, printed copies of the Draft Provisional Order will be deposited at the office of the Board of Trade, Whitehall, London; and on and after that date printed copies of the Draft Provisional Order, and of the Provisional Order when made, will be furnished by the solicitors and Parliamentary agents for the Promoters, at their offices respectively, as under, to all persons applying for the same, at the price of one shilling each.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before such Board any objections respecting this application, may do so by a letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their office in Whitehall, London, 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 Messieurs Mathews and Smith, 29, Waterloo-street, Birmingham; and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 26th day of November, 1881.

Baylis and Pearce, Church-court Chambers, Old Jewry, London; *Mathews & Smith*, 29, Waterloo-street, Birmingham, Solicitors for the Proposed Provisional Order.

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

In Parliament.—Session 1882.

Abbotsbury Railway.

(Deviation Railways in the County of Dorset; Revival of Powers for the Purchase of Lands for, and completion of, certain parts of the Abbotsbury Railway; Abandonment of parts of such Railway; Tolls; Capital; Amendment of Acts.)

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

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

1. A deviation Railway No. 1, commencing in the parish of Broadway, in the county of Dorset, by a junction with the Wilts, Somerset, and Weymouth Railway of the Great Western Railway Company, at a point thereon 25 yards or thereabouts, measured in a northerly direction from the mile post on that Railway indicating 166 miles from Paddington, and terminating by a junction with the authorised Railway of the Company, at or near the western boundary of a field, belonging to Henry Charles Goodden, Esq., and occupied by Tom Gale, which field is numbered on the plans deposited in respect of the said Abbotsbury Railway with the clerk of the peace for the county of Dorset, in November, 1876, in the parish of Upway, and is known as No. 13, which intended railway will pass from, through, or into the several parishes,

townships, extra-parochial, or other places following, or some of them, viz.:—Broadway, Buckland Rippers, and Upway, in the county of Dorset.

2. A Deviation Railway (No. 2) commencing in the parish of Portisham, in the county of Dorset, by a junction with the authorised railway of the Company in the eastern side of and adjoining a lane, called or known as Coryates-lane, and in a field, numbered on the said plans deposited as aforesaid 19, in the said parish of Portisham, and terminating in such parish by a junction with the said authorised railway in a field on the eastern side of the bridge, partly constructed by the Company over the public carriage road, which adjoins the dairy known as Portisham Dairy, belonging to and occupied by William Manfield, which intended railway will pass from, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, viz.:—Portisham and Abbotsbury, in the county of Dorset.

To revive the powers granted to the Company by the Abbotsbury Railway Act, 1877, for the compulsory purchase of lands, houses, and buildings required for the construction of so much of the railway of the Company as is hereinafter described, and to extend the time now limited for the completion of so much of the said railway as is also hereinafter described, that is to say:—

(a.) So much of the said railway as lies between the termination of the Deviation Railway No. 1, hereinbefore described, and the commencement of the Deviation Railway No. 2, also hereinbefore described, which said portion of railway will pass from, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, viz.:—Broadway, Upway, Buckland Rippers, and Portisham, all in the county of Dorset.

(b.) So much of the said railway as lies between the termination of the Deviation Railway No. 2, hereinbefore described, and the termination of the said railway, in the parish of Abbotsbury, in a garden about 50 yards north of the point of junction of Blind-lane with Back-street, which said portion of railway will pass from, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, viz.:—Portisham and Abbotsbury, all in the county of Dorset.

To enable the Company to purchase by agreement, or compulsion, lands, houses, and buildings for the purposes of the railways and works to be authorised by the intended Act, or described therein.

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

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

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

railways, and to grant exemptions from such tolls, rates, dues, and charges.

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

To authorise the Company to abandon so much of their authorised railway as will be rendered unnecessary by the intended deviation railways.

And also to alter, amend, extend, or repeal, so far as may be necessary, all or some of the powers and provisions of the Abbotsbury Railway Act, 1877, and any other Act or Acts relating to or affecting the Abbotsbury Railway Company.

And notice is hereby further given, that maps, plans, and sections of the intended railways and works, showing the lines and levels of the intended railways, and the lands and property intended to be taken for the purposes thereof, with a book of reference to such plans, and 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 Dorset, at his office in Sherborne. And that a copy of so much of the said plans, sections, and book of reference as relates to each of the before-mentioned parishes, together with a copy of this notice published as aforesaid, will be deposited on or before the same day with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of the adjoining parish, at his residence.

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

Dated this 12th day of November, 1881.

Frederick Gale, 19, Parliament-street,
Solicitor.

In Parliament.—Session 1882.

Stroud Water.

(Incorporation of Company; Construction of Works; Supply of Water to Parishes, &c., in Gloucestershire; Compulsory Purchase of Lands; Rates, Rents, and Charges; Power to Purchase Works, &c., of Local Board of Health and others; Agreements with Corporations, Local Boards, &c.; 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 effecting the purposes following or some of them (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company") and to enable the Company to make and maintain and from time to time renew, in the parishes, townships, and places hereinafter mentioned, and every or any of them in connection with the intended works, all necessary and convenient approaches, fences, excavations, embankments, roads, ways, wells, tanks, sluices, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, outfalls, valves, pumps, drains, filters, mains, pipes, engines, works, and other conveniences and appliances connected therewith respectively (that is to say):—

1. A well or tank shaft or boring, with a reservoir and pumping station with pumping engines, engine and boiler houses and other

works, buildings and conveniences and a wharf and landing place, abutting on the Thames and Severn Canal Navigation, to be situated in a field or paddock numbered 1474 on the tithe apportionment map of the parish of Minchinhampton, in the county of Gloucester.

2. A reservoir or tank to be situated in a field or enclosure belonging or reputed to belong to George Trotman, being part of the field numbered 1365 on the tithe apportionment map of the said parish of Minchinhampton.

3. A conduit, line of pipes, or pumping main, commencing at the pumping station before mentioned, passing thence in a south-westerly direction through the said parish of Minchinhampton and terminating in the same parish at the last mentioned reservoir.

4. A conduit, aqueduct, or line of pipes, commencing in the said parish of Minchinhampton, at the reservoir secondly before described, passing thence first in a northerly and then in a north-westerly direction through the parishes and places of Bisley, Minchinhampton, Brimscomb, and Stroud, or some of them, in the county of Gloucester, and terminating at a point in the public road in front of and opposite to the Brimscomb Railway Station.

The Bill will confer on the Company power to supply the following parishes, townships, and places with water, viz.: Avening, Horsley, Bisley, Hayward's Field, King Stanley, Leonard Stanley, Eastington, Minchinhampton, Painswick, Pitchcombe, Randwick, Rodborough, Standish, Stonehouse, Stroud, and Woodchester; all in the county of Gloucester.

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 take, collect, and divert into the intended reservoirs and works aforesaid, and therein impound and thence distribute, the waters of any springs and streams on or near the site of the proposed reservoirs and pumping station, or on any lands for the time being belonging to the Company.

To empower the Company to supply, and to require their customers to take water by meter, and to authorise the Company to sell meters or let them on hire.

To enable the Company to purchase and take, by compulsion and otherwise, and to take leases or grants of, or easements over, lands, houses, 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, houses, springs, streams, waters, and hereditaments.

To empower the Company to break up, alter, divert, or stop up, either temporarily or permanently, any turnpike and other roads, streets, highways, footpaths, bridges, canals, towing-paths, streams, watercourses, sewers, drains, railways and tramways within all or any of the 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 authorise 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 authorise the Company to acquire by agreement any waterworks, mains, or pipes, and all

lands, waters, sources of water, agreements, rights, and privileges, belonging to the Local Board of Health for the district of Stroud, or to any Company, body, or person, within the district of supply of the Company; and to confer upon the said Local Board, and any such Company, body, or persons, 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 Corporation, 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 monies 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.

The Bill will incorporate with itself all or some of the provisions of the Companies' Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, the Lands Clauses Consolidation Acts, 1845, 1860 and 1869, and the Waterworks Clauses Act, 1847, and it will alter, amend, or repeal the Stroud Water Act, 1875.

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 as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Gloucester at his office at Gloucester, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the aforesaid parishes or any of them, together with a copy of the said Gazette notice, will be deposited with the parish clerk of each such parish at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1881.

J. G. Ball, Son, and Smith, Stroud, Solicitors.

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

In Parliament—Session 1882.

Lea Bridge, Leyton, and Walthamstow Tramways Extensions.

(Incorporation of Company; Construction of Tramways in the County of Essex; Power to Levy Tolls; Agreements with Local Authorities; Working and other Arrangements with the Lea Bridge, &c., Tramway Company; Running Powers and Facilities over the Lea Bridge, &c., Tramways; Use of Steam Power, Amendments of Acts and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to effect all or some of the purposes following, that is to say, to incorporate a Company (hereinafter called "the Company") and to empower the Company to make, form, lay down, maintain and use, and work, with all proper rails, plates, sleepers, works, and conveniences connected therewith, the several tramways hereinafter described, or some of them, or some part or parts thereof respectively, that is to say:—

Tramway No. 1, commencing by a junction with the authorised Tramway No. 1 of the Lea Bridge, Leyton, and Walthamstow Tramway Company in the road known as the Epping Loop-road, at or near a point 5 chains or thereabouts north-east of the mile-stone indicating 6 miles from London, passing thence in an easterly direction along the road leading from Forest-rise to the Eagle public-house at Snaresbrook, and terminating in the Woodford-road at or near a point 3 chains or thereabouts north of the north-west corner of the said public-house.

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:—(a) In the road from the Forest-rise to the Eagle between a point 1 furlong 2·65 chains from the commencement of the said tramway and a point 1 furlong and 3 chains east from such last-mentioned point. (b) In the same road between a point 3 furlongs east from the said tramway, and a point 3 furlongs and 3 chains east from such last-mentioned point. (c) In the same road between a point 3 chains west from the termination of the said tramway to such point of termination.

Tramway No. 2, commencing at the termination of the intended Tramway No. 1, thence passing along in a northerly direction the Woodford-road, and terminating in the said road at or near a point 1·50 chains or thereabouts north of the entrance to the Castle Hotel.

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 the Woodford-road between a point 6·50 chains south from the mile-stone indicating 7 miles from London, and a point 3·50 chains north of such last-mentioned point; between a point 6 chains south from the corner of the Bedford-road and a point 3 chains north from such last-mentioned point; between a point 1½ chains south from the entrance to the George Inn, Woodford, and a point 3 chains north from such last-mentioned point; between a point 1 chain south from the corner of the graveyard of St. Mary's Church and a point 3 chains north from such last-mentioned point; between a point opposite the mile-stone indicating 8 miles from London and a point 3 chains north from such last-mentioned point; between a point opposite the junction of the Woodford and New-road and a point 3 chains north from such last-mentioned point; between a point 1½ chains south

from the entrance to the Castle Inn and a point 3 chains north from such last-mentioned point.

Tramway No. 3, commencing at the termination of the intended Tramway No. 2, passing thence along the Woodford-road, and terminating at or near a point on the said road about half a chain or thereabouts south of the south-west corner of the Robin Hood public-house.

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 the Woodford-road, between a point opposite the south-east corner of Warner's Pond and a point 3 chains north from such last-mentioned point, between a point 1½ chains south of the entrance to the Horse and Groom public-house, and a point 3 chains north from such last-mentioned point; in the New-road between a point 4½ chains north of the south end of the Old Toll House, at the junction of the new and old roads, and a point 3 chains north from such last-mentioned point; between a point 3 chains south of where the boundary of the parishes of Woodford and Chingford crosses the said road, and a point 3 chains north from such last-mentioned point; between a point 4 chains south of the corner of Church-road, and a point 3 chains north from such last-mentioned point; between a point 4 chains south of the road leading to Oak Hall, and a point 3 chains north from such last-mentioned point; between a point 6 chains north of where the boundary of Chigwell and Loughton parishes crosses the said road, and a point 3 chains north from such last-mentioned point, between a point 3 chains north of the junction of New-road and the road leading to Chingford Station, and a point 3 chains north from such last-mentioned point, between a point 6 chains north of the junction of the new road and the road leading to Highbeach, and a point 3 chains north from such last-mentioned point between a point 7 chains south of the Green-lane leading to the Nursery, and a point 3 chains north from such last-mentioned point, between a point 6 chains south of the mile-stone indicating 11 miles from London, and a point 3 chains north from such last-mentioned point; between a point 3 chains south from the termination of the tramway and the said point of termination.

Tramway No. 4, commencing by a junction with the authorised Tramway Nos. 1 and 1k of the Lea Bridge, Leyton, and Walthamstow Tramways Company at or near a point on the London and Epping New-road, opposite the south-east corner of the Rising Sun public-house, passing thence along in a northerly direction the said road, and terminating by a junction with the intended Tramway No. 2 at or near the junction of the New-road and Woodford-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 the New-road between the point of commencement of the tramway and a point 1 chain north from such last-mentioned point, between a point 16 chains south from the corner of Hagger-lane and a point 3 chains north from such last-mentioned point; between a point 5½ chains north from the corner of Hagger-lane and a point 3 chains north from such last-mentioned point; between a point 11 chains south from the Mill-lane and a point 3 chains north from such last-mentioned point; between a point 10 chains north from Mill-lane and a point 3 chains north-east from such last-mentioned point; between a

point 3 chains south from the termination of the tramway; and a point 3 chains north-east from such last-mentioned point.

Tramway No. 5, commencing by a junction with the intended Tramway No. 3 in the New-road, Epping Forest, at or near a point 1 chain or thereabouts north of the junction of the said road with the road leading to Chingford Station, passing thence along the said road (past the Royal Forest Hotel), the Station-road, and Maddox-lane, and terminating in the said Maddox-lane at or near a point opposite the entrance to the yard of the Chingford Station of the Great Eastern Railway.

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 the Forest-road between a point 13 chains south-west from the commencement of the tramway, and a point 3 chains south-west from such last-mentioned point; between a point 3 chains north-east from where the parish boundary crosses the said road and a point 3 chains south-west from such last-mentioned point; between a point 8 chains east from Queen Elizabeth's hunting lodge and a point 3 chains west from such last-mentioned point; between a point 3 chains east from the road to Chingford-plain and a point 3 chains west from such last-mentioned point; between a point 3 chains north-east from the termination of the tramway; and a point 3 chains south-west from such last-mentioned point.

Tramway No. 6, commencing in the Broadway, Stratford, at or near a point $1\frac{1}{4}$ chains or thereabouts south-west of the centre of the drinking fountain, passing thence along in a north-westerly direction the said Broadway, Angel-lane, over the Angel Bridge, carrying the public road over the Great Eastern Railway, and terminating on the south side of the Station-road.

The intended Tramway No. 6 will be laid as a single, except between the following points, where it will be laid as a double line, viz.:—

- (a.) In the Broadway, Stratford, and Angel-lane, between the point of commencement of the tramway and a point $6\frac{1}{2}$ chains north from such commencement.
- (b.) In Angel-lane between a point opposite to the south-west corner of the Great Eastern-road, and a point 2 chains north from such last-mentioned point.

Tramway No. 7, commencing at the termination of the intended Tramway No. 6, thence passing along the Station-road, Leyton-road, Chobham-road, Major-road, Leyton High-road, Low Leyton, Leyton-street, High-street (past Leyton corner), Hoe-street, and terminating in the said Hoe-street at the south-east corner of the entrance yard to the Hoe-street Station of the Great Eastern Railway.

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 the Station-road between the commencement of the tramway and a point 2 chains north from such commencement.

In the Leyton-road, between a point opposite the south-west corner of Alma-street and a point 2 chains north from such last-mentioned point.

In the Chobham-road, between a point 1 chain east from the junction of the Leyton and Chobham-roads, and a point 2 chains east from such last-mentioned point.

In the Leyton High-road, between the point of commencement of such road, at or near Cut Throat-lane, and a point 2 chains north from such last-mentioned point; between a point half

a chain north from the north-west corner of Leslie-road, and a point 2 chains north from such last-mentioned point; between a point $4\frac{1}{2}$ chains north from the centre of the bridge near Low Leyton Station, and a point 2 chains north from such last-mentioned point; between a point half a chain south-east to the north-west angle of Leyton-park; and a point 2 chains north-west from such last-mentioned point: between a point opposite the south end of the Grange-road and a point opposite to the south-east end of the Vicarage-road; between a point opposite the centre of the Great House and a point 2 chains north-east from such last-mentioned point; from a point at or near the south end of Frog-row, and a point 2 chains north from such last-mentioned point; between a point opposite the north-west corner of Leyton-green, and a point $4\frac{1}{2}$ chains north-west from such last-mentioned point.

In the Hoe-street between a point where the boundary between the parishes of Walthamstow and Leyton crosses the said street, and a point 2 chains north-west from such last-mentioned point; between a point 2 chains south from the corner of the Grosvenor Park-road, and a point 2 chains north-west from such last-mentioned point; and between a point $2\frac{1}{2}$ chains south from the termination of the tramway, and a point 2 chains north from such last-mentioned point.

The above-described tramways will pass from, through, or into, and be situate in the several parishes, townships, or places following, or some of them, that is to say:—Leyton, Wanstead, Woodford, Loughton, Walthamstow, Chingford, and West Ham, all in the county of Essex.

Each of the said tramways, Nos. 1, 2, 3, 4, and 5, hereinbefore described, are intended to be constructed on a gauge of 4 feet eight and a half inches, and each of the said Tramways Nos. 6 and 7, hereinbefore described, are intended to be constructed on a gauge of 3 feet, and it is not intended to run on any of the said tramways, carriages or trucks adapted for use on railways.

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

In the following instances the said tramways will be laid so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of the streets or roads hereinafter mentioned, and the nearest rail of the tramway, that is to say:—

Tramway No. 1.—In the road from the Lea Bridge-road to the Eagle at Snarebrook, on both sides thereof, for 2 furlongs 5 chains from the commencement of the tramway; on the south side thereof for 3 chains from a point 3 furlongs from the commencement of the tramway. On both sides thereof for 5 chains from a point 4 furlongs 5 chains from the commencement of the tramway.

Tramway No. 2.—In the Woodford-road on the west side thereof for 3 chains from a point distant 6 chains south from the corner of Bedford-road, and on both sides for 3 chains from a point opposite the mile-stone indicating 8 miles from London.

Tramway No. 3.—In the Woodford-road on both sides thereof for 3 chains from a point opposite the south-east corner of Warner's Pond, and on both sides for 3 chains from a point $1\frac{1}{2}$ chains south from the entrance to the Horse and Groom public-house. In the New-road on both sides for $7\frac{1}{2}$ chains from the south end of the

Old Toll-house on both sides from a point 3 chains south of the parish boundary; on both sides for 3 chains from a point 4 chains south of the Church-road; on both sides for 3 chains from a point south of the road leading to Oak Hall; on both sides for 3 chains from a point 6 chains north of the boundary between the parishes of Chigwell and Loughton; on both sides for 3 chains north of a point 3 chains north of the junction of the New-road and the road leading to Chingford Station; on both sides for 3 chains from a point 6 chains north from the junction of the New-road and the road leading to High Beach; on both sides for 3 chains from a point 7 chains south of the Green-lane leading to the Nursery; on both sides for 3 chains from a point 6 chains south of the mile-stone indicating 11 miles from London, and on both sides for 3 chains south from the termination of the tramway.

Tramway No. 4.—In the New-road on both sides thereof for 1 chain north from the commencement of the tramway, and for 3 chains from a point 16 chains south from the corner of Hagger-lane; for 3 chains from a point $5\frac{1}{2}$ chains north from the corner of Hagger-lane, for 3 chains from a point 11 chains south from Mill-lane, for 3 chains from a point 10 chains north of Mill-lane, and for 3 chains from the termination of the tramway.

Tramway No. 5.—In the New-road, Epping Forest, Station-road, and Maddox-lane.

Tramway No. 6.—In Angel-lane, on both sides thereof, from the south end of Angel-lane to William-street, and from the corner of Tenby-road for $2\frac{1}{2}$ chains north from such corner.

Tramway No. 7.—In the Station-road, on both sides thereof, for 3 chains from a point 1 chain north from the south end of the said Station-road; in the Leyton High-road on both sides thereof, for 3 chains from the north-west corner of Windmill-lane, for $13\frac{1}{2}$ chains from the south-east end of the Grange-road, for 10 chains from a point 6 chains from the centre of "The Great House," for 6 chains from a point 1 chain north from the south-west angle of Moyers-lane, for 4 chains from a point 1 chain south from the south end of Frog-row, for 5 chains from the east end of Skelton's-lane, and for 4 chains from the north-west corner of Leyton-green. In Hoe-street on both sides thereof for 3 chains from the north-west corner of Grove-road, for $3\frac{1}{2}$ chains south from the west end of Stanhope-road, and for 11 chains from a point $1\frac{1}{2}$ chains north of Stanhope-road to the termination of the tramway.

To enable the Company to purchase and take by compulsion or otherwise, or to take on lease lands, buildings, and hereditaments, or rights or easements therein in the before-mentioned parishes for the purposes of the Act, and to hold such lands, buildings, and hereditaments, and to erect on the lands so to be purchased or taken, offices, stables, and buildings and other conveniences, and to dispose of by way of sale, letting, or otherwise, of any lands, buildings, or hereditaments so purchased and erected by them.

To authorise the temporary occupation by the Company or on their behalf, of lands and buildings for the purposes of the Act, and to incorporate all or some of the provisions of the Railway Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands, or to make other provisions with reference thereto.

To empower the Company to enter upon, break up, and use, and to alter, divert, stop up, remove, and interfere either temporarily or per-

manently, with streets, roads, and other thoroughfares, bridges, and to strengthen or widen, or otherwise alter same ways, footpaths, rivers, watercourses, sewers, drains, pavements, water, gas, and other pipes, electric telegraph pipes, tubes, and apparatus, within all or any of the parishes or places hereinbefore mentioned, for the purpose of constructing, repairing, removing, renewing, altering, or reinstating the intended tramways, and works, or substituting others in their place, or for other purposes of the Act.

To enable the Company when by reason of the execution of any work affecting the surface or soil of any street, road, or other thoroughfare through or along which any tramway belonging to the Company is laid, or otherwise it is necessary or expedient to remove, alter, or discontinue the use of any such tramway as aforesaid, or any part thereof, from time to time to make and lay down in the same or any adjacent or convenient street, road, or other thoroughfare, in any parish or place mentioned in this notice, and to maintain as long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway or part of a tramway so required to be removed or discontinued to be used or intended so to be.

To empower the Company to lay down, make, and maintain from time to time such junctions, curves, crossings, passing-places, sidings, turnouts, and other works in addition to those particularly specified in this notice as they may find necessary or convenient for the due and efficient working of their tramways, or for facilitating the traffic of the streets in which the same are laid, or any of them, or for providing access to any stables or carriage sheds, or works of the Company, subject to such restrictions as regards the position and extent of such junctions, curves, passing places, sidings, turnouts, and other works as may be described in the Act.

To reserve to the Company the exclusive right of using on the proposed tramways and works carriages adapted or suitable for running thereon.

To prohibit the running on the proposed tramways and works of carriages and trucks adapted for use upon railways.

To prohibit except by agreement with the Company, the use of the proposed tramways and works by persons or corporations other than the Company with carriages with flange wheels or other wheels specially or particularly adapted to run on the tramways, and to authorise and give effect to agreements between the Company and any other persons and corporations for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on all such other persons and corporations.

To enable the Company and the Local Boards, vestries, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control and management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and of any roads or streets upon or along which the same or any part thereof are or are intended to be laid or constructed, and for facilitating the passage of carriages and traffic over and along the same, or any part thereof.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, thoroughfares, and

places upon or along which any of the proposed tramways, rails, plates, and sleepers or works may be laid, and to exempt the Company from the payment of the whole or some part of any highway, local board, or other rate or assessment in respect of any portion or part of any of the respective streets, thoroughfares, road, or places upon or along which any of the proposed tramways, rails, or plates, sleepers, or work or works may be laid.

To provide for and regulate the usage by the Company for the purposes of the intended Act of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To authorise the Company and the existing Company, or either of them, 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 all or any of the proposed tramways, and upon all or any of the tramways of the existing Company, such steam or mechanical power for the moving thereon of carriages as may be prescribed or authorised by the said intended Act.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and upon or in respect of the tramways of the Tramway Company hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, and to confer exemptions from the payment of tolls, rates, or charges, and to confer, vary, or extinguish other rights or privileges.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, thoroughfares, or places in which the proposed tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works, for preventing obstructions to all or any such traffic, and to enable the Company and the respective authorities having the control of such streets, roads, thoroughfares, or places or any of them, or any or some of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body, local board, or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the intended Act. To confer upon the directors all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the Act, and to vary and extinguish all rights and privileges which would interfere with the objects thereof.

To authorise the Company and any Company or persons for the time being working or using the tramway 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 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 several authorised tramways of the Lea Bridge, Leyton, and Walthamstow Tramway Company (hereinafter called "the existing Company"), and all other stations, roads, platforms, points, signals, water, water-engines, engine-sheds, standing

room for engines, booking and other offices, warehouses, sidings, platforms, junctions, machinery, works, and conveniences of or connected with the said tramways and stations, and to require and compel the existing Company to afford all requisite facilities for that purpose.

The Bill will authorise the existing Company to execute and maintain the proposed tramways and works as part of their own undertaking, and to exercise the powers granted to the Company, and either independently and instead of the Company or jointly with the Company, in such proportions and upon such conditions, and with such restrictions as the Bill shall define, or may be agreed upon between the Companies, and to maintain, use, and work the hereinbefore described tramways if and when made by the Company, and to subscribe or contribute funds towards the construction and maintenance of the said intended tramways 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 Companies, and to take and hold shares in the capital of the Company, and to apply for the purposes aforesaid or any of them any capital or funds now or hereafter belonging to the existing Company or under the control of their directors, and (if they should think fit) to raise additional capital by the creation of new shares with or without preference or priority in the payment of dividends, and by mortgage or by any of those means, and if the Bill shall so prescribe, to attach the additional capital to the undertaking of the Company.

To confirm and give due effect to any agreement which may during the progress of the Bill be entered into in relation to any of the matters mentioned in this notice or incidental thereto.

To enable the Company on the one hand, and the existing 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, and management and maintenance by the contracting Companies, or either of them of their respective tramways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, 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 incorporate in the Act all or some of the powers and provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and the Act will adopt, alter, or amend, extend, enlarge, or repeal as far as may be necessary or expedient for any of the purposes thereof the provisions of the Tramways Act, 1870.

To transfer to and vest in the Company upon

and subject to such terms and conditions as may be prescribed or provided for by the intended Act, the power by the Lea Bridge, Leyton, and Walthamstow Tramway Act, 1881, conferred upon the existing Company of making and maintaining the tramways and works in that Act, and in the deposited plans referred to therein more particularly described and shown, together with all the rights, powers, privileges, liabilities, and obligations of the existing Company, whether with reference to the acquisition of lands, the construction and maintenance of works, the demanding and recovering of tolls, rates, and charges, or otherwise so far as the same relate or are applicable to the said tramways and works as fully and effectually to all intents and purposes as if the powers contained in the said Act with reference to the said tramways and works had been thereby conferred upon the Company, and to confer upon the Company such further and other powers as may be necessary for the construction, maintenance, and use of the tramways and works, and to authorise and confirm, or otherwise provide in the intended Act for giving effect to any agreement between the two Companies for any of those purposes, and to vary and extinguish the rights and privileges of any Companies or persons interested in the said tramways, which would interfere with such transfer and vesting.

To alter, amend, extend, or appeal (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 Act 44 and 45 Vic., cap. 170, and any other Acts relating to the Lea Bridge, Leyton, and Walthamstow Tramways Company.

And notice is hereby further given, that on or before the 30th of November, 1881, duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in that county, with the Clerk of the Local Board of Walthamstow, at his office at the Town Hall, in Orford-row, Walthamstow, with the Clerk of the Local Board of Leyton, at his office at the Vestry Room, Church-road, Leyton, with the Clerk of the Local Board of Wanstead, at his office at High-road, Wanstead, with the Clerk of the Local Board of Woodford, at his office at Woodford-green, and with the Clerk of the Local Board of West Ham, at his office at the Town Hall, Stratford; and a copy of so much of the said plans and sections and book of reference as relates to each of the parishes, townships, and extra-parochial places in, through, or into which the tramways are proposed to be laid, and also a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

And notice is hereby further given, that on or before the 21st day of December, 1881, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1881.

Wragg and Edwards, 11, Great St. Helens, London, E.C., Solicitors for the intended Act.

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

In Parliament—Session 1882.

South Eastern Railway.—New Lines and Widenings.

(Power to Company to make New Railways in Surrey and Kent; To Widen Existing Railways between Charing Cross and Cannon Street Stations and Bridges over Thames; Compulsory Purchase of Lands and Powers affecting Lands; Stopping up Road at Deptford; Agreements with Metropolitan Board of Works; Tolls; Additional Capital; Application of Funds; Amendment of Acts, &c.)

A PPLICATION is intended to be made to Parliament in the next Session by the South Eastern Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following among other purposes (that is to say):—

To authorise the Company to make and maintain the new railways, and the widening of (including in that term the alteration and improvement of and the laying down of additional rails upon) the portions of their existing railways and railway bridges across the Thames hereinafter described, or some or one of them, or some part or parts thereof respectively, with all suitable stations, sidings, approaches, works, bridges, and conveniences connected therewith, viz.:—

New Lines in Surrey.

(a.) A Railway (No. 1), commencing in the parish of St. Saviour Southwark, by a junction with the Charing Cross Railway of the Company at a point thereon 180 yards, or thereabouts, from the easternmost side of Gravel-lane, measured along the railway towards the London Bridge Station, and terminating in the parish of St. Mary Magdalen Bermondsey, by a junction with the Bricklayers' Arms Branch Railway of the Company, at or near the western face of the bridge by which the St. James's-road is carried over the said Branch Railway.

(b.) A Railway (No. 2), commencing in the parish of St. George the Martyr, by a junction with the intended Railway No. 1. before described, at a point in or near the house numbered 103 in Red Cross-street, and 1 furlong $9\frac{1}{2}$ chains, or thereabouts, from the commencement of the said intended Railway (No. 1), and terminating in the parish of St. Saviour Southwark, by a junction with the Charing Cross Railway of the Company, at a point thereon 25 yards, or thereabouts, from the westerly side of Red Cross-street, measured along the said existing railway towards the Charing Cross Station.

(c.) A Railway (No. 3), commencing in the parish of Christ Church Southwark, by a junction with the railway of the Company connecting their Charing Cross line with the London Chatham and Dover Railway, at a point thereon 80 yards, or thereabouts, from the westerly side of Gravel-lane, measured along the said connecting railway towards the Blackfriars Station of the London Chatham and Dover Company, and terminating in the parish of St. George the Martyr Southwark, by a junction with the said intended Railway No. 1, at a point in or near the premises numbered 103, Red Cross-street, and 1 furlong $9\frac{1}{2}$ chains, or thereabouts, from the commencement of the said intended Railway No. 1.

The intended Railways Nos. 1, 2, and 3, will be made or pass from, in, through, or into the parishes and places following, or some of them (that is to say):—St. Saviour Southwark; St. George the Martyr Southwark; Christ Church Southwark; and St. Mary Newington; St. Giles Camberwell; and St. Mary Magdalen, Bermondsey, all in the county of Surrey.

New Line in Kent.

(d.) A Railway (No. 4), wholly in the county

of Kent, commencing in the parish of Maidstone, by a junction with the Paddock Wood and Maidstone Branch of the South Eastern Railway, at a point opposite or near to the south-east corner of the locomotive engine shed in the Maidstone Station of the Company, and passing into and terminating in the parish of Boxley by a junction with the Railway No. 1, authorised by the "Maidstone and Ashford Railway Act, 1880," at a point 7 furlongs or thereabouts from the commencement of that railway.

The widening of the several undermentioned portions of the Company's railway or railways extending from Charing Cross to Cannon-street and called or known as the Charing Cross Railway and the Charing Cross (City Terminus) Railway, and of the bridges carrying such railway or railways across the River Thames (that is to say):—

Widening No. 1. So much of the said Charing Cross Railway, and the bridge carrying the same across the Victoria Embankment and the River Thames, as lies between a point in the parish of St. Martin-in-the-Fields, in the county of Middlesex, on the Charing Cross Railway of the Company on the south-western side of the Charing Cross Station, and directly beneath the southerly end of the roof over the Company's Charing Cross Station platforms, or thereabouts, and a point on the said railway in the parish of St. Mary Lambeth, in the county of Surrey, 39 yards, or thereabouts, from the western side of the Belvedere-road, measured along the said railway towards the said Charing Cross Station.

So much of this widening as will cross the Victoria Embankment and the River Thames will be effected either by means of a new bridge to be erected across the said Embankment and the River Thames, partly in the said parish of St. Martin-in-the-Fields, in the county of Middlesex, and partly in the said parish of St. Mary Lambeth, in the county of Surrey, adjoining or near to the existing bridge of the Company on its south-westerly side or by widening the said existing bridge on the south-westerly side thereof, in the several parishes last aforesaid.

Widening No. 2. So much of the said Charing Cross Railway, in the parish of St. Mary Lambeth, in the county of Surrey, as lies between the point of termination of the widening No. 1 hereinbefore described, and a point upon the said railway 63 yards, or thereabouts, from the easternmost side of the Waterloo-road, measured along the said railway towards the London Bridge Station.

Widening No. 3. So much of the said Charing Cross Railway, in the parishes of St. Mary Lambeth, Christ Church Southwark, and St. Saviour Southwark, both in the county of Surrey, as lies between a point three yards, or thereabouts, from the westernmost side of the Cornwall-road, measured along that railway towards the Charing Cross Station, and a point on that railway 180 yards, or thereabouts, from the easternmost side of Gravel-lane, measured along that railway towards the London Bridge Station.

Widening No. 4. So much of the said Charing Cross Railway and of the said Charing Cross (City Terminus) Railway, wholly in the parish of St. Saviour Southwark, in the county of Surrey, as lies between a point upon the Company's railway which connects the said Charing Cross Railway with the London Chatham and Dover Railway 115

yards, or thereabouts, from the easternmost side of Gravel-lane, measured along the said connecting railway towards the London Bridge Station, and a point upon the Company's Charing Cross (City Terminus) Railway 50 yards, or thereabouts, from the northernmost side of Park-street measured along the said last mentioned railway, towards the Cannon Street Station.

Widening No. 5. So much of the said Charing Cross (City Terminus) Railway wholly in the parish of St. Saviour Southwark, in the county of Surrey, as lies between a point on that railway 18 yards or thereabouts, from the north abutment of the bridge by which the said railway is carried over Southwark-street, measured along that railway towards the Charing Cross Station, and a point upon that railway 17 yards, or thereabouts, from the northernmost side of Stoney Street Signal Cabin, measured along that railway towards the Cannon-street Station.

Widening No. 6. So much of the said Charing Cross (City Terminus) Railway and the bridge carrying the same across the River Thames, as lies between a point in the parish of St. Saviour Southwark, in the county of Surrey, on the said railway, 54 yards, or thereabouts, from the southernmost side of Clink-street, measured along that railway towards the Charing Cross Station, and a point in the parish of Allhallows the Great, in the City of London and county of Middlesex, on the westernmost siding in the Cannon Street Station, 48 yards, or thereabouts, northward of the river end of the Cannon Street Station roof.

So much of this widening as will cross the River Thames will be effected either by means of a new bridge to be erected across the River Thames, partly in the said parish of St. Saviour Southwark and county of Surrey, and partly in the said parish of Allhallows the Great, in the City of London and county of Middlesex, adjoining or near to the existing bridge of the Company on its westerly side, or by widening the existing bridge on the westerly side thereof in the several parishes last aforesaid.

To empower the Company to stop up and discontinue the use for public traffic of North Kent-terrace in the parish of Saint Paul, Deptford, in the county of Kent, and to appropriate to the purposes of the Company's undertaking, and to provide for the vesting in the Company of the site and soil thereof, freed from all public or private rights of way or other rights.

To authorise the Company to purchase and take, either compulsorily or by agreement, lands, houses, tenements and hereditaments, in or near the several parishes and places aforesaid, for the purposes of the intended railways, widenings, bridges and works, or any or either of them, and of the Bill.

The Bill will vary and repeal the provisions of the "Thames Embankment Act, 1862," and, especially the 56th Section of the said Act, and also the provisions of "The Thames Embankment (North and South) Act, 1868," and especially the 27th Section of that Act, and also the provisions of any other Acts whether relating to the Thames Embankment or otherwise, which may interfere with the acquisition by and the adaptation and use for the purposes of the Company, of such of the lands shown upon the plans to be deposited as hereinafter referred to, in the parish of St. Martin-in-the-Fields, in the county of Middlesex, as are bounded on the west by Northumberland-

avenue, on the north by the road leading from Northumberland-avenue to Villiers-street, and on the south side by the Victoria Embankment, and on the east by the Charing Cross Station of the Metropolitan District Railway Company.

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

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended railways, widenings and works connected therewith, and which houses and buildings may not be required to be taken for the purposes thereof.

To enable the Company to deviate laterally from the lines of the intended railways, widenings 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 as may be provided by the Bill, and to deviate vertically from the levels shown upon the sections to be deposited, as hereinafter mentioned, to any extent which may be defined by the Bill.

To empower the Company and the Metropolitan Board of Works to enter into, and carry into effect agreements with reference to the said intended railways, railway widenings and works, or any or either of them, and with respect to any lands the Company may be empowered to take, or may require for the purposes of the intended Act which may be vested in, or which the Metropolitan Board of Works may be authorised to take for any purpose, and to authorise the sale, demise, or exchange of any such lands to and with the Company, and to confirm any such agreement made or to be made.

To cross, stop up, alter, divert or otherwise interfere with, either temporarily or permanently, all roads, streets, highways, bridges, alleys, courts, passages, footways, ways and rights of way, railways, tramways, subways, rivers, navigations, streams, gas and water mains, and pipes, telegraphic, electric, and other pipes, wires and apparatus, sewers, drains and watercourses within the several parishes and places aforesaid, or any of them, which it may be necessary or convenient to cross, stop up, alter, divert or otherwise interfere with for the purposes of the intended Act, and to extinguish all rights of way and other rights and easements in and over the same respectively, and to vest in and appropriate to the purposes of the Company so much of the sites of the portions of roads, streets, highways, bridges, alleys, courts, passages, footways and other places, as may be necessary or convenient for the construction and maintenance of the proposed railways, widenings, bridges and works.

To empower the Company to purchase and take so much of any property as they may require for the purposes of the intended Act without becoming subject to the liability imposed by the 92nd Section of the "The Lands Clauses Consolidation Act, 1845."

To vary or extinguish all rights and privileges connected with the lands, houses, tenements and hereditaments as may be purchased or taken wholly or partially under the powers of the intended Act, or which would in any manner impede or interfere with the purposes of the intended Act, and to confer, vary and extinguish other rights and privileges.

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, and 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, and by the creation and issue of debenture stock, or by either of those means; 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.

To incorporate with the intended Act, with or without alteration, 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 Railway Clauses Consolidation Acts, 1845 and 1863." So far as may be necessary or expedient for the purposes of the intended Act, it will alter, amend and extend or 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 6th William IV, cap. 75, "The South Eastern Railway Act, 1863," "The South Eastern Railway Act, 1867," "The South Eastern Railway Act, 1870," "The South Eastern Railway Act, 1872," "The South Eastern Railway Act, 1874," "The South Eastern Railway Act, 1876," "The South Eastern Railway Act, 1877," "The South Eastern Railway Act, 1878," "The South Eastern Railway Act, 1879," "The South Eastern Railway Act, 1880," "The South Eastern Railway Act, 1881," "The Maidstone and Ashford Railway Acts, 1880 and 1881," "The Charing Cross Railway Act, 1859," "The Hungerford Market and Charing Cross Bridge Act, 1860," "The Charing Cross Railway (City Terminus) Act, 1861," "The Charing Cross Railway (City Terminus Bridge) Act, 1862," "The Charing Cross Railway Act, 1863," "The Charing Cross Railway Act, 1864," and all other Acts relating to the Company, and the several undertakings vested in or worked by them; "The Thames Embankment Act, 1862," "The Thames Embankment Act, 1863," "The Thames Embankment Amendment Act, 1864," "The Thames Embankment (North and South) Act, 1868," "The Charing Cross and Victoria Embankment Approach Act, 1873," "The Metropolitan Streets Improvement Act, 1877," and all other Acts relating to the Metropolitan Board of Works; "The Thames Conservancy Acts, 1857 and 1864," and any other Acts relating to the Conservators of the River Thames.

And notice is hereby also given, that maps, plans and sections of the railways, widenings, and other works proposed to be authorised by the Bill, showing the lines and levels thereof, with a book of reference to such plans, 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 as follows (that is to say): with the Clerk of the Peace for the county of Kent at his office at Maidstone, in that county; with the Clerk of the Peace for the county of Middlesex at his office at the Sessions House, Clerkenwell-green, in that county; 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 railways, widenings, and works, or any part thereof, are or is intended to be

made, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection as follows:—As relates to the parish of St. Martin-in-the-Fields, with the Vestry Clerk of that parish, at his office at the Vestry Hall, in St. Martin's-lane, in that parish; as relates to the parish of St. Mary Lambeth, in the county of Surrey, with the Vestry Clerk of that parish, at his office at Kennington-green, Kennington-road, in that parish; as relates to the parishes of Christchurch Southwark and St. Saviour Southwark, with the Clerk of the District Board of Works for the district of St. Saviour's, at his office No. 3, Emmerson-street, Bankside; as relates to the parish of St. George the Martyr Southwark, with the Vestry Clerk of that parish, at his office at No. 81, Borough-road, Southwark; as relates to the parish of St. Mary Newington, with the Vestry Clerk of that parish, at his office at No. 151, Walworth-road; as relates to the parish of St. Giles Camberwell, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Camberwell; as relates to the parish of St. Mary Magdalen Bermondsey, with the Vestry Clerk of that parish, at his office at Maltby-street, Bermondsey; as relates to the parish of St. Paul Deptford, with the Clerk to the Greenwich District Board of Works, at his office No. 141, Greenwich-road, Greenwich; and as relates to the other parishes mentioned in this Notice, with the parish clerk of each such parish at his residence, and as relates to any 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, 1881.

Dated this 15th day of November, 1881.

W. R. Stevens, 6, St. Thomas-street, S.E.,
Solicitor for the Bill.

R. W. Cooper, 4, Westminster-chambers,
Victoria-street, S.W.;

C. E. Mortimer, 22, Abingdon-street, Westminster;

Parliamentary
Agents.

Board of Trade.—Session-1882.

Bristol Tramways Extensions.

(Construction of Additional Tramways in Bristol; Provision as to use of Steam or other Power; Power to maintain and work Tramway already constructed. Arrangements with and Powers to Corporation of Bristol; Abandonment of existing and authorised Tramways; Amendment or Repeal of Acts; and other Powers.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Bristol Tramways Company, Limited (hereinafter called "the Company"), for a Provisional Order under the provisions of "The Tramways Act, 1870," for the following or some of the following among other purposes (that is to say):—

1. To authorize the Company to construct and maintain the tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith or incidental thereto respectively (that is to say):—

Tramway No. 1.—A tramway (single line) wholly situate in Colston-street, in the parish of St. Augustine, in the city and county of Bristol, commencing by a junction with the existing tramway of the mayor,

and burgesses of the city of Bristol (hereinafter called "the Corporation") at a point opposite Salem Chapel, in that street, and terminating by a junction with the said existing tramway (hereinafter called "the Corporation Tramway") at a point opposite the warehouse of Messrs. Clarke, in that street.

Tramway No. 2.—A tramway (single line) wholly situate in the said Colston-street, and parish of St. Augustine and city and county of Bristol, commencing by a junction with the Corporation Tramway at a point 37 yards or thereabouts from and to the south of the termination of the intended Tramway No. 1 as above described, and terminating by a junction with the Corporation Tramway, at a point 4 yards or thereabouts from and to the north of the northern corner of Host-street.

Tramway No. 3.—A tramway (single line) wholly situate in the said Colston-street, in the parish of St. Michael, in the said city and county of Bristol, commencing by a junction with the Corporation Tramway at a point opposite the centre of Trenchard-street, and terminating at a point opposite the southern corner of Griffin-lane.

Tramway No. 4.—A tramway (single line) wholly situate in the said Colston-street, and parish of St. Michael and city and county of Bristol, commencing by a junction with the Corporation Tramway at a point 25 yards or thereabouts from and to the north of the southern corner of Griffin-lane, and terminating by a junction with the Corporation Tramway at a point 10 yards or thereabouts from and to the north of the entrance into the Company's dépôt in Colston-street.

Tramway No. 5.—A tramway (double line) wholly situate in Perry-road, in the said parish of St. Michael and city and county of Bristol, commencing by a junction with the Corporation Tramway at a point 37 yards from and to the south-west of the centre of St. Michael's-hill, and terminating by a junction with the Corporation Tramway at a point 18 yards or thereabouts from and to the east of the centre of Lodge-street.

Tramway No. 6.—A tramway (double line) wholly situate in Park-row, in the said parish of St. Michael and city and county of Bristol, commencing at a point 10 yards or thereabouts from and to the west of the centre of Lodge-street, and terminating by a junction with the Corporation Tramway at a point opposite the eastern corner of Park-street.

Tramway No. 7.—A tramway (single line) wholly situate in Queens-road, in the said parishes of St. Michael and St. Augustine, or one of them, and city and county of Bristol, commencing by a junction with the Corporation Tramway at a point opposite the Blind Asylum Chapel, and terminating at a point 8 yards or thereabouts from and to the east of the drinking fountain opposite the Museum in Queens-road.

Tramway No. 8.—A tramway (single line) wholly situate in the said Queen's-road and parish of St. Michael and city and county of Bristol, commencing by a junction with the Corporation Tramway at a point opposite the eastern end of the Royal Promenade, and terminating by a junction with the Corporation Tramway at a point opposite the western corner of the Triangle.

Tramway No. 9.—A tramway (single line) wholly situate in the Queens-road, in the parish of Clifton in the said city and county of Bristol, commencing and terminating by junctions with the Corporation Tramway at points respectively 86 yards and 5 yards from and to the south-east of the northern corner of Park-gate.

Tramway No. 10.—A tramway (double line) wholly situate in the White Ladies-road, in the parishes of Clifton and Westbury in the said city and county of Bristol, commencing by a junction with the Corporation Tramway at a point opposite the south-west corner of the said road, and terminating at the junction of that road with Apsley-road.

Tramway No. 11.—A tramway wholly situate in the parishes of St. John and St. James in the said city and county of Bristol, commencing by a junction with the existing tramway of the Company, in the new street between Rupert-street and Bridewell-street, at a point 24 yards or thereabouts from and to the west of the south-eastern corner of the new street, and passing thence along the new street into and terminating in Bridewell-street by a junction with the existing tramway of the Company at a point 22 yards or thereabouts from and to the east of the south-eastern corner of the new street.

This tramway will from the commencement to a point 10 yards therefrom be a double line, and for the remainder of its length it will be a single line.

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.

Tramway No. 2.

In Colston-street, on the eastern side thereof, from a point opposite the commencement of the tramway to the southern corner of Host-street.

Tramway No. 3.

In Colston-street, on the eastern side thereof, for the entire length of the tramway.

Tramway No. 4.

In Colston-street, on the western side thereof, for the entire length of the tramway.

Tramway No. 10.

In White Ladies-road, on both sides thereof, from Aberdeen-terrace, to a point 50 yards northward therefrom.

Each of the said tramways hereinbefore described, is intended to be constructed on a gauge of 4 feet 8½ inches.

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

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

3. To authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, bridges,

ways, footpaths, rivers, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph tubes, wires, and apparatus, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for the purposes of the Provisional Order.

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

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

6. To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment, in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid, and to provide for and regulate the user by the Company, for the purposes of the Provisional Order, of any paving, metalting, 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, metalting, or materials.

7. To reserve to the Company the exclusive right of using on their tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edged rail or on a grooved rail.

8. To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Provisional Order, the use of the proposed tramways by persons or corporations other than the Company, with carriages with flange wheels specially or particularly adapted to run on an edged rail or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways with such carriages; and to confer all necessary powers in that behalf on all such other persons or corporations.

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

10. To enable the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, and maintain, so long as occasion may require, a temporary tramway or temporary tram-

ways in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

11. To enable the Company and the Corporation, and any trustee, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal, mechanical, or other motive power.

12. To authorize the Company to maintain and work as a single line of tramway, the portion of tramway which has been constructed by them in the said parishes of St. John and St. James and city and county of Bristol, and which portion of tramway commences in the new street between Rupert-street and Bridewell-street at a point 24 yards or thereabouts from and to the west of the south-east corner of the new street, and passes along the new street into and terminates in Bridewell-street at a point 66 yards or thereabouts from and to the east of the south-east corner of the said new street.

13. To authorize the use on the existing authorized and proposed tramways of the Company, or on any tramways leased to or worked by the Company, or any or either of them, or any part or parts thereof respectively, of carriages and engines moved by steam and other mechanical power, and, so far as may be necessary, to repeal, alter, amend, or extend all or some of the provisions of the following among other Acts (that is to say):—"The Tramways Act, 1870;" "The Locomotive Act, 1861;" and "The Locomotives Act, 1865," or any or either of those Acts, and any Act amending the said Acts, or any or either of them, so far as they respectively may apply to or affect the said existing authorized leased and proposed tramways, or any or either of them, or any part or parts thereof respectively, or any engines or carriages to be used thereon.

14. To authorize the Company and the Corporation from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction, working, user, management, and maintenance of the proposed tramways, or of any part or parts thereof, the transfer to and vesting in the Corporation, and either before or after the completion thereof, of the said tramways or any part or parts thereof, and all the powers, rights, privileges, and authorities of the Company with reference thereto, the payments to be made and the conditions to be performed with respect to any such working, use, management, maintenance, transfer, and vesting, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid; and to authorize the Corporation to subscribe and contribute funds towards the making and maintaining of the intended tramways and works, or any or either of them, or any part or parts thereof, and for all or any of the purposes aforesaid, to apply their funds and revenues, and to raise money by borrowing.

15. To authorize the Company and the Corporation to enter into and carry into effect agreements and arrangements for or with reference to the leasing in perpetuity, or for a limited period, by or for the transfer to, and vesting in, or the running over, working, and using by the Company,

for the purposes of traffic of every description, the whole or any part of the tramways for the time being of the Corporation, upon such terms and conditions (pecuniary and otherwise) as have been or may hereafter be agreed upon.

16. To abandon, or to provide for the abandonment, discontinuance and removal of so much of the Corporation Tramway as is situate and lies between the following points, that is to say:—

Between the termination of the intended

Tramway No. 1 and the commencement of the intended tramway.

Between the commencement and termination of the proposed Tramway No. 5.

Between the commencement and termination of the proposed Tramway No. 6.

Between the commencement and termination of the proposed Tramway No. 10.

And also to abandon, or to provide for the abandonment, of so much of Tramway No. 16, authorized by the Bristol Tramways (Extensions) Order, 1880, as is situate and lies between the commencement and termination of the intended Tramway No. 11.

17. To authorize the Corporation and the Company to enter into and to carry into effect agreements for or with reference to all or any of the purposes of the Provisional Order, and to sanction and confirm any agreement already made, or which, prior to the confirmation of the Provisional Order, may be made for or with reference thereto.

18. To vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the objects and purposes of the Provisional Order, and to confer other rights and privileges.

19. To incorporate with the Provisional Order, and to extend and apply to the intended tramways and works, all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, or repeal the provisions or some of the provisions of that Act and of "The Bristol and Eastern District Tramways Order, 1875;" "The Bristol Tramways (Extension) Order, 1876;" "The Bristol Tramways (Extensions) Order, 1877;" "The Bristol Tramways (Extensions) Order, 1879;" "The Bristol Tramways (Extensions) Order, 1880;" and "The Bristol Tramways (Extensions) Order, 1881;" and the several Acts relating to the Corporation, and all other Acts, if any, relating to or which may be affected by the Order.

20. And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this notice, will be deposited on or before the 30th day of November instant, at the office of the Board of Trade, Whitehall-gardens, Westminster, and also for public inspection with the Clerk of the Peace for the city and county of Bristol, at his office at Bristol; and with the Mayor, Aldermen, and Burgesses of the city of Bristol, at the office of the Town Clerk; and that a copy of so much of the said plans and sections as relates to each of the districts, parishes, or extra-parochial places from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the local authority of each such district at the office of their clerk, and with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining thereto, at his residence.

21. The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade aforesaid, on or before the 23rd day of December next, and printed copies of the Draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them at the respective offices of the undersigned.

22. All companies, corporations, or persons desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting the intended application for the Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1882, and copies of the said objections must at the same time be sent to the Company, at their office, Clare-street, Bristol, or their agents, and in forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of the same has been sent to the Company or their agents.

Dated this 22nd day of November, 1881.

*Stanley, Wasbroughs, and Doggett, 12,
Royal Insurance-buildings, Corn-street,
Bristol, Solicitors for the Provisional
Order.*

*John Charles Ball, 16, Parliament-street,
Westminster, Parliamentary Agent.*

In Parliament.—Session 1882.

Lewisham and District Tramways.

(Incorporation of Company; Construction of Tramways Gauge; Provisions as to User, Repair, &c., of Streets; Tolls; Agreements 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 wholly in the county of Kent the following street tramways, or some or one of them, or same 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) commencing in the New Cross-road, opposite the east side of the public-house called "New Cross House," and passing thence into and along Lewisham High-road, Loampit-vale and Lewisham-road, and terminating in the last named road at or near a point 3 chains southward of Avenue-road.

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

(a.) In Lewisham High-road, from a point opposite the south-east corner of the Marquis of Granby public-house for a distance of 3 chains south-east; between points respectively $1\frac{1}{2}$ chains and $4\frac{1}{2}$ chains north-west of Amersham-road; from the Brockley-road for a distance of 3 chains south-east; and from Breakspear-road for a distance of 3 chains south-east.

(b.) In Loampit-vale between points respectively 5 chains and 8 chains south-east of Tyrwhitt road, and between points respectively $1\frac{1}{2}$ chains and $4\frac{1}{2}$ chains north-west of Jerrard-street.

(c.) In Loampit-vale and Lewisham-road between points respectively $1\frac{1}{2}$ chains and $4\frac{1}{2}$ chains south-eastward of Molesworth-street.

(d.) In Lewisham-road between points respectively $\frac{3}{4}$ chain north and $2\frac{1}{2}$ chains south of Avenue-road.

Tramway (No. 1A, single line) commencing in the New Cross-road by a junction with the rails of the London Tramways Company, Limited, opposite the east side of Clifton-hill-road, and passing thence into the Lewisham High-road, and terminating in that road by a junction with Tramway No. 1 opposite the south-east corner of the Marquis of Granby public-house.

Tramway (No. 2) commencing in the Lewisham-road by a junction with Tramway (No. 1) at its point of termination and passing thence in a southerly direction along the said road, and terminating in the road leading from Lewisham to Bromley, $3\frac{1}{2}$ chains, or thereabouts, south of the front entrance to the "Black Horse Inn," at Rushy-green.

Tramway (No. 2) will be a single line, except at the following places, where it will be a double line:—

(a.) In Lewisham-road from Courthill-road, for a distance of 3 chains northward. From opposite the entrance to the National Infant School, Lewisham, for a distance of 3 chains southward. From Mount Pleasant-road for a distance of 3 chains northward, and between points respectively $2\frac{1}{2}$ chains and $5\frac{1}{2}$ chains northward of Honley-road.

(b.) In the Lewisham-road and the road leading from Lewisham to Bromley from opposite the entrance to the "Black Horse Inn," Rushy-green, for a distance of $2\frac{1}{2}$ chains southwards.

The above tramways will pass from, through, or into or be situate in the several parishes and places following (that is to say): St. Paul's, Deptford and Lewisham, in the county of Kent.

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

Tramway No. 1.—In New Cross-road and Lewisham High-road, on the south side for a distance of $1\frac{1}{2}$ chains from its commencement. In Lewisham High-road on both sides from a point opposite the south-east corner of the Marquis of Granby public-house for a distance of 3 chains south-east, and between points respectively $1\frac{1}{2}$ chains and $4\frac{1}{2}$ chains north-west of Amersham-road, and from the Brockley-road for a distance of 3 chains south-east, and from Breakspear-road for a distance of 3 chains south-east.

In Loampit-vale on both sides, between points respectively 5 chains and 8 chains south-east of Tyrwhitt-road, and between points respectively $1\frac{1}{2}$ chains and $4\frac{1}{2}$ chains north-west of Jerrard-street.

Tramway No. 2.—In Lewisham-road on both sides, from Mount Pleasant-road for a distance of 3 chains northwards and between points respectively $2\frac{1}{2}$ chains and $5\frac{1}{2}$ chains northward of Honley-road.

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 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 Metropolitan Board of Works, or any vestry, district board, trustees, or any 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, renewing, removing, 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 confirm any agreements which have been or may be made touching any of the matters mentioned in this notice.

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

To amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions, or some of the provisions, of "The Tramways Act, 1870."

And 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 Kent, at his office at Maidstone, in that county, and with the clerk of the Lewisham District Board of Works, at his office, Rushey Green, Catford, and with the clerk to the Greenwich District Board of Works, at his office at Greenwich-road, S.E.

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 18th day of November, 1881.

Hanly and Fellows, 22, Abingdon-street, Westminster, S.W., Parliamentary Agents.

Seabrook Pier or Jetty.

(Construction of a Pier or Jetty, in the Parish of Newington, in the Borough of Hythe, in the County of Kent, and other Works connected therewith; Power to levy Tolls, Duties, and Charges; Power to Borrow Money, and to vary or extinguish existing rights, if any.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the provisions of the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, for all or some of the following purposes, that is to say:—

(A.) To authorise the Promoters to make and maintain, with all proper conveniences and adjuncts connected therewith, the following works, in the parish of Newington, in the borough of Hythe aforesaid, or upon the shore and the bed of the sea adjoining thereto, in connection with the sea wall and promenade, lately constructed by the Seabrook Estate Company, Limited, in the said parish of Newington, that is to say:—

A pier or jetty with approaches and other works and conveniences commencing on the southern side of the said sea wall, opposite a road now being constructed from the Hythe and Sandgate-road to the said sea wall, about 430 yards to the eastward of a building abutting on the said sea wall and called the Seabrook Hotel, and extending from the said sea wall in a southerly direction for a distance of 640 feet or thereabouts.

And all such breakwaters, spurs, groynes, revetments, jetties, and other works in connection with the said pier or jetty, in the said parish of Newington, or upon the shore or bed of the sea adjoining the same respectively, as may from time to time be considered necessary by the Promoters, for the protection, support, or improvement of said pier or jetty, or the shore, beach, or land adjoining, or near to the same; and as may be sanctioned or approved of by the Board of Trade.

And to authorise the Promoters to deviate from the line and levels of the proposed works as shown upon the plans and sections hereinafter referred to within the limits of deviation shown upon the said plans, or as may be prescribed by the Provisional Order, and to have, use, and exercise all such other powers, rights, authorities, and privileges, as may be necessary or proper for enabling them to execute, support, maintain, repair, and improve all or any of the said intended works.

(B.) To levy tolls, rates, charges, and duties, at or in respect of the said pier or jetty, and other works, and to confer vary, or extinguish exemptions from payment of tolls, rates, duties, and charges.

(C.) To borrow money on mortgage or bond.

(D.) To vary or extinguish all existing rights and privileges, which might prevent, impede, or interfere with the accomplishment of any of the objects of the Provisional Order, and to confer other rights and privileges.

And notice is hereby further given, that a plan and section of the proposed new works, together with a copy of this advertisement, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Kent, and in the offices of the Marine Department of the Board of Trade, and at the Custom House of the port of Folkestone, on or before the 30th day of November instant.

And notice is also hereby given, that printed copies of the draft Provisional Order will be deposited at the Custom House of the port of Folkestone, at the offices of Mr. George Wilks, Hythe, Solicitor to the Promoters, and at the offices of Messrs. White, Borrett, and White, 6, Whitehall-place, London, on or before the 23rd day of December next, and such copies will be furnished to all persons applying for them at the price of one shilling each.

Dated this 9th day of November, 1881.

George Wilks, Solicitor to the Promoters.

In Parliament—Session 1882.

Tilbury and Gravesend Tunnel Junction Railway.

(Incorporation of Company; Construction of Railways from London, Tilbury, and Southend Railway, in the County of Essex, to South-Eastern Railway and the Gravesend Railway, authorised by the Gravesend Railway Act, 1881, in the County of Kent, with a Tunnel under the River Thames; Compulsory Purchase of Lands; Purchase by Agreement of existing Ferries and Rights of Ferry over the River Thames; Tolls; Facilities against Working Agreements with, and other Provisions affecting the London, Tilbury, and Southend, the Great Eastern, London and North-Western, the South-Eastern, the Gravesend, and the London, Chatham, and Dover Railway Companies; Amendment of Acts.)

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

1. To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company"), to make and maintain the railways hereinafter mentioned, 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:—

No. 1. A railway commencing in the parish of Little Thurrock, in the county of Essex, by a junction with the London, Tilbury, and Southend Railway, at a point 1,180 yards or thereabouts measured in a north-westerly direction along that line from the north-western side of the signal-box known in the locality as the West Tilbury Junction signal-box, passing thence through the parish of Chadwell, under the River Thames by means of a tunnel (to be used also for foot passengers), and terminating in the parish of Gravesend, in the county of Kent, at a point in a fence or railing, which fence or railing is the boundary on the eastern side of the house and premises, No. 132, Windmill-street, in the said parish of Gravesend, where a wall dividing the premises of that house from the premises being No. 133, Windmill-street aforesaid meets that fence or railing. No. 2. A railway, all in the county of Kent, to commence in the parish of Gravesend, in the county of Kent, at the point of termination of Railway No. 1, and passing thence into and through the parish of Milton-next-Gravesend, in the said county of Kent, and terminating in that parish by a junction with the South-Eastern Railway, at a point 160 yards or thereabouts measured in an easterly direction along the down line of that railway from the eastern face of the bridge which carries the street or road known as Wellington-street over that line of railway. No. 3. A railway, all in the county of Kent, commencing in the parish of Gravesend at the point where the Railway No. 1, above described, passes under the North Kent line of the South-Eastern Railway Company, and terminating in the parish of Northfleet by a junction with the Gravesend Railway authorised in the last Session of Parliament, at a point on the deposited plans and sections of that railway where such railway is

to cross the road leading from Northfleet by Esher-place to Perry-street, which intended railways will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some or one of them (that is to say):—Little Thurrock and Chadwell, in the county of Essex; the bed and shore of the River Thames; and Northfleet, Gravesend, and Milton-next-Gravesend, in the county of Kent.

2. 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.

3. To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purpose of the intended railways and works and of the Bill, and to purchase by agreement with the owner or owners thereof all or any ferry or ferries, or right of ferry, over the River Thames, now existing or exercised within the distance of two miles below or above the intended tunnel, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

4. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works.

5. To require the London, Tilbury, and Southend Railway Company, the Great Eastern Railway Company, the London and North Western Railway Company, the South-Eastern Railway Company, the Gravesend Railway Company, and the London, Chatham, and Dover Railway Company (hereinafter called the "six Companies"), and each 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 respectively, or under their respective management or control to and from the railways of the Company, or any part or parts thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and if need be to alter and vary the tolls which the six Companies are now respectively authorised to receive and take upon their respective railways or the railways so under their management or control, and to confer, vary, or extinguish exemptions therefrom.

6. To empower the Company on the one hand and the six Companies or any or either of them on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, and appor-

tionment, 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.

7. 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.

8. 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):—Any Acts relating to the London, Tilbury, and Southend Railway Company, the Great Eastern Railway Company, the London and North Western Railway Company, the South Eastern Railway Company, the Gravesend Railway Company, and the London, Chatham, and Dover Railway Company, and all or any Acts relating to the borough of Gravesend and Milton and the Corporation thereof, and 39 Geo. III, cap. 73.

9. 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, lines, and levels thereof, with the book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in that county, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in that county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said 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.

10. 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 the 16th day of November, 1881.

W. H. Russel, Solicitor, Gravesend, Kent.

In Parliament.—Session 1882.

Wimbledon, Merton, and West Metropolitan Junction Railway.

(Incorporation of Company. Construction of Railways between Wimbledon, Merton, and Putney, in Surrey. Compulsory Purchase of Lands. Power to levy Tolls and Rates. Powers to London and South Western, London, Brighton, and South Coast, and Metropolitan District Railway Companies. Working and Other Arrangements. Running Powers and Facilities. 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 (here-

inafter called "the Bill") to incorporate a Company, and to authorise the Company so to be incorporated (in this Notice called "the Company") to make and maintain the railways hereinafter described, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works connected therewith, that is to say:—

Railway No. 1.—In the parish of Wimbledon, commencing by a junction with the Tooting, Merton, and Wimbledon Railway of the London, Brighton, and South Coast, and London and South Western Railway Companies, at a point between the Wimbledon and Haydon's-lane Stations, 20 yards or thereabouts east of a mile-post marked $\frac{1}{2}$, and terminating at or near a point in the centre of the road leading from the "Gap Lodge" of Wimbledon Park to Wimbledon Cemetery; 75 yards or thereabouts from the centre of the arch, carrying the said road over the London and South Western Railway, measured along the road towards the cemetery.

Railway No. 2.—Commencing in the parish of Wimbledon by a junction with Railway No. 1, at or near the point above described as the termination of that railway, and terminating in the parish of Wandsworth by a junction with the authorised line of the Kingston and London Railway Company in the field opposite the southern end of Keswick-road, No. 19, in the parish of Wandsworth, in the county of Surrey, on the plans deposited in November, 1880, with the Clerk of the Peace for the county of Surrey, in connection with "The Guildford, Kingston, and London Railway Bill, 1881," at or near a point 10 yards or thereabouts from the western boundary, and 50 yards or thereabouts from the northern boundary of the said field.

Railway No. 3.—In the parish of Wimbledon, commencing by a junction with the Tooting, Merton and Wimbledon Railway of the London, Brighton and South Coast and London and South Western Railway Companies, at a point between the Wimbledon and Haydon's Lane Stations, 75 yards or thereabouts to the west of a mile-post marked $\frac{3}{4}$, and terminating at or near the point above described as the termination of Railway No. 1.

Railway No. 4.—In the parish of Wimbledon, commencing by a junction with Railways Nos. 1, 2, and 3, some or one of them at or near the point above described as the termination of Railways Nos. 1 and 3, and terminating by a junction with the London and South Western Railway at a point 380 yards or thereabouts from the level crossing of the Merton and Wandsworth-road by the said railway, measured towards Wimbledon Station.

The intended railways will be made or pass from, in, through, or into the parishes, or places following, or some or one of them, that is to say:—Wimbledon, Wandsworth, and Putney, all in the County of Surrey.

To authorise the Company to deviate laterally from the lines of intended works, to be shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

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

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

To authorise the Company to alter, divert, cross, stop up, or interfere with, whether temporarily or permanently, all such turnpike and other roads, highways, streets, rivers, bridges, aqueducts, canals, pipes, sewers, streams, electric telegraph posts and wires, railways, and tramways within the aforesaid parishes and places, or any of them, as may be necessary or convenient to alter, divert, cross, stop up, or interfere with for the purposes of the intended railways and works, or any of them, or of the Bill.

To empower the Company to levy tolls, rates, and duties upon or in respect of the said intended railways and works, and upon or in respect of the railways, stations, and works of the Railway Companies hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, and to confer exemptions from such tolls, rates, and duties respectively.

To enable the Company on the one hand, and the London and South Western Railway Company, the London, Brighton, and South Coast 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 agreements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their respective railways, bridges, 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 the contracting Companies to the other or others 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 Company, the London and South Western Railway Company, the London, Brighton and South Coast Railway Company, the Metropolitan District Railway Company, or some of them, to run over and use with their engines and carriages the proposed railways, or some of them, or some parts thereof respectively, and all stations, works, signals, and conveniences connected therewith.

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 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 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 railways of the London and

South Western Railway Company, as lies between the commencement of the proposed Railway No. 3 and the Leatherhead and Surbiton Stations of that Company.

The whole of the Tooting, Merton, and Wimbledon Branch of the London and South Western Railway, and the London, Brighton, and South Coast Railway Companies.

The whole of the Wimbledon and Croydon Branch of the London, Brighton, and South Coast Railway Company.

So much of the railways of the London, Brighton, and South Coast Railway Company as lies between Mitcham Junction and Sutton, and as lies between Tooting and Streatham.

So much of the railways of the Kingston and London Railway Company as lies between the termination of the proposed Railway No. 2 and the termination of the railway of the Kingston and London Railway Company at Fulham.

So much of any of the railways of the Metropolitan District 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 Metropolitan Railway Company as lies between Fulham and High-street, Kensington, and South Kensington Stations respectively.

So much of the Metropolitan District Railway and of any railway which may be authorised in the next session of Parliament, as lies between the Earl's Court Station of the Metropolitan District Railway and the junction with the West London Railway and the West London Extension Railway, or one of them, known as the Earl's Court Junction, so described in the Clearing House Map.

So much of the West London Railway and West London Extension Railway, or either of them, as lies between the last-mentioned junction and the Addison Road Station, on the West London Railway, 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 portions of railways and stations, and to require and compel the London and South-Western Railway Company, the London, Brighton, and South Coast Railway Company, the Kingston and London Railway Company, the Metropolitan District Railway Company, the Metropolitan Railway Company, the West London Extension Railway Company, the London and North-Western Railway Company, and the Great Western Railway Company, to afford all requisite facilities for that purpose.

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

And it is intended to incorporate with the Bill the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," so far as may be requisite or desirable for any of the purposes of the Bill, and to amend, vary, extend, enlarge, alter, or repeal the provisions of the several local and personal Acts following (that is to say):—4 and 5 Will. IV., cap. 88, and all other Acts relating to the London and South Western Railway Company; 9 and 10 Vic., cap. 283, and all other Acts relating to the

London Brighton and South Coast Railway Company; 28 and 29 Vict., cap. 273, and all other Acts relating to the Tooting, Merton, and Wimbledon Branch of the London and South Western, and the London, Brighton, and South Coast Railway Companies; 16 and 17 Vict., cap. 86, and all other Acts relating to the Wimbledon and Croydon Railway; 27 and 28 Vict., cap. 322, and all other Acts relating to the Metropolitan District Railway Company; 16 and 17 Vict., cap. 186, and all other Acts relating to the Metropolitan Railway Company; 22 and 23 Vict., cap. 134, and all other Acts relating to the West London Extension Railway Company; 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company; and all other Acts relating to the West London Railway, and the owners thereof, and their undertakings respectively, and the Kingston and London Railway Act, 1881.

On or before the 30th day of November, 1881, duplicate 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 be deposited for public inspection with the Clerk of the Peace for the County of Surrey, at his office at the Sessions House, Newington Causeway, in that county; and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said railways or works are intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited as follows, that is to say: As regards the parishes of Putney and Wandsworth, with the Clerk to the Wandsworth District Board of Works, at his office at Battersea Rise, Wandsworth. As regards the parish of Wimbledon, with the parish clerk thereof 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 16th day of November, 1881.

Tahourdins and Hargreaves, 1, Victoria street, Westminster.

In Parliament.—Session 1882.

Metropolitan Outer Circle Railway.

Incorporation of Company; Power to make Railways; Arrangements with the Metropolitan District, the Great Western, the London and North Western, the Metropolitan, the Midland, the Great Northern, the Great Eastern, the London, Tilbury, and Southend Railway Companies, and the London and Saint Katharine Docks Company; Power to those Companies to subscribe and appoint Directors; Power to run over portion of the London, Tilbury, and Southend Railway; Compulsory facilities, &c., over that Railway; Taking of Commonable Lands; Amendment of Acts.

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

To incorporate a Company (hereinafter called

"the Company") and to enable the Company to make and maintain the following railways, or some of them, with all proper stations, works, and conveniences connected therewith respectively (that is to say):—

Railway No. 1, wholly situate in the County of Middlesex, commencing in the parish of Ealing by a junction with the Acton and Ealing Railway of the Metropolitan District Railway Company at a point thereon one hundred and ninety-seven yards or thereabouts measuring in a northerly direction along the said Acton and Ealing Railway from the northern face of the Bridge carrying the Uxbridge-road over that railway at or near the Ealing Common Station thereof, and terminating in the parish of Acton by a junction with the intended Railway No. 3 hereinafter described in a field numbered 108 on the Ordnance Map of that parish (scale $\frac{1}{25000}$), at a point thirty-one yards or thereabouts measuring in an easterly direction from a point on the western boundary fence of the said field situated one hundred and thirty-seven yards or thereabouts measuring in a northerly direction along that fence from the south-west corner of the said field:

Railway No. 2, wholly situate in the County of Middlesex, commencing in the said parish of Ealing by a junction with the lines of railway known as the Relief lines of the Great Western Railway Company at a point thereon two hundred and eighty-eight yards or thereabouts measuring in an easterly direction along those lines of railway from the eastern face of the bridge carrying the road called Hanger-lane over those lines of railway, and terminating in the parish of Acton by a junction with the intended Railway No. 3 hereinafter described at or near the point above described as the termination of the intended Railway No. 1:

Railway No. 3, wholly situate in the County of Middlesex, commencing in the said parish of Acton by a junction with the intended Railways Nos. 1 and 2, or one of them, at or near the point above described as the termination of the intended Railway No. 1, and terminating in the parish of Harrow-on-the-Hill, in a field numbered 1520 on the Ordnance Map of that parish, (scale $\frac{1}{25000}$), at a point six yards or thereabouts, measuring in a westerly direction from a point in the north-eastern boundary fence of the said field situated thirty-nine yards or thereabouts measuring in a north-westerly direction along that fence from the easternmost corner of the said field:

Railway No. 4, wholly situate in the County of Middlesex, commencing in the parish of Harrow-on-the-Hill by a junction with the lines of railway known as the Slow lines of the London and North Western Railway Company at a point thirteen yards or thereabouts measuring in a south-easterly direction along those lines of railway, from a point opposite the mile or distance post denoting seven miles and a quarter of a mile from London, and terminating in the parish of Harrow-on-the-Hill by a junction with the intended Railway No. 5, hereinafter described at or near the point above described as the termination of the intended Railway No. 3:

Railway No. 5, wholly situate in the county of Middlesex, commencing in the parish of

Harrow-on-the-Hill by a junction with the intended Railways Nos. 3 and 4, or one of them, at or near the point above described as the termination of Railway No. 3, and terminating in the parish of Harrow-on-the-Hill, in a field numbered 1366 on the Ordnance Map of that parish (scale $\frac{1}{25000}$), at a point forty yards or thereabouts, measuring in an easterly direction from a point in the western boundary fence of the said field situated one hundred and twenty yards or thereabouts measuring in a northerly direction along that fence from the south-west corner of the said field:

Railway No. 6, wholly situate in the county of Middlesex, commencing in the parish of Willesden by a junction with the railway authorized by the Midland and South-Western Junction Railway Act, 1864, at a point thereon one hundred and sixty yards or thereabouts measuring in a northerly direction along that railway from the northern face of the bridge carrying the Harrow-road over that railway near Harlesden Green, and terminating in the parish of Harrow-on-the-Hill by a junction with the intended Railway No. 7 hereinafter described at or near the point above described as the termination of the intended Railway No. 5:

Railway No. 7, wholly situate in the county of Middlesex, commencing in the parish of Harrow-on-the-Hill by a junction with the intended Railways Nos. 5 and 6, or one of them, at or near the point above described as the termination of the said intended Railway No. 5, and terminating in the parish of Kingsbury in a field numbered 257 on the Ordnance Map of that parish ($\frac{1}{25000}$ scale), at a point thirty-three yards or thereabouts measuring in a westerly direction from a point in the eastern boundary fence of the said field situated one hundred and sixty-six yards or thereabouts measuring in a northerly direction along that fence from the south-east corner of the said field:

Railway No. 8, wholly situate in the county of Middlesex, and the parish of Kingsbury, commencing by a junction with the railway authorized by the Kingsbury and Harrow Railway Act, 1874, at a point thereon one hundred and sixty-six yards or thereabouts measuring in a south-easterly direction along that railway from a point opposite the mile or distance post denoting six miles and half a mile from London, and terminating by a junction with the intended Railway No. 9 hereinafter described at or near the point above described as the termination of the intended Railway No. 7:

Railway No. 9, wholly situate in the county of Middlesex, commencing in the parish of Kingsbury by a junction with the intended Railways Nos. 7 and 8, or one of them, at or near the point above described as the termination of the intended Railway No. 7, and terminating in the parish of Hendon in a field numbered 756 on the Ordnance Map of that parish ($\frac{1}{25000}$ scale), at a point eight yards or thereabouts measuring in a northerly direction from a point in the southern boundary fence of the said field situated sixty yards or thereabouts, measuring in a westerly direction along that fence, from the south-east corner of the said field:

Railway No. 10, wholly situate in the county

of Middlesex and parish of Hendon, commencing by a junction with the down main line of the Midland Railway Company at a point thereon two hundred and twenty-seven yards or thereabouts measuring in a northerly direction along the said down main line from a point opposite the mile or distance post denoting eight miles and a quarter of a mile from London, and terminating by a junction with the intended Railway No. 11a hereinafter described, in a field numbered 754 on the Ordnance Map of that parish ($\frac{1}{2500}$ scale), at a point five yards or thereabouts measuring in a westerly direction from a point in the eastern boundary fence of the said field situated one hundred and fifty-eight yards or thereabouts measuring in a southerly direction along that fence from the north-east corner of the said field:

Railway No. 11, wholly situate in the county of Middlesex and parish of Hendon, commencing by a junction with the up main line of the Midland Railway Company at a point thereon twenty-seven yards or thereabouts measuring in a northerly direction along the said up main line from a point opposite the mile or distance post denoting eight miles and a quarter of a mile from London, and terminating by a junction with the intended Railway No. 11a hereinafter described, at or near the point above described as the termination of the intended Railway No. 10:

Railway No. 11a, wholly situate in the county of Middlesex and parish of Hendon, commencing by a junction with the intended Railways Nos. 10 and 11 at or near the point above described as the termination of the intended Railway No. 10, and terminating by a junction with the intended Railway No. 12 hereinafter described, at or near the point above described as the termination of the intended Railway No. 9:

Railway No. 12, wholly situate in the county of Middlesex, commencing in the parish of Hendon by a junction with the intended Railways Nos. 9 and 11a, or one of them, at or near the point above described as the termination of the intended Railway No. 9, and terminating in the parish of Tottenham, in the field numbered 14 on the Ordnance Map of that parish, ($\frac{1}{2500}$ scale) at a point twenty-eight yards or thereabouts, measuring in a westerly direction from a point in the eastern boundary fence of the said field, situated sixty-four yards or thereabouts, measuring in a southerly direction along that fence from the north-east corner of the said field:

Railway No. 13, wholly situate in the county of Middlesex and parish of Tottenham, commencing by a junction with the intended Railway No. 12 at or near the point above described as the termination thereof, and terminating in a field numbered 5 on the Ordnance Map of that parish ($\frac{1}{2500}$ scale), at a point forty-five yards or thereabouts, measuring in an easterly direction from a point on the western boundary fence of the said field, situated forty yards or thereabouts, measuring in a southerly direction along that fence, from the north-west corner of the said field:

Railway No. 14, wholly situate in the county of Middlesex, commencing in the parish of Edmonton by a junction with the main line of the Great Northern Railway Com-

pany at a point thereon three hundred and eighty-four yards or thereabouts, measuring along that line in a southerly direction from a point opposite the mile or distance post denoting six miles and half of a mile from London, and terminating in the parish of Tottenham by a junction with the intended Railway No. 13 above described, and also with the intended Railway No. 15 hereinafter described, or one of them, at or near the point above described as the termination of the intended Railway No. 13:

Railway No. 15, wholly situate in the county of Middlesex, and parish of Tottenham, commencing by a junction with the intended Railway No. 14, at or near the point above described as the termination of the intended Railway No. 13, and terminating in the field numbered 20 on the Ordnance Map of that parish ($\frac{1}{2500}$ scale), at a point sixty-three yards or thereabouts, measuring in a northerly direction, from a point in the south-western boundary fence of the said field situated two hundred yards or thereabouts measuring in a north-westerly direction along that fence from the southernmost corner of the said field:

Railway No. 16, wholly situate in the County of Middlesex and parish of Tottenham, commencing by a junction with the intended Railway No. 12 at or near the point above described as the termination thereof, and terminating by a junction with the intended Railway No. 17, hereinafter described, at or near the point above described as the termination of the intended Railway No. 15:

Railway No. 17, wholly situate in the County of Middlesex, commencing in the parish of Tottenham by a junction with the intended Railways Nos. 15 and 16, or one of them at or near the point above described as the termination of the said intended Railway No. 15, and terminating in the parish of Tottenham in the field numbered 142 on the Ordnance Map of that parish ($\frac{1}{2500}$ scale), at a point seven yards or thereabouts measuring in a southerly direction from a point in the centre of the public footpath crossing the said field situated one hundred and ninety yards or thereabouts measuring in a westerly direction along that footpath from the centre of the bridge carrying the said footpath over Pymme's Brook:

Railway No. 18, wholly situate in the County of Middlesex, commencing in the parish of Edmonton by a junction with the Cambridge down main line of the Great Eastern Railway Company at a point thereon ten yards or thereabouts measuring in a southerly direction along that railway from the centre of the road crossing that railway immediately south of the Angel-road station, at such point of crossing, and terminating in the parish of Tottenham by a junction with the intended Railway No. 20 hereinafter described at or near the point above described as the termination of the intended Railway No. 17:

Railway No. 19, wholly situate in the County of Middlesex, commencing in the parish of Edmonton by a junction with the Cambridge up main line of the Great Eastern Railway Company at a point thereon two hundred and thirty-two yards or thereabouts measuring in a southerly direction along that railway from the centre of the road crossing that railway immediately

south of the Angel-road Station, at such point of crossing, and terminating in the parish of Tottenham, by a junction with the intended Railway No. 20 hereinafter described at or near the point above described as the termination of the intended Railway No. 17:

Railway No. 20, commencing in the parish of Tottenham, in the county of Middlesex, by a junction with the intended Railways Nos. 17, 18, and 19, or some or one of them, at or near the point above described as the termination of the intended Railway No. 17, and terminating in the parish of Barking, in the county of Essex, at the fence dividing the two fields numbered 784 and 827 on the Ordnance Map of that parish (scale $\frac{1}{2500}$), at a point on that fence one hundred and thirty-three yards or thereabouts measuring in a south-westerly direction along that fence from the eastern-most corner of the said field numbered 784.

Railway No. 21, wholly situate in the county of Essex, commencing in the parish of Barking by a junction with the intended Railway No. 20 at or near the point above described as the termination thereof, and terminating in the parish of Little Ilford by a junction with the Colchester main line of the Great Eastern Railway Company at a point thereon fifty-seven yards or thereabouts measuring along that railway in a westerly direction from a point opposite the south-eastern corner of the field numbered 20 on the Ordnance Map of that parish (scale $\frac{1}{2500}$):

Railway No. 22, wholly situate in the county of Essex, commencing in the parish of Barking by a junction with the intended Railway No. 20 at or near the point above described as the termination thereof, and terminating in the parish of Little Ilford in a field numbered 104 on the Ordnance Map of that parish (scale $\frac{1}{2500}$), at a point thirty-seven yards or thereabouts, measuring in a westerly direction from a point on the eastern boundary of the said field situated one hundred and seventy-eight yards or thereabouts measuring in a southerly direction along that boundary from the junction of the northern and eastern boundaries of the said field:

Railway No. 23, wholly situate in the county of Essex, commencing in the parish of Little Ilford by a junction with the intended Railway No. 22, at or near the point above described as the termination thereof, and terminating in the parish of Barking by a junction with the Forest Gate Junction Branch Railway of the London, Tilbury, and Southend Railway Company, at a point thereon seventy yards or thereabouts measuring in a north-westerly direction along that branch railway from its junction with the main line of the London, Tilbury, and Southend Railway:

Railway No. 24, wholly situate in the county of Essex, commencing in the parish of Little Ilford by a junction with the intended Railway No. 22 at the point above described as the termination thereof, and terminating in the parish of West Ham by a junction with the railway (hereinafter called "the said Railway") belonging to the London and Saint Katharine Docks Company and the Great Eastern Railway Company, or one of them, adjoining the railway called in Section 6 of the London and Saint Katharine Docks

Company Act, 1875, "the substituted line" at a point on the said railway seventeen yards or thereabouts, measuring in a north-westerly direction along the said railway from a point opposite the west end of the signal box on the said railway known as the Albert Dock Junction signal box:

The said intended railways and works will pass from, in, through, or into, or be situate within the parishes and extra-parochial and other places following, or some of them (that is to say):—Ealing, Acton, Willesden, Twyford, Harrow-on-the-Hill, Kingsbury, Hendon, Finchley, Hornsey, Friern Barnet, Tottenham, and Edmonton, in the county of Middlesex; Walthamstow, Wanstead, Barking, Little Ilford, West Ham, and East Ham, and the townships of Great Ilford, Barking, and Plaistow, in the county of Essex.

To authorize the purchase and taking of the following amongst other pieces of land, or such part or parts thereof as may be required for the intended railways and works, all or some of which pieces of land are or are reputed to be common or commonable land, viz., nine acres and a half or thereabouts in the parish of Finchley, known as Finchley Common, three acres and a half or thereabouts in the parish of Tottenham adjoining and situate on the north and south sides of Bounds Green-lane, between the Ranelagh Tavern and Bounds Green Farm, twenty-six acres and a half or thereabouts in the parish of Tottenham, known as Wild Marsh, sixteen acres or thereabouts in the parish of Walthamstow, known as Epping Forest, but no part of the surface of Epping Forest is proposed to be taken; but subject always to such provisions as may be contained in the intended Act restricting the power of the Company with reference to the taking only of so much of the aforesaid common or commonable lands as may be actually required for the construction of the railways and works.

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 intended Act; 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, lanes, highways, streets, foot-paths, pipes, sewers, canals, towing paths, navigations, rivers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, and telegraphic apparatus, within the parishes, 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 railways and works, or any of them, or of the intended Act, and to vest in the Company the site and soil of such roads as may be stopped up and appropriated as aforesaid.

To authorise the Company to purchase and take by compulsion or agreement, lands, houses, tenements, and hereditaments, and to acquire easements over lands for the purposes of or in connection with the intended railways and works, and of the intended Act; to empower the Company to purchase or acquire 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 sell, mortgage, lease, or appropriate for building, or otherwise dispose of, any land or

property purchased or acquired under the powers of the intended Act which may not be eventually required for any of the purposes of the Company, and to alter, vary, or extinguish all existing rights, powers, and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, which would in any manner impede, interfere, or be inconsistent with the purposes of the intended Act; and to confer other rights and privileges.

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 railway, stations, and works hereinafter mentioned belonging to the London, Tilbury, and Southend Railway Company, and to alter the tolls, rates and duties which are now authorized to be taken on or in respect of such last-mentioned railway, stations, and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To authorise the Company and all Companies and persons lawfully working or using the intended railways, or any part thereof, to run over and use with their engines and carriages, wagons, officers, and servants, and for the purposes of traffic of all kinds, so much of the London, Tilbury, and Southend Railway as lies between the junction of the intended Railway No. 23 therewith and the termination at Southend of the said London, Tilbury, and Southend Railway, together with all stations, sidings, platforms, points, signals, junctions, and roads, water, engines, engine sheds, standing room for engines, booking and other offices, warehouses, machinery, works and conveniences connected with the said portion of railway on payment of such tolls, rates, rent, or other considerations, and on such charges, terms, and conditions as may be agreed on or as shall be prescribed or provided by the intended Act.

To enable the Company on the one hand, and the Metropolitan District Railway Company, the Great Western Railway Company, the London and North-Western Railway Company, the Metropolitan Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Great Eastern Railway Company, the London, Tilbury, and Southend Railway Company, and the London and Saint Katharine Docks Company, or any or either of those Companies, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the use, working, management, construction, and maintenance by the said Companies, or any or either of them, of the 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 said intended railways, or any part or parts thereof, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, maintenance, and supply; to make provision by compulsion or agreement for the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the said Companies, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, and the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed for or on account of any of the aforesaid matters, and to confirm and, if thought fit, to vary any contract or agreement

which may have been or which previous to the passing of the intended Act may be entered into relating to any of the aforesaid matters.

To authorize the Metropolitan District Railway Company, the Great Western Railway Company, the London and North-Western Railway Company, the Metropolitan Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Great Eastern Railway Company, the London Tilbury, and Southend Railway Company, and the London and Saint Katharine Docks Company, or any or either of them, to subscribe or contribute funds towards the construction and maintenance of the intended railways and works, or any part or parts thereof, and to guarantee such interest, dividends, annual or other payments in respect of the moneys expended in the construction thereof as may be agreed upon between those Companies, or any or either of them, and the Company, and to take and hold shares in the capital of the Company, and to appoint a Director or Directors of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds belonging to the said Companies respectively or under the control of their Directors, and if they shall think fit to raise additional capital for that purpose by the creation of new shares or stock, in their respective undertakings with or without preference or priority in payment of dividends, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any of those means, or by such other means as Parliament shall authorize or direct.

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 Metropolitan District Railways Act, 1864," 27 and 28 Vict., cap. 222, and all other Acts relating to the Metropolitan District Railway Company; 5 and 6 Wm. IV., cap. 107, and all other Acts relating to the Great Western Railway Company; 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; "The Midland and South Western Junction Railway Act, 1864," and all other Acts relating to the Midland and South Western Junction Railway Company; 16 and 17 Vict., cap. 186, and all other Acts relating to the Metropolitan Railway Company; 27 and 28 Vict., cap. 303; and all other Acts relating to the Metropolitan and St. John's Wood Railway Company; 7 and 8 Vict. cap. 18, and all other Acts relating to the Midland Railway Company; "The Great Northern Railway Act, 1846," 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company; "The Great Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway Company; 15 and 16 Vict., cap. 84; 25 and 26 Vic., cap. 8; and all other Acts relating to the London, Tilbury, and Southend Railway Company, 27 and 28 Vict., cap. 178; and all other Acts relating to the London and Saint Katharine Docks Company. And the intended Act 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 thirtieth day of November instant, plans and sections relating to the objects of the intended Act, with a book of reference to such plans, an Ordnance Map, with the lines of the intended Railways delineated thereon, and a copy of this Notice as published in the

"London Gazette," will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell; with the Clerk of the Peace for the county of Essex, at his office at Chelmsford; and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes and extra-parochial places in or through which the said intended railways and 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 for public inspection 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.

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

Dated this 17th day of November, one thousand eight hundred and eighty-one.

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

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

In Parliament.—Session 1882.

Stratford-upon-Avon and District Water.

(Incorporation of Company for Supplying Water to Stratford-upon-Avon, Old Stratford, Wolverton, Snitterfield, Bearley, Wootton, Wawen, Wilmcote, Bishopton, Alveston, Tiddington, and adjacent places; Construction of Works; Purchase of Lands by Compulsion; Tolls, Rates, and Duties; Agreements with Public Bodies; Power to Local Authorities to Purchase the whole or Part of the Undertaking, and Borrow Money; 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 (herein called "the Bill") for all or some of the following objects (that is to say):—

To incorporate a Company to be called the Stratford-upon-Avon and District Water Company (herein referred to as "the Company"), and to enable the Company to supply with water the parishes or places following (that is to say): Stratford-upon-Avon, Old Stratford, Wolverton, Snitterfield, Bearley, Wootton, Wilmcote, Bishopton, Alveston, Tiddington, and any hamlet, township, or extra-parochial place situate within those parishes or places, in the county of Warwick; and for that purpose to construct and maintain all or some of the following works, with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, cuts, mains, pipes, tunnels, channels, levels, hydrants, adits, dams, weirs, outfalls, gauges, stop-valves, valves, engines, wells, drains, pumps, filters, and other conveniences and appliances connected therewith respectively (that is to say):—

Work No. 1.

A pumping station, with all necessary pipes, wells, tanks, sluices, pumps, engines, and boilers, to be situate in the parish of Snitterfield, to be erected in the south-east corner of a field called "Steel's Meadow," in the said parish of Snitterfield, in the county of Warwick, abutting south-east on the north-west side of the public road running from the Dun Cow Inn towards Snitterfield, such field being the property of Robert Needham Philips, M.P., and in the occupation of

Charles Garner, and being bounded on the south-west by the property of Joseph Thomas English; also two or more filter beds, to be constructed with all usual appurtenances, and a filtered-water tank to be erected in the same field. All streams, springs, and waters in and under the said lands to be taken.

Work No. 2.

A collecting reservoir connected with Work No. 1 to be constructed in the south-west corner of a field called "Peyton's Meadow," adjoining the land to be taken for Work No. 1, on the north-east side of the same, bounded on the south-east by the public road before mentioned, on the south-west partly by the land to be taken for Work No. 1, and partly by other part of "Steel's Meadow," on the north-east by the farmhouse, yard, and buildings called the "Wolds," in the occupation of the said Charles Garner.

Work No. 3.

A conduit or line of main pipes, commencing in the parish of Snitterfield, in the said field hereinbefore described as belonging to Robert Needham Philips, at a point in that field distant about 30 yards northwards from the centre of the public road forming the south-eastern boundary of the said field, and also distant 256 yards or thereabouts, measured in a straight line in a north-easterly direction from the centre of the carriage road gates forming the entrance to the house of Joseph Thomas English, and terminating in the parish of Snitterfield, in the south-western corner of a certain field called "Big Way Field," belonging to and in the occupation of Joseph Thomas English, which field is bounded on the north-east and south-east by other lands of the said Joseph Thomas English, on the south by the said public road leading from the Dun Cow Inn to Snitterfield, and on the north-west partly by lands belonging to Jesse Badger and partly by lands belonging to Thomas Avery.

Work No. 4.

A covered service reservoir to be constructed in the south-west corner of the said last mentioned field called "Big Way Field."

Work No. 5.

A conduit or line of main pipes commencing in the last mentioned field in the lastly hereinbefore described covered service reservoir (Work No. 4), and terminating in the High Street, Stratford-upon-Avon, at or near the south-western end of that street.

The whole of the proposed reservoirs, conduits, mains, pumping station, and other works will be situated in, or pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial places following, that is to say:—Snitterfield, Bearley, Aston-Cantlow, Old Stratford, and Stratford-upon-Avon, or some or one of them.

To enable the Company to provide meters for parties supplied with water for certain purposes, and to charge for the use of meters and for the supply of water by meter.

To make proper provision for preventing the waste, fouling, illegal use, abstraction, or misuse and wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto.

To take, collect, appropriate, and use all or some of the streams, springs, and waters in and under the lines of the proposed works, and in and under the lands proposed to be taken for the purposes thereof.

To define the limits within which the Company may supply water.

To authorise the Company from time to time to lay down and maintain pipes, mains, conduits, sluices, drains, and other works in, through,

under, over, along, or across, and for any of the purposes aforesaid to cross, break open, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, squares, alleys, public places, bridges, canals, towing-paths, railways, tramways, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses, and to remove and alter telegraph posts, wires, tubes, and other apparatus in the parishes or places before mentioned.

To enable the Company, by compulsion or otherwise, to purchase, and take on lease, and to take grants of or easements, rights, or interests in, over, or upon any lands, houses, springs, rivers, streams, waters, and other hereditaments requisite or desirable, and for the purpose of laying down and maintaining mains, pipes, and other works, and to vary and extinguish all rights and privileges connected therewith, or which would in any way interfere with the objects of the Bill.

To authorise the Company to deviate from the line of the intended works within the limits shown upon the plans hereinafter mentioned, and to deviate vertically from the levels of those works, as shown upon the sections hereinafter mentioned.

To levy and recover tolls, rates, and duties for the sale and supply of water, and for the sale and use of meters, and fittings and other appliances; to confer, vary, or extinguish exemptions from payments of tolls, rates, and duties, and to confirm, vary, or extinguish all existing and other rights, powers, and privileges which can in any way interfere with any of the objects of the Bill, and also to confer, vary, or extinguish other rights, privileges, and exemptions.

To authorise the Company and any Corporation, sanitary authority, local board authorities, companies, trustees, or other public bodies, authorities, or persons within or adjoining the limits to be authorised by the Bill, to make and enter into, vary, and carry into effect contracts and agreements for supplying water in bulk or otherwise for sanitary and other purposes, and for such purposes to confer upon such corporations, sanitary authorities, local board authorities, companies, trustees, or other public bodies, authorities, and persons all such powers, as to the raising of money, levying of rates, and otherwise within the districts under their respective control, as may be requisite or necessary for enabling them respectively to carry such contracts and agreements into execution.

To incorporate with the Bill, with or without alterations, all or some of the powers or provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Waterworks Clauses Acts, 1847 and 1863;" "The Public Health Act, 1875;" and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

And notice is hereby further given, than plans and sections in duplicate showing the lines, situation, and levels of the proposed works, and the lands in or through which the same are intended to be made and maintained, and intended to be taken, or which may be taken for the purposes aforesaid, or for the purposes of the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and 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 of Warwick, at his office at Leamington Priors, in the said county, and that 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 proposed to be made or maintained, or in which any lands to be taken for the purposes of the Bill are situate, 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, in the case of each parish with the clerk of such parish, at his place of abode, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

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

Dated this 17th day of November, 1881.

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

Slatter, Son and Gibbs, Stratford-upon-Avon, Local Solicitors.

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

In Parliament.—Session 1882.

London and South Western Spring Water.
(Incorporation of Company for Supply of Water from Springs at Epsom and Carshalton to Epsom, Wimbledon (part of), Putney, Barnes, Mortlake, Roehampton, Sheen, East Sheen, Kew, Richmond, Petersham, Ham and Neighbourhood, all in the County of Surrey; Construction of Works for that Purpose; Agreements for Sale of Water to other Companies, Bodies and Persons; Power to Acquire Pipes, &c., of other Companies and Bodies, and to Purchase and Use Lands, Springs and Waters; Power to Levy Rates, &c.; and other Matters.)

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

To incorporate a Company (hereinafter called "the Company") for all or some of the purposes following:

To enable the Company to supply with water for domestic, trading, public, sanitary and other purposes, the inhabitants, public bodies and other persons within the districts, parishes, townships, hamlets and other places following, or some of them, that is to say: Epsom, so much of Wimbledon as is situate above the level of 100 feet Ordnance datum, Putney, Barnes, Mortlake, Roehampton, Sheen, East Sheen, Kew, Richmond, Petersham, Ham and neighbourhood, all in the county of Surrey.

To construct and maintain the following works, namely:—

Wells and Pumping Stations and Reservoir.

- (1.) A well and pumping-station (hereinafter referred to as Work No. 1) in the parish of Epsom, in the county of Surrey, to be situate in a chalk-pit, and land on the west side of, and adjoining Headley-road at the junction of that road with Wilmerhatch-lane.
- (2.) A well and pumping station (hereinafter referred to as Work No. 2) in the parish of Carshalton, in the county of Surrey, to be situate in a field on the south side of and adjoining the Epsom and Croydon Branch of the London Brighton and South Coast Railway, and lying between Beech Nut Tree-road on the west, and an occupation road leading from New-road to the said railway on the east.

- (3.) A service reservoir (hereinafter referred to as Work No. 3) about 100 yards square, to be situate on land lying to the north of and 15 chains or thereabouts from Tattenham Corner on Epsom Downs, and on the east side of and adjoining the road leading from Buckles Gap to Tattenham Corner.

Aqueducts and Mains.

- (4.) An aqueduct, conduit, or line of pipes, No. 1, commencing at the well and pumping station hereinbefore described as Work No. 1 and terminating in the reservoir hereinbefore described as Work No. 3.
- (5.) An aqueduct, conduit, or line of pipes, No. 2, commencing at the reservoir hereinbefore described as Work No. 3, and terminating in the Upper Richmond-road at the boundary of the parishes of Richmond and Mortlake at or near the Black Horse Inn.
- (6.) An aqueduct, conduit, or line of pipes, No. 3, commencing by a junction with the aqueduct, conduit, or line of pipes, No. 2, at a point known as "Seven Mile Stone-green," Upper Richmond-road, and terminating at the north-east end of Kew-green.
- (7.) An aqueduct, conduit, or line of pipes, No. 4, commencing by a junction with the aqueduct, conduit, or line of pipes, No. 2, at the top of Putney-hill near the "Green Man" public-house, and terminating by a junction with the aqueduct, conduit, or line of pipes, No. 2, in Upper Richmond-road, opposite the end of Roehampton-lane.
- (8.) An aqueduct, conduit, or line of pipes, No. 5, commencing by a junction with the aqueduct, conduit, or line of pipes, No. 3, at a point opposite the guide-post on the Green at Mortlake, passing thence along and terminating in the High-street Mortlake, at the boundary of the parishes of Mortlake and Barnes, about 6 chains east of the entrance to the house known as The Limes.
- (9.) An aqueduct, conduit, or line of pipes, No. 6, commencing by a junction with the aqueduct, conduit, or line of pipes, No. 3, at the point of junction of a lane leading from Lower Richmond-road to Kew and the road leading from Kew to Richmond, and near to Kew-green, passing thence along and terminating in the last-mentioned road at the boundary of the parishes of Richmond and Kew, about 25 chains from the said point of junction.
- (10.) An aqueduct, conduit, or line of pipes, No. 7, commencing at the well and pumping station (hereinbefore described as Work No. 2) and terminating in the reservoir (hereinbefore described as Work No. 3).

Together with all proper and necessary embankments, filtering beds, softening tanks, dams, gauges, drains, sluices, catchpits, conduits, culverts, channels, wells, cuts, adits, aqueducts, tunnels, roads, approaches, telegraphs, apparatus, engines, works and conveniences connected with the proposed works or any of them, or incidental thereto, or necessary or convenient for inspecting, maintaining, cleansing, repairing, conducting or managing the same.

All the said works will pass from through or into, or be situate in the several parishes or places following, or some of them, viz.:—Epsom, Carshalton, Banstead, Ewell, Cuddington, Cheam, Sutton, Morden, Merton, Wimbledon, Wandsworth, Putney, Roehampton, Barnes, Mortlake, Kew and Richmond, all in the county of Surrey.

The aqueducts, conduits, or lines of pipes, Nos. 1, 2 and 7, are proposed to be laid under and along certain roads and footpaths, upon or across Banstead Downs, in the parish of Banstead, and

Epsom Downs, in the parish of Epsom, but it is not intended to take by compulsion any portion of the said Downs or either of them, or to interfere with the same, except at such times, and so far only as may be necessary for the laying down and maintenance of the said conduits, aqueducts, or lines of pipes respectively, along and under the said roads and footpaths.

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, to any extent which may be prescribed by the intended Act, and to incorporate with the intended Act the provisions of "The Railway Clauses Act, 1845," with reference to roads, and the temporary occupation of lands.

To cross, break up, open, alter, divert, or stop up and interfere with, either temporarily or permanently, any roads, highways, footpaths, streets, public places, bridges, canals, navigations, towing paths, railways, tramways, sewers, drains, pipes, rivers, streams, brooks and watercourses, and to lay down, maintain, repair and renew, mains, pipes, culverts and other works in any of the parishes and places before mentioned so far as may be necessary for the purposes of the intended Act.

To purchase, by compulsion or agreement, and to take on lease and to hold lands, houses, springs, streams, waters, and other hereditaments and easements therein, in or near the several parishes, and other places before mentioned, or some of them, for the purposes of the said waterworks or otherwise requisite or desirable for the purposes of the intended Act, and to collect take and use by and in and for the purposes of the intended works, and to distribute all or any springs, and waters, on or near the site of any of such works, or in or under any lands for the time being of the Company.

To empower the Company to supply water by measure, and to sell, or to let, or provide on hire, cisterns, tanks, meters, fittings, and other apparatus.

To enable the Company to demand, levy and recover rates, rents and charges, differential or otherwise, for or in respect of the supply of water, and for the sale and letting for hire of meters, fittings, instruments, pipes and other apparatus, and to confer exemptions from the payment of rates, rents and charges.

To make effectual provision for the protection of the waterworks and property of the Company, and for preventing the waste, fouling, misuse, and undue consumption of their water.

To purchase or otherwise acquire from any other Company or body, now supplying or authorised to supply water within the district of the Company, and to authorise and empower, and if thought fit to require any such Company or body to sell any pipes, mains, works, valves, hydrants, stop-cocks or other machinery, plant or apparatus belonging to such Company or body, upon such terms as the Company and such other Company or body may mutually agree upon, or as may be prescribed or provided for by the intended Act.

To enable the Company on the one hand, and any other company, or any vestry, board of works of any district, local board, sanitary authority, public body, officers, or persons on the other hand, to enter into and carry into effect contracts and agreements for or with respect to the supply by the Company to any such company, vestry, district board, local board, sanitary authority or public body, officers or persons, of water in bulk, or otherwise, for domestic, public, sanitary, trading or other purposes, and to authorise any such company, vestry, district

board, local board, sanitary authority, public body, officers or persons respectively, to apply their respective funds, revenues and rates to the purposes of any such contract or agreement, and to sanction and confirm any such contract or agreement already made, or which, prior to the passing of the intended Act, may be made with respect to the matters aforesaid.

To confer upon the Company all powers, rights, privileges and authorities which are or may become necessary for carrying the powers of the intended Act into complete and full effect, to vary or extinguish all rights and privileges connected with any lands, property, streams, springs, or works, or which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer, vary and extinguish other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended works, showing the situation and levels thereof, and the lands and property which will or may be taken for the purposes of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington; 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 intended works will be made or situate, or in which any lands or houses intended to be taken are situate; and also a copy of this notice, published as aforesaid, will be deposited for public inspection as follows (that is to say), as regards the parishes of Wandsworth and Putney, including Roehampton, with the Clerk to the Wandsworth District Board of Works, at his Office, Battersea-rise, Wandsworth, and in the case of each other parish with the parish clerk thereof at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 16th day of November, 1881.

Fowler and Co., 3, Victoria-street, Westminster, Solicitors.

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

In Parliament—Session 1882.

Ascot District Gas and Water.

(Incorporation of Company for supplying Gas and Water to Ascot, Sunninghill, Sunningdale, and adjacent places, all in the county of Berks; to use Patent Rights, purchase Land by Compulsion, and erect Works; Powers as to supply of Gas and other Illuminants, and Gas Fittings, Engines, Stoves, and other Appliances for Lighting, Warming, Ventilating, Cooking, and other purposes; Capital and Borrowing; to lay Mains and Pipes, &c.; Tolls, Rates, and Duties; Agreements with Local and other Authorities, &c.; Power to future Local and other Authorities to purchase the whole or any part of the Undertaking, and borrow Money; Incorporation of part of "The Railways Clauses Consolidation Act, 1845;" Repeal, Amendment, and Incorporation of Acts, and other purposes.)

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

ensuing session, for leave to bring in a Bill (herein called "the Bill") for all or some of the following objects (that is to say):

To incorporate a Company, to be called "The Ascot District Gas and Water Company" (herein referred to as "The Company,") and to confer upon the Company all necessary and proper powers for manufacturing and selling gas and residual products, and for lighting with gas and other illuminants for public or private purposes the parishes and places following, viz., Ascot, Sunninghill, Sunningdale, Easthampstead, Warfield, Binfield, Winkfield, Lawrence Waltham, Bracknell, Virginia Water, Sandhurst, and so much of the Parish of Bray as is not supplied by any other statutory Company, all in the county of Berks; and Windlesham, Chobham, Bisley, Ash and Normandy, all in the county of Surrey:

To empower the Company to purchase or acquire for the purposes of their gasworks, by agreement, and, if need be, by compulsion, and to hold the lands hereinafter described, or some part thereof, that is to say:—

A certain plot of land (consisting of pasture field and plantation), containing three acres or thereabouts, part of the Silwood Estate, belonging to and in the occupation of William Quilter, and which plot of land is situate in the parish of Sunninghill, in the county of Berks, and is bounded on the north-west by the Bagshot-road, on the north-east by the London and South Western Railway, and on every other side thereof by other lands belonging to and in the occupation of the said William Quilter;

To authorise the Company to erect, construct, and maintain, and from time to time to alter, enlarge, pull down and re-erect on such land or some part thereof, such gasworks, gas holders, receivers, retorts, purifiers, meters, and other apparatus, works, buildings, and conveniences connected therewith or necessary for the manufacture, storage, and supply of gas and other illuminants, residual products, and other such like things.

To authorise the Company in and upon the before-mentioned lands, or any parts thereof, to manufacture and store gas, and other illuminants, and residual products arising or resulting from the manufacture of gas, and to sell and dispose of gas and other residual products, matters, and things, and to sell and supply and light with gas, produceable from coal and other materials, or by means of any other illuminants, and to manufacture, sell, and dispose of coal, coke, tar, and other residual products into dye wares and materials, and to sell and deal in the same, and to acquire, hold, use, and exercise patent rights and licences in relation to the manufacture and distribution of gas or other illuminants, and the utilisation of residual products, and to manufacture, purchase, or hire gas meters, fittings, and other gas apparatus, and generally to carry on the business usually carried on by gas companies, and to confer upon the Company all such other powers, rights, authorities, and privileges as may be necessary or convenient for carrying the purposes of the Bill, with respect to gas, into effect, or which are usually inserted in Bills of a like nature.

To empower the Company within their limits of supply, to purchase or hire, and to use, let, and sell gas, and gas fittings, engines, stoves, pipes, and other appliances for the warming, lighting, and ventilating of houses and buildings, the cooking of food, for motive power, and all other purposes for which the consumption of gas or any product obtained in the manufacture of gas, can, or may be used, and to charge and recover rents and charges for the supply, sale, or use of such

gas, or other illuminants, and gas fittings, engines, stoves, pipes, and other appliances, and to exempt the same from distress or execution; to levy rates, rents, and charges in respect of gas supplied by them for such purposes, and the sale and hire of fittings, engines, stoves, pipes, and other appliances, and to confer, vary, and extinguish other rights and privileges.

To enable the Company to supply with water the parishes and places following, that is to say Ascot, Sunninghill, Sunningdale, East Hampstead, Warfield, Binfield, Winkfield, Lawrence, Waltham, Bracknell, Virginia Water, Sandhurst, and Bray, all in the county of Berks, and Windlesham, Chobham, Bisley, Ash, and Normandy, all in the county of Surrey.

To confirm and render binding upon the Company and upon all other parties thereto all and every agreement or agreements which have been already made or shall be hereafter made and entered into at any time before the passing of the Bill between the Company and the Woking Water and Gas Company, or any other Water Company, for the purchase of water in bulk for the purposes of such supply.

To enable the Company to provide meters for any Companies, Company, persons, or person supplied with water for certain purposes, and to charge for the use of meters and for the supply of water by meter.

To make proper provision for preventing the waste, illegal use, abstraction, or misuse, and wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto.

To define the limits within which the Company may supply gas and water respectively.

To authorise the Company from time to time to lay down and maintain pipes, mains, conduits, sluices, drains, and other works in, through, under, over, across, or along, and for any of the purposes aforesaid, to cross, break, open, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, squares, alleys, public places, bridges, canals, towing-paths, railways, tramways, works, pipes, sewers, drains, rivers, streams, brooks, and water-courses, and to remove and alter telegraph posts, wires, tubes, and apparatus in the parishes or places before-mentioned.

To enable the Company, by agreement, and if need be by compulsion, to purchase and take on lease, and to take grants of, or easements, rights, or interests in, over, or upon any lands, houses, springs, rivers, streams, waters, and other hereditaments requisite or desirable for any purpose with regard to water, and for the purpose of laying down and maintaining mains, pipes, and other works with regard to gas, and to vary and extinguish all rights and privileges connected therewith, or which would in any way interfere with the objects of the Bill.

To enable the Company to raise capital for the purposes of their undertakings 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 such means.

To levy and recover tolls, rates, and duties for the sale and supply of gas or other illuminants, and of water, and for the sale and use of gas meters and fittings, to confer, vary, or extinguish exemptions from payments of tolls, rates, and duties, and to confer, vary, or extinguish all existing and other rights, powers, and privileges which can in any way interfere with any of the objects of the Bill, and also to confer, vary, or

extinguish other rights, privileges and exemptions.

To authorise the Company, and any Corporation, sanitary authority, local Board authorities, companies, trustees, or other public bodies or persons within or adjoining the limits to be authorised by the Bill, to make and enter into, and carry into effect contracts and agreements for lighting with gas or other illuminants, and for supplying all necessary articles and things, and for performing all acts and services incidental to lighting any public streets, highways, buildings, districts, or places, or for the sale, purchase, hire, or supply of any gas meters, gas mains, pipes, lamp posts, and other works, for supplying water in bulk or otherwise, for sanitary and other purposes, and for such purposes to confer upon such corporations, sanitary authorities, local board authorities, companies, trustees, or other public bodies, authorities or persons, all such powers as to the raising of money, levying of rates, and otherwise within the districts under their respective control as may be requisite or necessary for enabling them respectively to carry such contracts and agreements into execution.

To authorise the Company to sell or transfer all or any part of the gasworks and waterworks, undertakings, rights, powers, privileges, things, or authorities (hereinafter called the undertaking) to be by the Bill authorised and conferred on the Company, and to empower any local board or sanitary authority which may be formed for or include the district, township, or town of Ascot, or any of the parishes or places aforesaid, to purchase the whole or any part of the undertaking of the Company upon such terms and conditions, and in consideration of such annual or other payments as may be agreed upon, or as may be prescribed by or under the Bill, and so as to effectually vest the same in such local board or sanitary authority, including the powers proposed to be conferred upon the Company with reference to the construction, maintenance, and extension of the works, the levying and recovering of tolls, rates and duties, the manufacture and supply of gas, and of the residual products resulting from the manufacture of gas, the acquisition of lands, the raising of money, the levying and recovering of tolls, rates, and duties, and otherwise, and to provide for the dissolution of the Company, and the winding up of the affairs of the Company.

To authorise and empower any local board or sanitary authority which may be formed as aforesaid, to raise money for the purposes aforesaid, and to raise such money by mortgage or otherwise of the lands, works, and property which they may hereafter become possessed of or acquire under any Act or Acts of Parliament under which they may hereafter be acting, and of their rates and assessments of every kind, market tolls, stallages, gas and water rates, revenues, rents, and charges, slaughter-house tolls, and revenues of every kind which they may hereafter become entitled to levy, raise, or take under any Act or Acts, Order or Orders, or any or either of those lands, works, property, funds, rates, tolls, charges, and revenues, and to make the special provisions to be defined in the Bill with regard to the time and mode of repayments of the said borrowed moneys.

To incorporate with the Bill all or some of the powers or provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Consolidation Act, 1863;" "The Companies Clauses Act, 1869;" "The Waterworks Clauses Acts, 1847 and 1863;" "The Gasworks Clauses Acts, 1847 and 1871;"

"The Public Health Act, 1875," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to the temporary occupation of lands.

And notice is hereby further given, that on or before the 30th day of November instant, plans of the lands 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 or reputed owners, lessees or reputed lessees, and occupiers of the lands, 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, and 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 said 30th day of November, a copy of so much of the said plans and book of reference as relates to each parish or extra-parochial place in or through which the said works, or any part thereof, will be situate, or in which any lands or houses intended to be taken are situate, and also 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 each 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 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.

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

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

In Parliament.—Session 1882.

Milford Haven Lighting and Water Supply.

(Incorporation of Company; Powers to supply Water and Gas and Electric Light in Milford, Hakin, Steynton, and Hubberstone; Sale of Gas and Water Undertaking of Milford Improvement Commissioners; Construction of additional Waterworks and Works for manufacturing Gas and Residual Products; Diversion of Waters and 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 an Act to Incorporate a Company (hereinafter called "the Company") for supplying water and lighting with gas, electricity, or other means, the towns of Milford and Hakin, and the district lying within the limits of "The Milford Improvement Act, 1857," situate in the several parishes of Steynton and Hubberstone, in the County of Pembroke, or some part or parts thereof respectively.

And the intended Act will confer upon the Milford Improvement Commissioners power to sell their gas and water undertaking as they at present exist, and upon the Company the power to purchase the same and all the rights and privileges connected therewith, and also power to the Company to make and maintain the following works with all necessary approaches, fences, excavations, embankments, tanks, sluices, by-washes, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, overfalls, valves, wells, drains, filters, and other conveniences and appliances connected therewith, that is to say:—

1. A storage reservoir or basin, and an embankment to be situated at or near Bullford, in the parish of Steynton, in the County of

Pembroke; the site of which intended reservoir will include a stream of water running immediately to the south of the road, leading from Tiers Cross to Johnson, in the said County of Pembroke; and portions of the several fields or enclosures numbered respectively 662, 651, 733, 866, 656, 637, 658, 863, 864, 870, 871, 873, and 874 in the said parish of Steynton, on the Ordnance Survey Map of the said parish of Steynton.

2. An aqueduct conduit or line of pipes commencing in or near the said field numbered 874, passing thence through the several fields lying due south from that place, until it reaches the road (leading from South Studdolph to Ford), and the bridge over the Milford Railway at that place, passing over the said bridge, and continuing in a south-westwardly and southerly direction, until it crosses the road leading from Priory to Steynton, at a point six chains or thereabouts distant from a quarry in a field numbered 1152 on the said map, thence in a southwardly direction till it reaches the service reservoir of the Milford Improvement Commissioners, situate near Priory, and numbered 1352 on the said map.

The whole of the said works will be situate in the parishes of Steynton, and Hubberstone, in the county of Pembroke.

To construct works for the purpose of lighting the said towns of Milford and Hakin, and the said district, by means of gas, electricity or otherwise.

To authorise the Company to purchase, by compulsion or agreement, the piece of land herein-after described, that is to say, a piece of land adjoining the terminus of the Milford Railway, and lying north of the Milford Haven Dock and Railway line, and a piece of land at the head of Castle Pill, adjoining the Saw Mill, in the occupation of Mr. Henry Pattison, and to authorise the Company on such lands or on any part or parts thereof, to erect, make, maintain, alter, improve, enlarge, extend, and renew, and discontinue gas works, 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 authorise the Company to manufacture, provide, maintain, sell supply and deal in meters, tubes, pipes, lamps, lamp post, 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 Company.

To empower the Company 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, and 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 protective processes, inventions, machineries, methods, materials, or other things, and to exercise any powers which under the "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 Company in connection with the exercise of such powers, and for the application of any Revenue, or receipts of the Company arising therefrom, and to make all other provisions necessary or incident to the exercise of any such powers.

To levy and receive rates, rents, and charges, differential and otherwise, for or in respect of the supply of water, gas, and electric light, and for the sale and hire of metres and fittings, and to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of such rates, rents, and charges.

The intended Act will also confer upon the Company power to effect the following objects, or some of them, viz. :—

To take, collect, dam up, impound, appropriate, and use the waters of the Bullford stream, and of all or some of the springs, streams and waters in and under the line of the proposed works, and in and under the lands to be taken for the purposes thereof, and defined on the plans hereinafter mentioned, including the waters and streams running into and out of the said lands.

To lay down and maintain conduit, 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, bridges, railways, sewers, drains, and watercourses in the aforesaid parishes and places.

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 in lands, houses, springs, streams, water and other hereditaments for the purposes of their undertaking.

To empower the Milford Improvement Commissioners to sell, and the said Company to purchase, or otherwise to vest in the Company, the Gas and Water undertaking of the said Milford Improvement Commissioners, and all the rights, powers, and privileges of the Commissioners with reference thereto, upon such terms and conditions as the Company and the said Commissioners may mutually agree upon.

The intended Act for the purpose thereof will incorporate with itself, "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Waterworks Clauses Act, 1847 and 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," with such variations and exceptions as may be deemed expedient.

To alter, amend, extend, or repeal the Milford Improvement Act, 1857," and all other Acts relating to the Milford Improvement Commissioners, or which may be affected by the Bill.

On or before the 30th day of November, 1881,

duplicate plans and sections showing the lines, situations, and levels of the intended works, and the lands and property which may 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 Pembroke, at his offices, at the Shire Hall, Haverfordwest, and on or before the same day copies 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 pass, with a copy of the Notice, will be deposited for public inspection with the clerk of each such parish, at his residence; and in the case of of any extra-parochial place with the parish clerk of the 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, 1881.

Dated this 14th day of November, 1881.

<i>J. B. Batten and Co., 32, Great George-street, Westminster;</i>	} Parliamentary Agents.
<i>John Charles Ball, 16, Parliament-street, Westminster;</i>	

In Parliament—Session 1882.

South Eastern Railway.

(Various Powers.)

(Railway in Surrey—Stopping up road at St. Martin-in-the-Fields—Alteration of Charing Cross Station, &c.—Power to cross road on level—Additional lands in counties of Kent, Surrey, and Middlesex, and City of London—Amendment of Section 92 of "Lands Clauses Act, 1845"—Exemption of Railway from provisions of Section 47 of "Railways Clauses Act, 1845"—Extension of time for purchase of lands in parishes of Saltwood, Hythe, Sandgate, Tunbridge, Greenwich, Woolwich, Plumstead, and Cranbrook, in the county of Kent; St. Leonards, Hollington, Crowhurst, Battle, Whatlington, and Mountfield, in the county of Sussex; St. Saviour, St. Paul, Deptford, and St. Mary Magdalen, Bermondsey, in the county of Surrey; St. Paul, Deptford, in the county of Kent; and St. Martin-in-the-Fields, in the county of Middlesex—Extension of time for altering St. James's-road, Bermondsey, and stopping up Ewer-street, Southwark—Further extension of time for purchase of land for and completion of the following Railways:—Caterham and Godstone Valley Railway, Godstone Village Extension Railway, Hythe and Sandgate Branch Railway to Folkestone, Hundred of Hoo Railway and Hundred of Hoo Extension Railway—Revival of powers for purchase of lands and construction of Loose Valley Railway—Agreements with King of Belgians and King of Netherlands respecting foreign ports, traffic, &c.—Vesting in Company power to construct, &c., Railway, &c., authorised by "Greenwich Dock and Railway Act, 1881"—Vesting in Company and London, Brighton, and South Coast Railway Company, the Woodside and South Croydon Railway—Incidental powers relating thereto, including agreements with those Companies, and further money powers to London, Brighton, and South Coast Railway Company—Extension of time for purchase of lands and completion of works of last-mentioned Railway—Agreements with Corporation of Rye and other Local Authorities and Rother Level Commissioners respecting alteration of Railway Bridge over River Rother—Alteration or repeal of Section 13 of

"Hastings, Rye and Ashford Extension Act," Section 10 of Local and Personal Act, 9 Vict., cap. 55—Appointment by Company of Commissioners on Rye Harbour Board and Board of Medway Conservancy Commissioners—Amendment of "Dover and Deal Railway Act, 1874"—Provisions with reference to Level Crossing at Dover, Guston, and East Langdon—Agreements with Mayor, Aldermen and Burgesses of Dover—Confirmation of Award of Umpire as to Charing Cross Hotel—Agreements between Company and Corporation of Hythe and Local Board of Sandgate respecting Alteration of Sandgate Road—Extension of Section 43 of "South Eastern Railway Act, 1870" to other Lands of Company—Agreements with City of London Brewery Company (Limited)—Agreements as to Lands at Hougham and Poulton—Consolidation of Company's Hundred of Hoo, West Wickham, and Westerham Valley Preference Stocks—Repeal and Amendment of Section 96 of "Charing Cross Railway Act, 1859"—Application of Capital and further Money Powers—Amendment of Acts, &c.).

A PPLICATION is intended to be made to Parliament in the next session by the South Eastern Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following among other purposes (that is to say):

To empower the Company to make and maintain the railway, with all necessary and convenient stations, sidings, approaches, works, and conveniences connected therewith, and to execute the works and acquire the lands (in which term in this notice houses and buildings are included), and exercise the powers following (that is to say):

A railway wholly in the parish of St. Mary, Rotherhithe, in the county of Surrey, commencing by a junction with the railway which connects the London and Greenwich Railway and the North Kent Railway of the Company with the Bricklayers' Arms Branch Railway, at the south-western side of the bridge by which the London and Croydon Railway is carried over the said branch railway or thereabouts, and terminating by a junction with the railway belonging to the Company known as the Up Croydon Line, at or near the north-western side of the Rotherhithe New-road.

To empower the Company to stop up and discontinue the use for public or private traffic of Brewers' lane, in the parish of St. Martin-in-the-Fields, in the county of Middlesex, and to appropriate to the purposes of the Company's undertaking, and to provide for the vesting in the Company of the site and soil thereof, freed from all public or private rights of way or other rights.

To authorise the Company from time to time to alter the whole or any part of their railway station and hotel buildings at Charing Cross, in the parish of St. Martin-in-the-Fields, in the county of Middlesex, and to erect and maintain upon the site thereof and upon lands adjacent thereto, belonging to or to be acquired by the Company under the powers of the Bill, any new station and hotel buildings as may appear to them expedient.

To authorise and sanction the crossing on the level by the Dover and Deal Railway of the public carriage road known as Seven Star Street, in the parish of St. Mary the Virgin, Dover, in the county of Kent.

To authorise the Company to deviate laterally from the line of the railway and works proposed to be authorised by the Bill to the extent shown on the plans hereinafter mentioned, or as may be

provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To authorise the Company to purchase by compulsion or agreement lands for the purposes of the intended railway and works, and in addition to the other lands which they will by the Bill be authorised to acquire, to purchase and acquire by compulsion or otherwise, and to hold for the purpose of enlarging and extending their stations and siding accommodation, and for roads and approaches, and for other purposes of their undertaking, the lands hereinafter described or referred to, or some of them, that is to say:—

1. Parish of St. Paul, Deptford, in the county of Kent.

Certain lands on the western side of the Company's New Cross Station, situated respectively in Railway-grove, Angus-street, Liardet-grove, and Edward-street, New Cross.

Certain lands on the eastern side of the Company's New Cross Station, situated respectively in Amersham-grove, Royal Naval Place, Hereford-place, Napier-road, and Amersham Vale-road.

2. Parish of Saint Saviour, Southwark, in the county of Surrey.

Lands in the occupation of Daniel Church and Thomas Waller respectively, bounded on the north by the Grove, by lands in the occupation of Messrs. McDonald and Son, and by lands belonging to the Ecclesiastical Commissioners for England, on the south by Ewer-street, and by premises in the occupation of John Burrows, on the west by the passage leading from Ewer-street to the Grove, and on the east by lands belonging to or in the occupation of Messrs. Cater and Walker.

3. Parish of St. James's Grain, in the county of Kent—

(a) Lands abutting upon and adjoining the River Medway, including the foreshore, river wall, and fleets, and bounded on the north-east and east by lands belonging to the Company; on the north and north-west by lands belonging, or reputed to belong to George Bowdler Gipps, the Wardens and the Commonalty of the New Bridge of Rochester, in the county of Kent, Thomas Wells, and Clara and Matilda Lee; on the west by Colemouth-creek; on the south by the River Medway, which said lands belong to or are in the occupation of William Manclark, or his trustees, William Hedgecock, Thomas Wells, Henry Pye, Clara Lee, Matilda Lee, John Robert Dickens, and the Wardens and Commonalty of the New Bridge of Rochester.

(b) Lands belonging to George Bowdler Gipps, abutting upon the River Medway, including the foreshore, river wall, and Fleets, and extending eastward from land belonging to the Company to Cockleshell Hard, and bounded on the northernmost side by an imaginary line drawn from the Pilot Beacon at the said Hard in a north-westerly direction, to a point where Well's Fleet is intersected by the north-eastern boundary of the Company's lands, and on the south-western side by lands of the Company.

4. Parish of St. Nicholas, Rochester, and the parish of Chatham, intra and extra, in the county of Kent.

Certain lands, including the foreshore of the River Medway, and lying between that river and High-street, and extending from William-street to Boundary Wharf.

5. Parishes of Cheriton and Newington, in the county of Kent.

Certain lands lying between the Company's Hythe and Sandgate Branch Railway and the Sandgate-road, and bounded on the east by the road leading from the said Sandgate-road to Cheriton, and on the west by the road leading from the Sandgate-road aforesaid to the Company's approach road to Hythe Station.

6. Parish of St. Martin-in-the-Fields, in the county of Middlesex.

Certain lands on the north-eastern side of Craven-street, lying between and abutting on West Strand and the road leading from Northumberland-avenue to Villiers-street, Craven-street, aforesaid, and the Charing-cross Railway Station and buildings of the Company.

7. In the parish of St. Swithin's, London Stone, in the city of London.

(a) Lands situated between the houses numbered 78, 80, 82, and 84, Cannon-street, Bush-lane, land belonging to the Company, and the premises in the occupation of Charles Smithers and John Henry Rochester Brechels.

(b) The house and premises in Cannon-street aforesaid, known as Dyer's Arms Tavern, and in the occupation of Messrs. Uffindell and Son.

8. Parish of St. Alphage, Greenwich, in the county of Kent—

Certain lands belonging to the trustees of Morden College, adjoining the Company's railway, and lying between lands belonging to the trustees of the Hatcliffe Charity, the School Board for London, and a roadway called the Manor Way and Woodland-road.

9. Parishes of St. Olave, Southwark, and St. John's, Horsleydown, in the county of Surrey—

(a) Certain lands situated between the London-bridge Station of the Company and Tooley-street, and King's Arms-yard.

(b) Certain lands situated between the London-bridge Station, King's Arms-yard aforesaid, Bermondsey-street, and Tooley-street.

10. Parish of Maidstone, in the county of Kent:—

(a) Lands and buildings bounded on the north by the South Eastern Railway, on the south by the river Medway, and by a new road belonging or reputed to belong to the Earl of Romney, on the east by land belonging to George Youngman, and on the west partly by a ropery in the occupation of James Clifford, and partly by meadow land also belonging to the said George Youngman.

(b) Land lying between the land lastly described and the river Medway, and belonging to the said George Youngman.

(c) A piece of land lying between the private road aforesaid and the Company's goods yard.

(d) Lands and buildings lying between the Company's yard and the said private road, and now or lately belonging to the Earl of Romney.

(e) Lands and buildings bounded on the east by the "Railway Bell" beerhouse, on the south by Hart-street, and on the west by the premises of the Company.

To vary or extinguish all rights and privileges connected with the lands purchased or taken under the powers of the intended Act, or which would in any manner impede or interfere with the

objects thereof, and to confer, vary, and extinguish other rights and privileges.

To empower the Company to purchase and take so much of any property as they may require for the purposes of the intended Act without becoming subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such public carriage and other roads, highways, streets, courts, passages, footpaths, ways, pipes, sewers, rivers, streams, bridges, railways, tramways, and subways within the parishes, townships, and extra-parochial places aforesaid as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the Bill.

To provide that notwithstanding the provisions contained in Section 47 of "The Railways Clauses Consolidation Act, 1845," the gates across the public carriage roads named in Section 5 of "The Dover and Deal Railway Act, 1874 (Railway No. 1), in the parish of St. Mary the Virgin, Dover, in the county of Kent, on both sides of the said roads where the said Railway No. 1 crosses the said roads on the level, may be altered or constructed so as when closed to fence in the said roads instead of the said railway.

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 of their existing railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To further extend the time limited by "The South Eastern Railway Act, 1874," as extended by "The South Eastern Railway Act, 1881," for the compulsory purchase of certain lands, houses, and other property in the parish of Saltwood, in the county of Kent, at or near Sandling Park Junction.

To amend "The South Eastern Railway Act, 1881," section 8, by altering therein the 26th day of August, 1880, to the 11th day of August, 1881, or, as may be expedient, to revive the powers conferred upon the Company by "The South Eastern Railway Act, 1876," as extended by subsequent Acts, or to extend the time limited by those Acts, or one of them, for the compulsory purchase of the following lands by "The South Eastern Railway Act, 1876," authorised to be acquired, namely:—

- (1) The lands required for the extension of the Company's Hythe and Sandgate Branch Railway to Folkestone; and
- (2) The additional lands described in section 8 of the said Act of 1876, and therein numbered 1, 2, 3, 4, 5, and 6 respectively.

To further extend the time limited by "The South Eastern Railway Act, 1878," as extended by "The South Eastern Railway Act, 1881," for stopping up and discontinuing the part of Ewer-street, in the parish of Saint Saviour, Southwark, in the county of Surrey, described in section 8 of the said Act of 1878.

To extend the time limited by "The South Eastern Railway Act, 1879," for the compulsory purchase of the lands distinguished as 1, 2, 3, 4, and 5 in section 13 of that Act.

To extend the time limited by "The South Eastern Railway Act, 1880," for the compulsory purchase of the following lands by that Act authorised to be acquired, viz.:—

- (1) The lands distinguished as (a), (b), and (c) in section 17 of that Act.

- (2) The lands described in section 18 of that Act.

To further extend the time limited by "The South Eastern Railway Act, 1872," as extended by subsequent Acts for the alterations and raising of the level of St. James's-road, in the parish of Saint Mary Magdalen, Bermondsey, in the county of Surrey, and the carrying of that road by a bridge over the Bricklayer's Arms branch railway of the Company, and consequent alterations in the levels of adjoining roads.

To further extend the time limited by "The South Eastern Railway Act, 1878," as extended by "The South Eastern Railway Act, 1881," for the compulsory purchase of the lands distinguished as (B) and (C) in Section 16 of the said Act of 1878.

To further extend the time limited by "The South Eastern Railway Act, 1880," as extended by "The South Eastern Railway Act, 1881," for the compulsory purchase of land for the purposes of "The Caterham and Godstone Valley Railway Act, 1876," and "The South Eastern Railway Act, 1880 (Godstone Village Extension Railway)," and to extend the time limited for the completion of the Railway No. 1, authorised by the said "Caterham and Godstone Valley Railway Act, 1876," as extended by "The South Eastern Railway Act, 1880."

To extend the time limited by "The South Eastern Railway Act, 1876," as extended by "The South Eastern Railway Act, 1880," for the completion of the railway (extension of the Hythe and Sandgate Branch Railway to Folkestone) authorised by the said Act of 1876.

To extend the times respectively limited by the Hundred of Hoo Railway Act, 1879, and by the Hundred of Hoo Railway (Extension) Act, 1880, for the compulsory purchase of the lands authorised to be acquired for the purposes of those Acts respectively.

To revive or renew the powers conferred by "The Loose Valley Railway Act, 1877," for the compulsory purchase of lands (extended by "The Loose Valley Railway Act, 1880") and the construction of the several railways and works next hereinafter described, so far as the powers granted by that Act have not been already exercised, or so far as may be necessary for the due construction and completion of those railways respectively:

- (1) A railway wholly in the parish of Maidstone, in the county of Kent (being the railway described in Section 5 of "The Loose Valley Railway Act, 1877," and in the deposited plans and sections referred to in that Act as Railway No. 1), commencing at a point about 20 yards from the left bank of the River Medway, and about 180 yards south-east of the Maidstone Bridge over that river, and terminating in a field to the east of the ropery occupied by James Clifford, at a point about 25 yards north of the Ordnance Bench Mark 17.3 on the towing path of the River Medway;
- (2) A Railway (No. 2) wholly in the said parish of Maidstone and county of Kent, commencing by a junction with the Maidstone Branch of the South Eastern Railway and terminating by a junction with the said Railway No. 1 at or near the point of termination thereof.
- (3) A Railway (No. 3) commencing in the said parish of Maidstone by a junction with the said Railway No. 1 at the point of termination thereof hereinbefore described, and thence passing from, in, through, or into the following parishes, townships, and extra-parochial places, or some of them, that is to say, Tovil, East Farleigh, and Loose, and

terminating in the parish of Loose in or near the property numbered 18 on the plans of that railway deposited with the clerk of the peace for the county of Kent in the month of November, 1876.

And, so far as may be necessary, to alter and amend "The Loose Valley Railway Act, 1877," and "The Loose Valley Railway Act, 1880."

To empower the Company from time to time to make and carry into effect contracts, agreements, and arrangements with the respective Governments of the King of the Belgians and of the King of the Netherlands, and any authority, minister, corporation, association, person, or body of persons, with respect to all or any of the purposes following—

- (a) The making, constructing, enlarging, extending, deepening, and otherwise improving and maintaining any port, harbour, dock, pier, jetty, landing place, or other place, or works in the Kingdom of Belgium and in the Kingdom of the Netherlands, which would afford facilities, advantages, and conveniences for the receipt and delivery of traffic coming from or destined for the vessels and undertaking of the Company, and the contribution by the Company towards the cost thereof respectively.
- (b) The working, use, management, and maintenance of such port, harbour, dock, pier, jetty, landing place, and works, and of any part or parts thereof respectively.
- (c) The supply and maintenance by the Company of engines, stock, plant, appliances, and things at the said port, harbour, dock, pier, jetty, and landing place, and the employment of officers and servants thereat.
- (d) The management and regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the said port, harbour, dock, pier, jetty, and landing place.
- (e) The fixing, collection, and apportionment of the tolls, rates, and income levied or arising in respect of such port, harbour, dock, pier, jetty, and landing place, or other works, and of the traffic thereof.

To transfer to and vest in the Company the powers conferred on the Greenwich Dock and Railway Company (hereinafter called the Greenwich Company) for the construction of the branch railway authorised by "The Greenwich Dock and Railway Act, 1881," together with all lands and property real and personal acquired by the Greenwich Company in connection with such branch railway, and all the rights, privileges, and authorities, and the duties and liabilities conferred or imposed by the said Act upon the Greenwich Company with respect to the construction, use, working, and maintenance of the said branch railway, and the benefits of all contracts and enactments relating to such construction, use, working, and maintenance, and the execution of works, and the levying of tolls and charges.

To provide for the transfer or release of the railway deposit fund mentioned in Section 44 of "The Greenwich Dock and Railway Act, 1881."

And also to provide for the transfer to and vesting in the Company at their option, at any time hereafter, or within such time as may be prescribed in or provided for by the intended Act, the dock undertaking of the Greenwich Company, and all powers conferred on them for the construction, working, and maintenance of the said dock, with the rights, privileges, and authorities, and the duties and liabilities conferred or imposed by the said Act upon the Greenwich Company, with respect to the construction, use, working, and maintenance, and the benefits of all contracts

and enactments relating to such construction, use, working, and maintenance, and the execution of works, and the levying of tolls, rates, duties, and charges, and to provide for the dissolution of the Greenwich Company.

To provide for the vesting of or to vest the undertaking of the Woodside and South Croydon Railway Company (hereinafter referred to as the Woodside Company), in the Company and the London, Brighton, and South Coast Railway Company (hereinafter called the Brighton Company) or either of them, upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the intended Act; to empower the Company and the Brighton Company, or either of them, to substitute shares or stock of the Company and the Brighton Company, or either of them, for shares or stock of the Woodside Company, and to create and issue shares or stock with or without a preference or priority in the payment of dividend for that purpose.

To provide for the transfer or release of the deposit fund mentioned in Section 27 of "The Woodside and South Croydon Railway Act, 1880," and to dissolve, or to provide for the dissolution of, the Woodside Company, and to provide for the exercise and fulfilment by the Company and the Brighton Company, or either of them, in their own names and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, and obligations of the Woodside Company, whether with reference to the acquisition of lands, the construction and maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds, or otherwise, and to provide for the conversion into shares or stock of the Company and of the Brighton Company, or either of them, of the shares or stock in the capital of the Woodside Company, whether before or after the same shall have been paid up in full.

To enable the Brighton Company to apply for the purposes of the intended Act, so far as relates to the Woodside Company, any capital or funds now belonging to them or under their control, or the control of their directors, and to raise further moneys by mortgage of all or any part of their undertaking, and to increase their capital by the creation and issue of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means, and upon such terms and conditions as may be prescribed in the Bill.

To enable the Company and the Brighton Company (hereinafter called the two Companies) to exercise all the powers relating to the undertaking of the Woodside Company, by means of a joint committee to be nominated under the powers of the Bill, or of any joint committee of the two Companies, appointed by virtue of any Act already passed, and to confer on such committee all needful powers for the construction, management, and control of the Woodside undertaking, and the purchase of lands for the purposes thereof, and for obtaining from the two Companies respectively the necessary funds for the purposes aforesaid, or the Bill will itself constitute such committee, and vest in it the powers and authorities aforesaid, and the Bill will or may incorporate such committee. And the Bill will or may enable the two Companies to agree concerning the payments to be mutually made with respect to any lands, railways, property, or rights now belonging to either of the two Companies, and intended to form part of the joint undertaking, or concerning any matter in furtherance of the purposes of the Bill.

And the Bill will seek power to extend the time limited by the said "Woodside and South Croydon Railway Act, 1880," for the compulsory purchase of lands and property required for the purpose of the said railway, and for the completion thereof, and of the works connected therewith.

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

To alter or repeal Section 13 of "The Hastings, Rye, and Ashford Extension Railway Act, 1845" (8 and 9 Vict., c. 200), and Section 10 of the local and personal Act 9 Vict., c. 55, and to authorise the Company on the one hand, and the Commissioners of the old Harbour of Rye, in the county of Sussex, the Rother Level Commissioners, the Corporation of Rye, in the county of Sussex, and the Local Board for the town and district of Rye, in the county of Sussex, or some or one of them, on the other hand, to make, enter into, and carry into effect agreements with reference to improving or altering the existing bridge carrying the Company's Hastings and Ashford Railway over the river Rother, at or near Rye, and, if need be, substituting a fixed bridge in place of the existing swing bridge, and to enable the Company to execute and carry into effect all such works and things as may be agreed upon as aforesaid.

To empower the Company from time to time to nominate and appoint a person as a Commissioner upon the Rye Harbour Board constituted by the Acts local and personal, 1 Will. IV, cap. 235, and the 3 and 4 Will. IV, cap. 67, or one of them, or any subsequent Act or Acts, and if need be to increase the number of Commissioners constituting the said Rye Harbour Board, and to alter or amend, so far as may be necessary for such purpose, the several Acts aforesaid, or some or one of them.

To empower the Company from time to time to nominate and appoint two persons as and to be two of the Conservators of the river Medway executing "The Medway Conservancy Act, 1881," and for the purpose of providing for such nomination and appointment to increase, if need be, the number of Conservators mentioned in that Act, and so far as may be necessary for effecting those purposes to alter and amend section 17 of that Act, and any other sections or provisions thereof.

To alter or amend section 5 of "The Dover and Deal Railway Act, 1874," by striking out the words and figures "24 and 1a," "Guston and East Langdon," "public road."

To empower the Joint Committee appointed pursuant to "The Dover and Deal Railway Act, 1874," with the consent of the mayor, aldermen, and burgesses of the borough of Dover, to stop up and discontinue the use of all or any of the level crossings authorised by section 5 of the said "Dover and Deal Railway Act, 1874," as to Railway No. 1.

To confirm the award bearing date the 15th day of June, 1881, of the umpire appointed pursuant to "The South Eastern Railway Act, 1870," and to authorise the Company to create and issue debenture stock and preference stock respectively for the purpose of carrying into

effect and satisfying the terms of the said award.

To empower the Company and the Corporation of Hythe, in the county of Kent, and the Local Board of Sandgate, in the county of Kent, or other proper authority, in whom is vested, or who have the control of the road next hereinafter described, from time to time to make and enter into and carry into effect agreements as to the alteration or diversion of so much of a certain road, in the parishes of Newington-next-Hythe and Cheriton, in the county of Kent, called or known as the Sandgate-road, as lies between its point of junction with Twiss-road and the road leading from the said Sandgate-road to the Company's station at Sandgate.

To extend and make applicable the provisions of section 45 of "The South Eastern Railway Act, 1870," to lands acquired by the Company since the passing of that Act, and now held by them in addition to the lands in that section mentioned.

To empower the Company and the City of London Brewery Company (Limited) to enter into and carry into effect agreements with respect to the acquisition by the Company of any lands, buildings, hereditaments, and tenements, or of any right or easement in or over the same, which the Company may require for the purposes of their undertaking, and which may be vested in or belong to the City of London Brewery Company (Limited), and to authorise the sale, demise, or exchange of any of such lands, buildings, hereditaments, and tenements, and the granting of any such right or easement to and with the Company, and, if needful, for such purposes, to alter and amend, or provide for altering and amending, the articles of association or deed of constitution of the said City of London Brewery Company (Limited).

To authorise and provide for the consolidation and conversion into one class or denomination of stock of the Company's Hundred of Hoo Company, West Wickham Company, and Westerham Company preference stocks respectively.

To enable the Company to enter into and carry into effect agreements with Robert Bartholomew Lawes, Esq., with respect to the purchase by the Company of any of the lands of the said Robert Bartholomew Lawes in the parishes of Hougham and Poulton, in the county of Kent.

To empower the Company and the Metropolitan Board of Works to enter into and carry into effect agreements with respect to any lands the Company may be empowered to take, or may require for the purposes of the intended Act, which may be vested in, or which the Metropolitan Board of Works may be authorised to take for any purpose, and to authorise the sale, demise, or exchange of any such lands to and with the Company, and to confirm any such agreement made or to be made.

To amend or repeal wholly or partially section 96 of "The Charing Cross Railway Act, 1859," and, if need be, to make other provision in lieu thereof.

To authorize the Company to raise further sums of money for the purposes of the Bill, and also for the general purposes of their undertaking, by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other special rights or privileges attached thereto, and by borrowing and by the creation and issue of debenture stock or by either of such means, and also to apply to all or any such purposes any capital or funds now belonging to the Company, or which may hereafter belong to them.

The Bill will vary and extinguish all existing

rights and privileges which might interfere with its objects, and it will incorporate with itself and amend the provisions or certain of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railway Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," and part 1, relating to the construction of a railway, part 2, relating to extension of time, and part 5, relating to amalgamation of "The Railway Clauses Act, 1863;" and it will also amend, repeal and enlarge, so far as may be necessary or expedient for the purposes of the Bill, the provisions or some of the provisions of the several local and personal Acts following, namely: the 3 Will. IV, cap. 46, and any other Act relating to the London and Greenwich Railway Company; 8th and 9th Vict., cap. 200; 9th Vict., cap. 55; 6th Will. IV., cap. 75; "The South Eastern Railway Act, 1863," "The South Eastern Railway Act, 1867," "The South Eastern Railway Act, 1870," "The South Eastern Railway Act, 1872," "The South Eastern Railway Act, 1874," "The South Eastern Railway Act, 1876," "The South Eastern Railway Act, 1877," "The South Eastern Railway Act, 1878," "The South Eastern Railway Act, 1879," "The South Eastern Railway Act, 1880," "The South Eastern Railway Act, 1881," "The Charing Cross Railway Act, 1859," "The Hungerford Market and Charing Cross Bridge Act, 1860," "The Charing Cross Railway (City Terminus) Act, 1861," "The Charing Cross Railway (City Terminus Bridge) Act, 1862," "The Charing Cross Railway Act, 1863," "The Charing Cross Railway Act, 1864," "The Thames Embankment Act, 1862," "The Thames Embankment Act, 1863," "The Thames Embankment (Amendment) Act, 1864," "The Thames Embankment (North and South) Act, 1868," "The Charing Cross and Victoria Embankment Approach Act, 1873," "The Dover and Deal Railway Act, 1874," "The Caterham and Godstone Valley Railway Act, 1876," "The Westerham Valley Railway Act, 1876," "The Hundred of Hoo Railway Act, 1879," "The Hundred of Hoo Railway (Extension) Act, 1880," "The Loose Valley Railway Act, 1877," "The Loose Valley Railway Act, 1880," "The Woodside and South Croydon Railway Act, 1880," "The West Wickham and Hayes Railway Act, 1880," "The Maidstone and Ashford Railway Acts, 1880 and 1881," "The Greenwich Dock and Railway Act, 1881," and all other Acts relating to the Company and the several undertakings vested in or worked by them. The 7 Geo. IV, cap. 122; the 1 Will. IV, cap. 135; the 3 and 4 Will. IV, cap. 67; "The Kent and Sussex Rother Levels Act, 1880," "The Medway Conservancy Act, 1881," the 9 and 10 Vict., cap. 283; and any other Acts relating to the London, Brighton, and South Coast Railway Company.

And notice is hereby also given that maps, plans, and sections of the railway and works proposed to be authorised by the Bill, showing the lines and levels thereof, and plans also of the lands intended to be taken compulsorily, or the powers for purchasing which are to be revived and extended under the powers of the Bill, with a book of reference to such plans respectively, together with in each case a copy of this notice as published in the London Gazette, will on or before the 30th day of November, 1881, be deposited for public inspection as follows (that is to say)—As regards the lands and works in the county of Kent, with the clerk of the peace for that county, at his office, at Maidstone; as regards the lands and works in the county of Surrey, with the clerk of the peace for that county, at his office, at the Sessions House, Newington-causeway, in that county; as regards the

lands and works in the county of Middlesex, with the clerk of the peace for that county, at his office, at the Sessions House, Clerkenwell-green, in that county; as regards lands and works in the city of London, 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 books of reference as relates to each parish and extra-parochial place in or through which the said works, or any part thereof, are or is intended to be made or will be situate, or in which any lands to be taken compulsorily under the powers of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows:—As relates to the parish of St. Mary Magdalen, Bermondsey, with the vestry clerk of that parish, at his office at Maltby-street, in that parish; as relates to the parish of St. Martin-in-the-Fields, with the vestry clerk of the parish, at his office at the vestry hall, in St. Martin's-lane, in that parish; as relates to the parish of St. Saviour, Southwark, with the clerk of the district board of works for the district of St. Saviour's, at his office, No. 3, Emmerson-street, Bankside; as relates to the parishes of St. Alphage, Greenwich, and St. Paul, Deptford, with the clerk of the Greenwich District Board of Works, at his office, 141, Greenwich-road, Greenwich; as relates to the parish of St. Mary, Rotherhithe, with the vestry clerks of that parish, at their office, No. 82, Paradise-street, Rotherhithe, as relates to the parishes of St. Olave, Southwark, and St. John, Horsleydown, with the clerk to the district board of works for the St. Olave district, at 86, Queen Elizabeth-street, Southwark; and as relates to the other parishes mentioned in this notice, with the parish clerk of each such parish at his residence; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining, 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, 1881.

Dated this 18th day November, 1881.

W. R. Stevens, 6, St. Thomas'-street, S.E.,
Solicitor for the Bill.

R. W. Cooper, 4, Westminster-chambers,
Victoria-street, S.W.

C. E. Mortimer, 22, Abingdon-street, S.W.,
Parliamentary Agents.

In Parliament.—Session 1882.

Garstang and Knot End Railway.

(Revival of Powers; Extension of Time for Purchase of Land and Construction of Works; Raising of Additional Capital; Reduction of Existing Share Capital; Arrangements with Creditors; Conversion of Debentures into Debenture Stock; Alteration of Voting at Meetings, and Qualification and Appointment of Directors; other Powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill and pass an Act to revive the powers conferred upon the Garstang and Knot End Railway Company by the Garstang and Knot End Railway Act, 1864; the Garstang and Knot End Railway Act, 1867; and the Garstang and Knot End Railway Act, 1869, for the compulsory purchase of lands

and houses, and to extend time for the completion of the works by the first-mentioned Act authorised.

To enable the Company for the purposes of their railway to raise further sums of money on loan or by the creation and issue of debenture stock in priority to the existing mortgages or other securities of the Company, and to provide for the application of such money, and also to raise further money by the creation of new shares and stock in the Company, and, if the Company think fit, to attach all or any of such new shares and stock, or preference, or priority of interest or dividend, or other special privileges, and to provide for the application of such monies.

To convert the existing mortgage debt of the Company into debenture stock of an equal or less principal amount, to carry interest at such rate or rates as shall be defined by the said intended Act, and to provide for the calling in and cancelling of the several mortgage deeds or other instruments upon which the said mortgage debt is secured, and the issue of debenture stock certificates in lieu thereof.

To reduce the nominal amount of the existing shares in the Company and to issue new shares in lieu thereof, and to provide for the conversion thereof into stock of a less aggregate principal amount.

To empower the Company to raise by borrowing or mortgage or by the creation and issue of debenture stock, or new preference or ordinary shares in their undertaking, or by any of those means, further sums for the payment or satisfaction of their debts and liabilities, including therein interest upon the mortgage debt of the Company, and for the general purposes of their undertaking.

To enable the Company to compound or arrange with its creditors upon such terms as may be agreed upon by a proportion of the creditors to be defined by the intended Act.

To suspend for a period to be fixed by the intended Act, and upon such conditions as the intended Act may prescribe, all actions, suits, judgments, and other proceedings against the Company for the recovery of debts, including therein interest upon mortgage or otherwise, and to suspend or reduce in rate likewise for a period so to be specified the payment of interest on the existing mortgage debt and debenture stock (to be created as aforesaid) of the Company or either of those securities.

To alter the mode of voting at the meetings of the Company, and the qualifications of directors, and to enable the holders of mortgages and debenture stock in the Company to vote and appoint directors.

To alter, amend, extend, and enlarge, or, if necessary, to repeal all or some of the powers of the several local and personal Acts following or some or one of them, that is to say, the "Garstang and Knot End Railway Act, 1864," the "Garstang and Knot End Railway Act, 1867," the "Garstang and Knot End Railway Act, 1869."

To vary or extinguish all rights and privileges granted by the said Acts, or which may be inconsistent with the purposes aforesaid, and to confer, vary, or extinguish other rights and privileges.

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

Dated this 18th day of November, 1881.

J. B. Batten and Co., 32, Great George-street, Westminster, S.W.,
Parliamentary Agents.

In the Board of Trade.—Session 1882.

Westminster, Pimlico, Chelsea, and Fulham
Tramways.

(Application for a Provisional Order for authorising construction of Street Tramways in the County of Middlesex; Powers to open and interfere with public streets, &c., to levy tolls, and to regulate traffic in the streets; Incorporation of Tramways Act, 1870, and other purposes.)

APPPLICATION is intended to be made to the Board of Trade, on or before the 23rd December next, for a Provisional Order under the Tramways Act, 1870, for the purposes or some of the purposes following, that is to say:—

To authorise the persons to be named in the Provisional Order, or a Limited Company to be registered for the purposes thereof (hereinafter called "the Promoters"), to construct and maintain the following Tramways, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences, that is to say:—

Tramway No. 1.—A Tramway to be wholly situate in the parish of St. John the Evangelist, in the City of Westminster, commencing near the western end of Lambeth Bridge, in the Horseferry-road, at a point 0·6 chain west of the junction of Milbank-street, proceeding thence along the Horseferry-road (crossing Regent-place) and turning into Greycoat-place and terminating there at a point 0·5 chain west of the junction of Horseferry-road. Tramway No. 1 will be a single line throughout except in the following places, where it will be a double line, viz.:—

In Horseferry-road.

Between the commencement of the tramway and a point 0·2 chain east of the junction of Grub-street, and between points respectively 0·5 chain and two chains west of the junction of Marsham-street, and between a point 0·2 chain west of the junction of Allington-street and a point 2·3 chains south-east of the junction of Medway-street, and between points respectively 0·2 chain south-east and 1·8 chain north-west of the junction of New Peter-street.

In the following instances Tramway No. 1 will be so laid in Horseferry-road that for a distance of 30 feet and upwards, a less space than 9 feet 6 inches will intervene between the outer edge of the footpath and the nearest rail of the tramway on the side or sides of the road specified in each case.

On both sides, between the commencement of the tramway and a point 0·2 chain east of the junction of Grub-street; and on the northern side, between a point 0·2 chain east of the junction of Grub-street and a point 0·7 chain east of the junction of Holland-street; and on the southern side, between points respectively 0·5 chain and 2 chains west of the junction of Marsham-street; and on both sides, between points respectively 2·3 chains and 3·3 chains south-east of the junction of Medway-street; and on the western side, between the junction of Medway-street and a point 2·2 chains south-east of the junction of that street; and on both sides, between a point 0·2 chain south-east of the junction of New Peter-street, and a point 2 chains north-west of the junction of that street.

Tramway No. 2.—A Tramway commencing at the end of Great Chapel-street, in the Broadway, in the parish of St. Margaret, in the City of Westminster, at a point 2·5 chains north-east of the junction of St. Ermins-hill, proceeding thence along Great Chapel-street (crossing Victoria-

street), into and along Strutton-ground and Grey Coat-place, and terminating in Grey Coat-place at a point 0·5 chain west of the junction of Horseferry-road, in the parish of St. John the Evangelist, in the said city.

Tramway No. 2 will be a single line throughout, except in the following places, where it will be a double line, viz.:—

In Great Chapel-street.

Between the commencement of the Tramway and a point 1 chain north-east of the junction of St. Ermins-hill; and between a point 0·3 chain south-west of the junction of Little Chapel-street and a point 0·6 chain north-west of the junction of Victoria-street.

In Strutton-ground.

Between points respectively 0·4 chain and 1·9 chain south of the junction of Victoria-street.

In the following instances Tramway No. 2 will be so laid that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene on both sides of the road, specified in each case between the outside of the footpath and the nearest rail of the tramway.

In Great Chapel-street.

Between a point 0·6 chain north-east of the junction of St. Ermins-hill and a point 0·4 chain north-west of the junction of Victoria-street.

In Strutton Ground.

Between a point 0·4 chain south of the junction of Victoria-street and the commencement of Grey Coat-place.

Tramway No. 3.—A tramway commencing in Grey Coat-place, in the parish of St. John the Evangelist, in the city of Westminster, at a point 0·5 chain south-west of the junction of Horseferry-road, proceeding along Grey Coat-place into and along Rochester-row (crossing Vauxhall Bridge-road and the London Tramways Company's tramway in that road on the level) into and along Warwick-street and terminating in Warwick-street at a point 0·5 chain south-west of the junction of Upper Tachbrook-street, in the parish of St. George, Hanover-square, in the city of Westminster.

Tramway No. 3 will be a double line throughout, except in the following places, where it will be a single line, viz.:—

In Rochester-row.

Between a point 0·2 chain north-east of the junction of Allen-street and a point 0·6 chain north-east of the junction of Willow-street.

In Warwick-street.

Between a point 0·4 chain south-west of the junction of Vauxhall Bridge-road and a point 0·5 chain south-west of the junction of Upper Tachbrook-street.

Tramway No. 4.—A tramway to be situate wholly in Warwick-street, in the parish of St. George, Hanover-square, in the city of Westminster, commencing in Warwick-street at a point 0·5 chain south-west of the junction of Upper Tachbrook-street, and terminating in that street at a point 0·3 chain south-west of the junction of Winchester-street. Tramway No. 4 will be a single line throughout, except in the following places, where it will be a double line:

Between a point 0·3 chain south-west of the junction of Denbigh-street, and a point 0·4 chain north-east of the junction of Berwick-street; and between a point 0·4 chain south-west of the junction of Warwick-place West, and a point 0·7 chain north-east of the junction of St. George's-road; and between a point 0·7 chain south-west of the junction of Alderney-street and a point 0·3 chain south-west of the junction of Winchester-street.

In the following instances Tramway No. 4 will be so laid that on both sides of the road a less space than 9ft. 6in. will intervene between the outside of the footpath and the nearest rail of the tramway, viz., between a point 0·3 chain south-west of the junction of Denbigh-street and a point 0·4 chain north-east of the junction of Berwick-street; and between a point 0·7 chain south-west of the junction of Belgrave-road and a point 0·3 chain south-west of the junction of Winchester-street.

Tramway No. 5.—A Tramway commencing in Warwick-street, in the parish of St. George, Hanover-square, in the city of Westminster, at a point 0·3 chain south-west of the junction of Winchester-street, proceeding thence in a south-westerly direction along Warwick-street, and over Ebury-bridge (which carries the road over the London Brighton and South Coast, and the London Chatham and Dover Railways and the Grosvenor Canal) into and along Ranelagh-terrace into and along the Pimlico-road and terminating in that road at a point 2·2 chains south-west of the junction of Union-street in the parish of St. George, Hanover-square, in the City of Westminster.

Tramway No. 5 will be a single line throughout, except in the following places, where it will be a double line, viz. :—

In the road over Ebury-bridge, Ranelagh-terrace, and Pimlico-road, between a point 0·4 chain south-west of the junction of Hugh-street (with Warwick-street) and a point in Pimlico-road 2 chains north-east of the junction of Clifford's-row.

In Pimlico-road.

Between a point 2·7 chains south-west of the junction of Church-street, and a point one chain north-east of the junction of Bloomfield-place; and between points respectively 0·7 chain and 2·2 chains south-west of the junction of Union-street.

In the following instance Tramway No. 5 will be so laid in Pimlico-road that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on both sides of the road, viz., between a point 0·4 chain north-east of the junction of Bloomfield-place and a point 2·2 chains south-west of the junction of Union-street.

Tramway No. 6.—A Tramway commencing in the Pimlico-road, in the parish of St. George, Hanover-square, at a point 1·7 chain north-east of the junction of Lower George-street, proceeding thence in a south-westerly direction along the Pimlico-road into, and along White Lion-street, Lower Sloane-street, and Sloane-square, into and along King's-road, and terminating in that road at a point 0·1 chain north-east of the junction of Chesterton-terrace, in the parish of St. Luke, Chelsea.

Tramway No. 6 will be a single line throughout, except in the following places, where it will be a double line, viz. :—In Pimlico-road and White Lion-street between the junction of Lower George-street in Pimlico-road and a point in Lower Sloane-street 1 chain north-west of the junction of Turk's-row, in Sloane-square and King's-road, between the north-west end of Lower Sloane-street, in Sloane-square, and a point in King's-road 4·8 chains north-east of the junction of Leete-street.

In King's-road.

Between a point 0·15 chain north-east of the junction of Leete-street, and a point 0·15 chain north-east of the junction of the roadway of Blacklands-terrace.

In the following instance Tramway No. 6 will be so laid in King's-road for a distance of 30 feet and upwards, that a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on both sides of the road, viz. :—

Between points respectively 0·9 chain and 2 chains north-east of the junction of Leete-street.

Tramway No. 7.—A Tramway to be wholly situate in King's-road, in the parish of St. Luke, Chelsea, commencing at a point 0·1 chain north-east of the junction of Chesterton-terrace, and terminating at a point 0·1 chain north-east of the junction of Arthur-street.

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

Between a point 0·9 chain north-east of the junction of Bywater-street and a point 0·1 chain north-east of the junction of Smith-street; and between a point 0·4 chain north-east of the junction of Blenheim-street and a point 0·1 chain north-east of the junction of Queen-street; and between a point 0·1 chain south-west of the junction of Robert-street and a point 1·4 chain north-east of the junction of Arthur-street.

In the following instances, Tramway No. 7 will be so laid that for a distance of 30 feet and upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on both sides of the road, viz. :—

Between a point 0·9 chain north-east of the junction of Bywater-street and a point 0·1 chain north-east of the junction of Smith-street; and between a point 0·4 chain north-east of the junction of Blenheim-street and a point 0·1 chain north-east of the junction of Queen-street; and between a point 0·1 chain south-west of the junction of Robert-street and a point 1·4 chain north-east of the junction of Arthur-street.

Tramway No. 8.—A Tramway, to be wholly situate in King's-road, in the parish of St. Luke, Chelsea, commencing at a point 0·1 chain north-east of the junction of Arthur-street, and terminating at a point 0·2 chain north-east of the junction of Millman-row. Tramway No. 8 will be a single line throughout, except in the following places, where it will be a double line, viz. :—

Between points respectively 0·7 chain and 2·7 chains north-west of the junction of Manresa-road; and between a point 0·5 chain south-west of the junction of Church-street and a point 1·8 chain north-east of the junction of Beaufort-street; and between a point 0·1 chain south-west of the junction of Beaufort-street, and a point 2 chains north-east of the junction of Park-walk; and between a point 0·5 chain north-east of the junction of Park-walk, and a point 0·2 chain north-east of the junction of Millman row.

In the following instances Tramway No. 8 will be so laid in King's-road that for a distance of 30 feet and upwards a less space than 9ft. 6in. will intervene between the outside of the footpath and the nearest rail of the tramway on both sides of the road, viz., between points respectively 0·7 chain and 2·7 chains north-west of the junction of Manresa-road; and between a point 0·5 chain south-west of the junction of Church-street and a point 1·7 chain north-east of the junction of Beaufort-street; and between a point 0·1 chain south-west of the junction of Beaufort-street and a point 2 chains north-east of the junction of Park-walk.

Tramway No. 9 to be wholly situate in King's-road, in the parish of St. Luke, Chelsea, commencing at a point 0·2 chain north-east of the

junction of Millman-row, and terminating at a point 0.1 chain south-west of the junction of Lot's-road.

Tramway No. 9 will be a single line throughout, except in the following places, where it will be a double line, viz.:—Between a point 0.5 chain south-west of the junction of Millman-row and a point 0.7 chain north-east of the junction of Limestone-street; and between a point 0.6 chain south-west of the junction of Hobury-street and a point 0.6 chain north-east of the junction of Shalcomb-street; and between points respectively 1 chain north-east, and 1 chain south-west of the junction of Maude-grove.

In the following instances Tramway No. 9 will be so laid that for a distance of 30 feet and upwards, a less space than 9ft. 6in. will intervene between the outside of the footpath and the nearest rail of the tramway on both sides of the road, viz., between a point 0.2 chain north-east of the junction of Millman-row and a point 0.6 chain north-east of the junction of Limestone-street; and between points respectively 1 chain north-east and 1 chain south-west of the junction of Maude-grove.

Tramway No. 10.—A tramway commencing in King's-road, in the parish of St. Luke, Chelsea, at a point 0.1 chain south-west of the junction of Lot's-road, proceeding thence in a south-westerly direction along the King's-road (over Stanley Railway Bridge) into and along Waterford-road and New King's-road, and terminating in the New King's-road at a point 0.7 chain south-west of the junction of Eelbrook-terrace, in the parish of Fulham. Tramway No. 10 will be a single line throughout, except in the following places, where it will be a double line, viz.:—

In King's-road.

Between points respectively 0.1 chain and 2.1 chains south-west of the junction of Lot's-road; and between points respectively 1.6 chain south-west and 3.6 chains north-east of the junction of Stamford-road.

In King's-road, Waterford-road, and New King's-road.

Between a point in King's-road 2.2 chains south-west of the junction of Maxwell-road and a point in New King's-road 0.7 chain south-west of the junction of Waterford-road.

In the following instances Tramway No. 10 will be so laid for a distance of 30 feet and upwards, that a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on both sides of the road, viz.:—

In King's-road.

Between a point 0.2 chain south-west of the junction of Lot's-road and a point 1.7 chain north-east of the junction of Stamford-road.

In King's-road, Waterford-road, and New King's-road.

Between a point in King's-road 0.9 chain west of the junction of Britannia-road and a point in New King's-road 0.6 chain south-west of the junction of Waterford-road.

Tramway No. 11.—A Tramway to be wholly situate in New King's-road, in the parish of Fulham, commencing at a point 0.7 chain south-west of the junction of Eelbrook-terrace and terminating at a point 1.3 chain west of the junction of Peterborough-road.

Tramway No. 11 will be a double line throughout.

The said hereinbefore described tramways will be situate in the parishes and places following, or some of them, namely:—St. John the Evangelist, Westminster; St. Margaret, West-

minster; St. George, Hanover-square; the liberty of the City of Westminster; St. Luke, Chelsea; Ossulston and Fulham, all in the County of Middlesex.

Note. In the foregoing descriptions, whenever the position of any point is defined, with reference to a junction of a street, road, or other highway, every such junction is to be taken as the point where the centre line of that street, road, or highway (produced if need be) would intersect the centre line of the street or road in which the tramway is laid, and all distances are to be taken as measured along the centre of such last-mentioned street or road.

To authorise and empower the Promoters from time to time to enter upon, open, and break up the surface of, and to alter, divert, stop, and otherwise interfere with streets, highways, and other roads, footpaths, passages, and places, railways, tramways, canals, streams, water-courses, sewers, drains, bridges, pavements, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, laying down, maintaining, repairing, removing, renewing, or altering the proposed tramways or works, or of substituting others in their place, or other the purposes of the Provisional Order.

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

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

To enable the Promoters, for the purposes of the proposed tramways, to purchase by agreement, and to take easements over lands, houses, and property, and to erect stables, offices, buildings, and other conveniences on any such lands, and to sell, lease, or dispose of lands, houses, and property.

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

To 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 Promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of the respective streets, roads, and places upon or along which any of the proposed tramways, or any rails, plates, chairs, sleepers, or works connected therewith may be laid.

To provide for and regulate the user by the Promoters for the purposes of the Provisional Order, of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling or materials.

To reserve to the Promoters the exclusive right of using on the proposed tramways and works carriages with flange wheels, or other wheels especially adapted to run on an edged rail, or on a grooved rail, and to prohibit, except by agreement with the Promoters, and upon terms to be prescribed by the Provisional Order or otherwise, the use of the said tramways and works by persons or corporations other than the Promoters, with carriages with flange wheels or other wheels specially adapted to run on an edged rail or on a grooved rail, and to authorise and give effect to agreements between the Promoters and any other Companies, bodies, or persons for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on such Companies, bodies, or persons.

To enable the Promoters and the Metropolitan Board of Works, and any vestry, district board, local or road authority, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control and management of the said streets, roads, and places respectively to enter into contracts and agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

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

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

To incorporate with or without amendment or variation, and so far as may be necessary or expedient for any of the purposes of the Provisional Order, the provisions or some of the provisions of "The Tramways Act, 1870."

To prohibit the use on the proposed tramways of carriages or trucks adapted for use on railways.

To make provision for regulating the passage of traffic, whether of the Promoters or not, along streets, roads, and places in which the proposed tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works, and for preventing obstructions to all or any such traffic, and to enable the Promoters and the respective local or road authorities, or any of them, or the Metropolitan Board of Works, 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.

On or before the 30th day of November instant, plans and sections of the proposed tramways and works, and a copy of this advertisement, will be deposited at the office of the Board of Trade, and at the office of the Metropolitan Board of Works, London, and for public inspection with the Clerk of the Peace for the County of Middlesex, at his office at the Sessions House, Clerkenwell, E.C.; and on or before the same day a copy of so much

of the said plans and sections as relates to the several parishes in which any of the proposed tramways will be constructed or be situate respectively, with a copy of this advertisement, will also be deposited for public inspection as follows:—As regards the parishes of Saint Margaret and Saint John-the-Evangelist, Westminster, at the office of the Clerk to the Westminster District Board of Works, at 25, Great Smith-street, S.W.; as regards the parish of Saint George, Hanover-square, with the Clerk of the Vestry of that parish, at his office at the Board Room, Mount-street, Grosvenor-square, W.; as regards the parish of Chelsea, at the office of the Vestry Clerk of that parish, at the Vestry Hall, King's-road, Chelsea, S.W.; and as regards the parish of Fulham, with the Clerk to the Fulham District Board of Works, at his office, at the Broadway Hammersmith, W., and also in the case of the said parishes with the parish clerk of those several parishes respectively.

The Draft of the Provisional Order will be deposited at the Board of Trade, on or before the 23rd day of December, 1881, and printed copies of the Draft Provisional Order, when deposited, and of the Provisional Order, when made, may be obtained on application at the respective offices of the undersigned, at the price of one shilling for each copy.

Every Company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter, addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1882, and copies of such representation or objections must at the same time be sent to the Promoters, at one of the offices of the undersigned, and in forwarding to the Board of Trade such objections the objectors or their agent should state that a copy has been sent to the Promoters or their Agents.

Dated this 22nd day of November, 1881.

Elborough and Dean, Albert-buildings,
51, Queen Victoria-street, E.C.,
Solicitors.

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

In Parliament—Session 1882.

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

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

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

or bank near Quarter Spit Virley channel near the mouth of the river Blackwater.

2. A pier or jetty (with rails thereon for the passage of engines and carriages, in the said parish of Tollesbury or on the foreshore adjoining that parish, commencing at the termination of the said intended railway at the said sea wall or bank, thence proceeding in an easterly direction over the foreshore to Quarter Spit and thence extending into Virley Channel for a distance of about 1,000 yards.

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

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

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

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

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

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

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

The intended Act will make provision for facilitating the interchange and transmission of

all traffic whatsoever to, from, and over the said intended railway and pier, and including through booking to, from, over, and in connection with the railways of the Great Eastern Railway Company.

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

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

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

Duplicate plans and sections showing the lines, situation, and levels of the said intended railway and pier, and the lands in or through which the same are intended to be made, together with an ordnance map with the line of railway delineated thereon; a book of reference to the plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Essex, at his office at Chelmsford, and on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish, together with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of the adjoining parish at his residence.

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

Dated this 18th day of November, 1881.

The Contractors Engineering and Financial Agency, 19, Buckingham-street, Adelphi, London, W.C.

Board of Trade.—Session 1882.

Walsall and District Tramways.

(Construction of Extension Tramways in the Borough of Walsall and the Parish of Wednesbury in the County of Stafford; Extension of Time; Alteration of Gauge; Amendment of Act, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade under the provisions of the Tramways Act, 1870, in the ensuing Session, for a Provisional Order, authorising Frederick Charles Winby, of No. 1, College-street, Nottingham, Civil Engineer, and Gustavus Palmer Harding, of No. 1, Austin Friars, in the City of London, Merchant, with or without others, and whether incorporated or not, and who are hereinafter called the Promoters, to construct and maintain, use and work the tramways described in this notice, or some or one of them or some part or parts thereof respectively, with all necessary

and proper works and conveniences connected therewith respectively, in the parish and borough of Walsall, and the parish of Wednesbury, in the county of Stafford.

Tramway No. 1.

Partly in the township of the Foreign of Walsall, in the parish of Walsall, and partly in the parish of Wednesbury, in the county of Stafford. Tramway No. 1, commencing at the Pleck in the Wednesbury-road, in the township of the Foreign of Walsall and parish of Walsall, at the junction of that road with the Darlaston-road, and thence continuing in a southerly direction along the road from Walsall to Wednesbury Market-place, through Wednesbury-road, Wood-green, Oakeswell-end and Walsall-street and thence continuing through Wednesbury Market-place, and along the road leading from Wednesbury Market-place towards Birmingham, and terminating in the parish of Wednesbury at the point of junction of the Holyhead-road with Bridge-street, where it will join the tramway authorised by the Wednesbury and Westbromwich Tramways Provisional Order, 1881.

Tramway No. 1 will be double throughout except at the following places, viz. :—

In Walsall.

In Wednesbury-road, between a point 32·39 chains south of the commencement of the tramway, and another point 1·24 chains south of the same point, where it will be a single line.

In Wednesbury and Walsall.

In Wednesbury-road and Wood-green, between a point 6·22 chains south of the above-mentioned single line, and another point 14 chains south of such last-mentioned point, where it will be a single line.

In Wednesbury.

In Wood-green, between a point 19·10 chains south of the last-mentioned single line, and another point in Wood-green 2·94 chains south of such last-mentioned point, where it will be a single line.

In Wood-green, between a point 8·54 chains south of the last-mentioned single line, and another point 9·50 chains south of such last-mentioned point, where it will be a single line.

In Wood-green and Oakeswell-end, between a point 17·30 chains south of the last-mentioned single line and another point 8·31 chains south of such last-mentioned point, where it will be a single line.

In Walsall-street and Market-place, between a point 3·58 chains south of the last-mentioned single line and another point 17·16 chains west of such last-mentioned point, where it will be a single line.

In Lower High-street, between a point 5 chains south of the last-mentioned single line and another point 13 chains south of such last-mentioned point, where it will be a single line.

The length of Tramway No. 1 is 1 mile 7 furlongs 8·28 chains, the total length of the double portions being 1 mile 1 furlong 2·13 chains; and the total length of the single portions being 6 furlongs 6·15 chains.

Tramway No. 2.

Wholly in the parish of Walsall in the township of the Foreign of Walsall, in the county of Stafford.

Tramway No. 2, partly in double and partly in single line, and commencing at the termination of Tramway No. 2, authorised by the Walsall and District Tramways Provisional Order, 1880, and continuing from such point generally in a northerly direction along the High-street, Bloxwich, and terminating in High-street, Bloxwich, at the junction of that street with Station-street,

the double and single portion of which Tramway are as follows:

No. 2A. A single line in High-street, Bloxwich, commencing at the termination of the authorised tramway and terminating at a point a chain and a half south of the junction of Holly-lane with the said High-street, Bloxwich.

No. 2B. A double line, commencing at the termination of the last portion, and terminating at a point a chain and a half north of the last-mentioned junction.

No. 2C. A single line, commencing at the termination of the last portion, and terminating at a point 2 chains south of the termination of Tramway No. 2.

No. 2D. A double line, commencing at the termination of the last portion, and terminating at the termination of Tramway No. 2.

The three last-mentioned portions will be situate in High-street, Bloxwich.

The length of Tramway No. 2, is 20·80 chains, the total length of the double portions being 5 chains, and the total length of the single portions being 15·80 chains.

In the following instances the tramways will be so laid, that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath, on the side or sides of the road specified in each instance and the nearest rail of tramway.

Tramway No. 1.

In Wednesbury.

In and on the north side of Oakeswell-end, between a point (hereinafter referred to as point a) being 0·20 chains west of the junction of the centre lines of Pritchard-street with the centre line of Walsall-street, and another point being 3·90 chains west of point a.

In and on the north side of Walsall-street, between a point (hereinafter referred to as point c) being 1·25 chains south of a point in the line of tramway opposite the south-western corner of the Free Library, and another point being 1·40 chains south of point d.

In and on the west side of Lower High-street, between a point (hereinafter referred to as point d) being 0·43 chains south of the junction of the centre line of Russell-street with the centre line of Lower High-street, and another point being 2·33 chains south of point d.

Tramway, No. 2.

For the whole length thereof on the east side.

In all cases above mentioned distances are measured along the line of tramway.

Which said intended extension tramways and works will pass, or be made, from, through, or into, or be situate in the several parishes or places following, or some of them, that is to say :—

Foreign of Walsall, parish of Walsall, borough of Walsall, parish of Wednesbury, in the county of Stafford.

To authorise and empower the Promoters from time to time to enter upon, open, and break up the surface, and to alter, divert, stop and otherwise interfere with streets, highways, turnpike and other roads, footpaths, passages and places, railways, tramways, rivers, canals, streams, watercourses, drains, bridges, pavements, water-pipes, gas pipes, and electric telegraph pipes, tubes, wires and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, laying down, maintaining, repairing, removing, renewing or altering the proposed tramways or works, or of substituting others in their place, or otherwise for the purposes of the said Provisional Order.

To provide for and regulate the user by the Promoters for the purposes of the said Provisional

Order, of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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

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

To make provision for regulating the passage of traffic, whether of the Promoters or not, along or across streets, roads and other thoroughfares, through or along which the proposed tramways will be laid on any part or parts thereof, and along, over and across such tramways, and for preventing obstructions to such traffic and to enable the Promoters and the respective street Authorities or either of them, or any or some of Her Majesty's Principal Secretaries of State or the Board of Trade, or some other public body or authority, to make bye-laws, rules and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules and regulations or any of the provisions of the Provisional Order.

The tramways are intended to be constructed on a gauge of 3 feet 6 inches or such other gauge as may be mutually agreed upon between the Promoters and the various Local Authorities with the consent of the Board of Trade, and it is not intended to run on the tramways carriages or trucks adapted for use upon railways.

The proposed Provisional Order will incorporate with itself the whole or some of the provisions of the Tramways Act, 1870, with such alterations or amendments thereof as may be deemed necessary or expedient and will enable the Promoters to exercise the powers granted by that Act to parties who are therein called Promoters as well as the powers hereinafter mentioned (that is to say):

To enable the Promoters for all or any of the purposes of the undertaking to acquire by agreement or to take easements over lands and to erect buildings and conveniences on any such lands.

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

To empower the Promoters whenever by

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

To empower the Promoters on the one hand, and the Mayor, Aldermen and Burgesses of the borough of Walsall and the Local Board of Wednesbury, or any other local authorities through whose districts the tramways are to pass, or any of them, on the other hand, to enter into agreements with reference to the laying down, maintaining, renewing, repairing, working and using of the proposed tramways and the rails, plates, sleepers and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same and along the streets and roads, and as to other matters arising out of, or connected with, the objects of the intended Order, and also with reference to the sale or lease of the undertaking to the said Corporation or other local authorities.

To empower the Promoters to use on the proposed tramways, or some parts thereof, carriages moved by steam or other mechanical power.

To empower the Promoters to levy tolls and charges for the use of the tramways, and either upon carriages using the tramways, or in respect of passengers or goods conveyed on the tramways.

To empower the Promoters to sell or lease the tramways, or any part thereof, or to grant licences in respect of the use thereof to any Company or person.

To authorise and empower the Board of Trade to extend the time limited by The Walsall and District Tramways Order, 1880, and the Certificate of the Board of Trade of the 5th August, 1881, for the completion of the tramways or portions of tramways by that Order and Certificate authorised, or some of them, or some part or parts thereof respectively, and for the alteration (by that Order authorised and made obligatory upon the Promoters) of the gauge of the tramways thereby authorised from 3 feet to 3 feet 6 inches, so as to be on the same gauge as the tramways authorised by the Wednesbury and West Bromwich Tramways Provisional Order, 1881, and by this Order.

To repeal, amend, or alter all or some of the provisions of all or some the following, among other Acts, that is to say:—The Tramways Act, 1870, The Locomotives Act, 1861, and The Locomotives Act, 1865, and any Act amending the said Acts, or any of them, so far as they may respectively apply to or affect the said tramways or any engines or carriages to be used thereon, and any other Act of Parliament which may in anywise affect such tramways, engines, or carriages; and also The Walsall Provisional Order 1880, and The Wednesbury and West Bromwich Tramways Provisional Order, 1881.

And the Provisional Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the said objects, and will confer other rights and privileges upon the Promoters.

And notice is hereby given, that proper plans and sections of the proposed tramways and works and a copy of this advertisement as published in the London Gazette will be deposited on or before the 30th day of November instant.

for public inspection with the Clerk of the Peace for the borough of Walsall, at his office in Bridge-street, Walsall, aforesaid, with the Mayor, Aldermen and Burgesses of the borough of Walsall, at their office in Walsall, with the Local Board of Wednesbury, at their office at the Town Hall, Wednesbury, with the Clerk of the Peace for the county of Stafford, at his office in Stafford, and with the parish clerks of the parishes of Walsall and Wednesbury at their respective residences; at the office of the Board of Trade, situate in Whitehall, in the city of Westminster; at the office of the Clerk of Parliaments in the House of Lords, and at the Private Bill Office of the House of Commons respectively.

Printed copies of the draft of the said Provisional Order when deposited, and of the said Provisional Order when made, may be obtained at the offices of the undersigned at the price of one shilling each.

Every company, corporation or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th January next ensuing, and copies of the objections must at the same time be sent to the Promoters at the offices of 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 the 22nd day of November, 1881.

Burchells, 5, the Sanctuary, Westminster.

Wilkinson, Gillespie and Wilkinson, Walsall, Solicitors for the Promoters.

In Parliament—Session 1882.

Southend and Shoeburyness Railway.

(Incorporation of Company; Compulsory Purchase of Lands; Construction of Railway from the London Tilbury and Southend Railway at Southend to Shoeburyness; Subscription, &c.; Powers of Construction to London Tilbury and Southend Railway; Working and Traffic Agreements; Tolls; Amendments of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session thereof for an Act to authorise the construction and maintenance of the following railway:—

A railway, wholly situate in the county of Essex, commencing in the parish of Prittwell by a junction with the London Tilbury and Southend Railway at a point in the centre of that railway, being 18 yards or thereabouts measured in a southerly direction, from the north-west corner of the Station House at Southend, passing into and through the following parishes, townships and places, that is to say, Prittwell, Southend, Southchurch, North Shoebury and South Shoebury, in the county of Essex, and terminating in the parish of South Shoebury, at a point being 36 yards or thereabouts, measured along the road in a south-easterly direction from the south-east corner of the south wall of the Friars' Farm-buildings near Shoeburyness.

And it is proposed to incorporate a Company, and to confer upon the Company to be so incorporated, or upon the London Tilbury and Southend Railway Company, all necessary powers for making and maintaining the said railway and works, and to authorise the Company so empowered (hereinafter referred to as "the Company") to purchase and take lands and buildings by compulsion or agreement, in or near the several parishes, townships and places aforesaid,

for the purposes of the said intended railway and works, and to stop up, alter or divert temporarily or permanently all or any turnpike or other roads and highways, railways, tramways, bridges, rivers, brooks, streams, waters, watercourses, sewers, drains, pipes, telegraphic tubes, wires and apparatus, and other works of any description which it may be necessary or convenient to stop up, alter or divert for any of the purposes of the intended railway and works, and to levy tolls, rates and charges, and to confer, vary or extinguish exemptions from payment of tolls, rates and charges.

And it is proposed to authorise the London Tilbury and Southend Railway Company to subscribe towards and hold shares or stock in the capital of the Company to be incorporated as aforesaid, and to appoint directors of such Company, and to raise money for any of the purposes of the intended Act, or any of the purposes of the London Tilbury and Southend Railway Company, by the creation and issue of new, ordinary, guaranteed preference shares or stock in their own undertakings, and by mortgage or otherwise.

Also to authorise the Company to be incorporated as aforesaid, and the London Tilbury and Southend Railway Company to run over and use with their engines and carriages the Southend and Shoeburyness Railway, and the London Tilbury and Southend Railway, or some part or parts thereof, and all stations, works and conveniences connected therewith, and to enter into contracts and agreements with respect to the construction, maintenance, working and use of the intended railway, the supply of rolling stock and other things necessary for such working or use, the appointment of joint committees of Directors for any of the purposes of the intended Act, the collection, delivery, interchange, transmission and conveyance of traffic for, from, to and over the railways of the said Companies respectively, the fixing, levying, collection, division and apportionment of tolls, rates, charges and receipts arising from such traffic, or any part or parts thereof, and all or any other matters incidental to the construction, maintenance, working and use of the said intended railway and works, and to authorise the said Companies to enter into agreements with respect to all or any of the purposes aforesaid.

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

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, it will incorporate with itself the necessary provisions of the Companies Clauses Acts, 1845, 1863 and 1869; the Lands Clauses Acts, 1845, 1860 and 1869; the Railways Clauses Acts, 1845 and 1863; and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the London Tilbury and Southend Railway Company, namely: 15 and 16 Vic., cap. 84; 19 and 20 Vic., caps. 15 and 76; 25 and 26 Vic., cap. 8; 26 and 27 Vic., cap. 69; the London Tilbury and Southend Railway (Steamboats) Act, 1875, and the London Tilbury and Southend Railway Act, 1875, and all other Acts relating to that Company.

Duplicate plans and sections, describing the line, situation and levels of the proposed railway, and the lands, houses and other property in or through which it will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed

owners or lessees, and of the occupiers of such lands, houses and other property, also an Ordnance map, with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford; and on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each parish in or through which the intended railway will be made, or in which any lands, houses or other property are intended to be taken, and a copy of this notice, 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 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 14th day of November, 1881.

John Locke Jeans, 1, St. Clement's Inn, Strand, W.C., Solicitor for the Bill.

John Sandes, 19, Parliament-street, Westminster, Parliamentary Agent.

In Parliament—Session 1882.

London Southern Tramways.

(Incorporation of Company with Power to construct Tramways in the Parishes of Clapham, Lambeth, and Camberwell; Compulsory Taking and User of Lands, Roads, &c.; Tolls, Agreements, and Confirmation of Agreements with Local and Road Authorities; Bye-laws for Regulation of Traffic; Power to Company to Use Tramways of South London Tramways Company, and Working and Traffic Agreements and Arrangements between the two Companies; Incorporation of Acts, and other Purposes.)

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

To incorporate a Company (hereinafter referred to as "the Company"), and to confer upon them all necessary powers for constructing, maintaining, and working the following tramways, or some of them, or some part or parts thereof respectively, together with all usual or necessary junctions, crossings, sidings, works, and conveniences connected therewith respectively (that is to say):—

Tramway No. 1, situate wholly in the parish of Lambeth, commencing in the roadway at Vauxhall-cross at the intersection of Wandsworth-road and High-street, Lambeth, in the said parish, by a junction with Tramway No. 44, authorised by the South London Tramways Act, 1881, at a point 0.9 chain or thereabouts north-eastwards of Vauxhall-cross, passing thence into and along South Lambeth-road, crossing Clapham-road and the tramway in that road (on the level) of the London Tramways Company, Limited, into and along Stockwell-road, crossing Brixton-road and the tramway in that road (on the level) of the last-named Company into and along Gresham-road, turning thence in a north-easterly direction into and terminating in Cold Harbour-lane at a point 0.7 chain north-east from the junction of Gresham-road.

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 South Lambeth-road between the junction of Archer-street and a point 1.55 chains south-west of the junction of Miles-street, and between points respectively 1.7 chains south of the junction of Wheatsheaf-lane, and 0.5 chain south of the junction of Dorset-road, and between points respectively 1.2 chains north of the junction of Mawbey-street and 1.3 chains south of the junction of the roadway of Stockwell-crescent.

In Stockwell-road between points respectively 0.5 chain and 5.5 chains south-east of the junction of Clapham-road, and between points respectively 0.5 chain north and 2.5 chains south of the junction of Sidney-road, and between points respectively 1.4 chains north-west and 1.6 chains south-east of the junction of Stockwell Park-walk.

In Gresham-road between points respectively 5.6 chains west of the junction of Wiltshire-road and 3.1 chains north-west of the junction of Cold Harbour-lane, and between the point of termination of the tramway and a point 1.5 chains therefrom.

Tramway No. 1a, consisting of a single line, to be wholly situate in South Lambeth-road, in the parish of Lambeth, commencing at a point 0.35 chain or thereabouts south-east of Vauxhall-cross, and terminating by a junction with and at a point 2.1 chains from the commencement of Tramway No. 1 measured along that tramway.

Tramway No. 2, commencing in High-street, Camberwell, in the parish of Camberwell, at a point 0.35 chain north-west of the north-western corner of the street refuge at the northern end of that street, passing thence in a southerly direction along that street into and along Cold Harbour-lane, crossing the Brixton-road and the tramway in that road (on the level) of the London Tramways Company, Limited, into and along Acre-lane and Clapham Park-road, and terminating in Clapham Park-road at the southern side of High-street, Clapham, in the parish of Clapham.

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 High-street, Camberwell, between points respectively 4.75 chains and 7.75 chains measured along the tramway from its point of commencement.

In Cold Harbour-lane between points respectively 0.9 chain north-east and 2.1 chains south-west of the junction of Crawford-street, and between points respectively 0.3 chain north-east and 2.7 chains south-west of the junction of Denmark-street, and between points respectively 0.1 chain north-east and 2.9 chains south-west of the junction of Harbour-road, and between points respectively 1.3 chains north-east and 1.7 chains south of the junction of Hinton-road, and between points respectively 0.45 chain and 3.45 chains southwards from the centre of the bridge carrying the London Brighton and South Coast Railway over Cold Harbour-lane, and between points respectively 1.8 chains north-east and 1.2 chains west of the junction of Gresham-road, and between points respectively 2.3 chains east of the junction of Atlantic-road and 4 chains east of the junction of Brixton-road.

In Acre-lane between points respectively 0.7 chain and 3.7 chains west of the junction of "the Avenue."

In Acre-lane and Clapham Park-road between a point in Acre-lane 1.9 chains east of the junction of Bedford-road and a point in Clapham

Park-road 1·1 chains west of the junction of Bedford-road.

In Clapham Park-road between points respectively 1·5 chains east and 3·66 chains west of the junction of North-road, and between points respectively 2·7 chains and 7·04 chains west of the junction of Hazelrigge-road, and between a point 1 chain from the termination of the tramway and the termination thereof.

Tramway No. 3, to be wholly situate in the parish of Lambeth, commencing by a junction with Tramway No. 2 in Cold Harbour-lane at a point 1 chain or thereabouts south of the junction of Hinton-road, turning thence into and along Hinton-road and Milkwood-road, and terminating in Milkwood-road at a point about 1·17 chains north of the junction of Norwood-lane.

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 Cold Harbour-lane and Hinton-road between the point of commencement of the tramway in Cold Harbour-lane and a point in Hinton-road 1·5 chains from the said commencement.

In Hinton-road and Milkwood-road between a point in Hinton-road 1 chain north-west from the junction of Wanless-road and a point in Milkwood-road 2 chains south from the said junction.

In Milkwood-road between points respectively 1·3 chains north and 1·7 chains south of the junction of Heron-road, and between points respectively 2 chains north-east and 1 chain south-west of the junction of Lowden-road and between points respectively 9·2 chains, and 12·2 chains south of the junction of Lowden-road.

Tramway No. 4, to be wholly situate in the parish of Lambeth, commencing at the termination of and by a junction with Tramway No. 3 in Milkwood-road, passing thence into and along Norwood-lane and the parts thereof known as Thurlow-lane, Church-street, and Thurlow-place, and terminating in Thurlow-place at the junction of Park-road which runs along the northern side of Norwood Cemetery.

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 Milkwood-road and Norwood-lane, between the commencement of the tramway in Milkwood-road and a point in Norwood-lane 4 chains from the said commencement.

In Norwood-lane between points respectively 1·7 chains north and 1·3 chains south of the junction of Croxted-lane, and between points respectively 1·4 chains north-east and 1·6 chains south-west of the junction of Rosendale-road, and between points respectively 1 chain north and 2 chains south of the junction of Trinity-road, and between points respectively 1·6 chains north and 1·4 chains south of the junction of St. Faith's-road, and between points respectively 1·8 chains north and 1·2 chains south of the junction of Thurlow Park-road, and between points respectively 1 chain north and 2 chains south of the junction of Court-road, and between points respectively 1·25 chains and 4·25 chains south of the junction of Lancaster-road, and between a point 1·8 chains from the termination of the tramway and the said termination.

The following is a description of all the points between which the proposed tramways 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 or sides of the road specified in

each instance and the nearest rail of the tramways respectively, that is to say :—

Tramway No. 1 in South Lambeth-road on both sides thereof between points respectively 1·7 chains south of the junction of Wheatsheaf-lane and 2·55 chains north of the junction of Meadow-place, and between points respectively 3·75 chains and 5·75 chains south of the junction of Thorne-road.

On the east side between points respectively 2·4 chains north and 1 chain south of the junction of Wyvil-road, and between points respectively 2·55 chains north and 1·5 chains south of the junction of Meadow-place.

In Stockwell-road on both sides thereof between points respectively 0·5 chain north and 2·5 chains south of the junction of Sidney-road, and between points respectively 1·4 chains north-west and 1·6 chains south-east of the junction of Stockwell Park-walk.

On the north-east side between points respectively 0·5 chain and 2 chains north-west of the junction of Sidney-road.

On the south-west side between points respectively 0·6 chain and 2·1 chains south-east of the junction of Herbert-road.

In Gresham-road on both sides thereof, between points respectively 0·7 chain and 2·2 chains south-east of the junction of Western-road.

Tramway No. 2.—In Cold Harbour-lane on both sides thereof, between points respectively 0·9 chain north-east and 2·1 chains south-west of the junction of Crawford-street, and between points respectively 0·3 chain north-east and 2·7 chains south-west of the junction of Denmark-street, and between points respectively 0·1 chain north-east and 2·9 chains south-west of the junction of Harbour-road, and between points respectively 0·3 chain and 1·3 chains north-east of the junction of Hinton-road, and between points respectively 0·45 chain and 3·45 chains southwards from the centre of the bridge carrying the London Brighton and South Coast Railway over Cold Harbour-lane (measured along the tramway), and between points respectively 2·3 chains north-east of the junction of the Atlantic-road, and 4 chains east of the junction of Brixton-road.

On the south-east side thereof, between points respectively 2·2 chains and 6·4 chains north-east of the junction of Crawford-street, and between points respectively 0·3 chain and 1·8 chains north-east of the junction of Denmark-street, and between points respectively 1·3 chains and 2·8 chains north-east of the junction of Hinton-road, and between points respectively 0·7 chains and 2·2 chains north-east of the junction of Barrington-road, and between points respectively 2·3 chains and 3·8 chains north-east of the junction of Atlantic-road, on the north-west side thereof between points respectively 2·7 chains and 4·2 chains south-west of the junction of Denmark-street, and between points respectively 1·7 chains and 3 chains south of the junction of Hinton-road, and between points respectively 3·45 chains and 4·95 chains southward of the centre of the bridge carrying the London Brighton and South Coast Railway over Cold Harbour-lane, and between points respectively 4 chains and 3 chains north-east of the junction of Brixton-road.

In Acre-lane on both sides thereof between points respectively 0·7 chain and 3·7 chains south-west of the junction of "the Avenue" and

On the south-east side thereof between a point 2·6 chains south-west of the junction of Brixton-road, and a point 0·7 chain south-west of the

junction of "the Avenue," and on the north side thereof between points respectively 2·3 chains and 2·8 chains north-east of the junction of Ballater-road, and on the south side thereof between a point 3 chains west of the junction of Plato-road and a point 1·9 chains east of the junction of Bedford-road.

In Acre-lane and Clapham Park-road on both sides between a point in Acre-lane 1·9 chains east from the junction of Bedford-road and a point in Clapham Park-road 1·1 chains west from the said junction.

In Clapham Park-road between points respectively 1·5 chains east and 3·68 chains west of the junction of North-road, and between points respectively 2·5 chains and 4·1 chains west of the junction of Hazelrigge-road, and on the north side thereof between points respectively 1·1 chain and 2·1 chains west of the junction of Bedford-road.

On the south side thereof between points respectively 3·95 chains and 5·45 chains west of the junction of Bedford-road, and between points respectively 1·7 chains and 2·7 chains south-west of the junction of Hazelrigge-road.

Tramway No. 3, in Hinton-road, on the south-west side thereof between points respectively 3·5 chains and 6·5 chains south-east of the junction of Cold Harbour-lane.

In Milkwood-road on both sides thereof between points respectively 1·3 chains north and 1·7 chains south of the junction of Heron-road, and between points respectively 9·2 chains and 12·2 chains south of the junction of Lowden-road, and between points respectively 1·7 chains and 2 chains north of the junction of Lowden-road, and on the west side between points respectively 0·7 chain and 2·2 chains north of the junction of Poplar Walk-road, and on the east side between points respectively 1·3 chains and 2·8 chains north of the junction of Heron-road, and on the west side between points respectively 1·7 chains and 3·2 chains south of the junction of Heron-road, and on the east side thereof between points respectively 2 chains and 2·8 chains north of the junction of Lowden-road, and on the west side between points respectively 1 chain and 2·5 chains south of the junction of Lowden-road, and on the east side between points respectively 7·7 chains and 9·2 chains south of the junction of Lowden-road, and on the west side between points respectively 12·2 chains and 13·7 chains south of the junction of Lowden-road, and on the east side between points respectively 13·8 chains and 7·65 chains from the termination of the tramway, and on the east side between a point 1·5 chains from the termination of the tramway and the termination thereof.

Tramway No. 4 in Norwood-lane, on both sides thereof between points respectively 2·2 chains and 0·6 chain north of the junction of Dulwich-road.

On the east side thereof between points respectively 1·7 chains and 2 chains north of the junction of Croxted-lane, and on both sides thereof between points respectively 1·7 chains north and 1·3 chains south of the junction of Croxted-lane, and on the west side thereof between points respectively 1·3 chains and 2 chains south of the junction of Croxted-lane, and on both sides thereof between points respectively 1·4 chains north-east and 1·6 chains south-west of the junction of Rosendale-road, and on the north-west side between points respectively 1·6 chains and 3·1 chains south-west of the junction of Rosendale-road, and on the south-east side thereof between points respectively 1·4 chains and 2·2 chains north-east of the junction of

Rosendale-road, and on the north-west side thereof between points respectively 4·3 chains and 8·8 chains south-west of the junction of Rosendale-road, and on the east side thereof between points respectively 1 chain and 2·50 chains north of Trinity-road, and on both sides thereof between points respectively 1 chain north and 2 chains south of the junction of Trinity-road, and on the west side thereof between points respectively 2 chains and 3·5 chains south of the junction of Trinity-road, and on the west side thereof between points respectively 7·8 chains and 15·5 chains south of the junction of Trinity-road, and on the east side thereof between points respectively 1·6 chains and 2·4 chains north of the junction of St. Faith's-road, and on both sides thereof between points respectively 1·6 chains north and 1·4 chains south of the junction of St. Faith's-road, and on the west side thereof between points respectively 1·4 chains and 1·7 chains south of the junction of St. Faith's-road, and on both sides thereof between points respectively 1 chain north and 2 chains south of the junction of Court-road, and on both sides thereof between points respectively 1·25 chains and 4·25 chains south of the junction of Lancaster-road, and on the east side thereof between points respectively 0·5 chain and 1·2 chains south of the junction of Sydenham-grove, and on both sides thereof between points respectively 1·2 chains and 3 chains south of the junction of Sydenham-grove.

The said proposed tramways will pass from, through, or into the parishes of Clapham, Lambeth, and Camberwell, or some or one of them, all in the county of Surrey.

Note.—In the foregoing descriptions wherever the position of any point is defined with reference to the junction of a street, road, or other highway, every such junction is to be taken as the point where the centre line of that street, road, or highway (produced if need be) would intersect the centre line of the street or road in which the tramway is laid, and all distances are to be taken as measured along the centre of such last-mentioned street or road.

To empower the Company from time to time to enter upon, open, and break up the surface of, 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, in or under any streets, roads, highways, footpaths, passages and places 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 rights of way or easements in or over lands, houses, and other property, and to erect and hold offices, buildings, stables, and other conveniences on any such lands, and to sell, lease, or dispose of any such lands, houses, or other property.

To enable the Company to levy or demand, take and recover tolls, rates, and charges for the use of the proposed tramways and works and the tramways of the other Companies hereinafter named, by carriages passing along the same, and for the conveyance of passengers or other

traffic thereon, and to confer, vary, and extinguish exemptions from the payments of such tolls, rates, and charges.

To make provision for the maintenance and repair of the whole or any portion or portions of the respective streets, roads, highways, 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, highways and places, or any portion thereof respectively.

To provide for and to regulate the user by the Company for the purposes of the intended Bill 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 authorise 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, companies, 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 Metropolitan Board of Works or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the intended Bill.

To empower the Company from time to time to make such passing-places, turnouts, 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 in 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, body or persons having respectively the control or management or the duty of directing the repairs of the streets, roads, and places in or along which the proposed tramways may or will be laid 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, or 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.

To empower the Company and all Companies and persons lawfully using or working the proposed tramways to run over and use with their carriages and horses, and for traffic of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges, or other consideration as may be agreed, or failing agreement, be settled by arbitration, or as may be defined by the intended Bill, the whole of the tramways of the South London Tramways Company, or such part or parts thereof as the intended Bill may define.

To empower the Company, on the one hand, and the South London Tramways Company on the other hand, to enter into and carry into effect, and rescind agreements for the use by the one of the contracting Companies of all or any, or any part of the tramways of the other of the contracting Companies respectively, the payments to be made and the conditions to be performed with respect to such user, and for and with respect to the interchange, accommodation, collection, transmission, delivery, and conveyance of passengers and other traffic upon or coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from such traffic, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to sanction or confirm any agreement already made, or which before the passing of the intended Act may be made, touching any of the matters aforesaid.

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, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845-1860, and 1869," such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads, bridges, and the temporary occupation of lands during construction of the works, and "The Tramways Act, 1870," and will or may alter, amend or repeal the provisions of any public or Local Acts 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 and works, 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 Surrey, at his office at Newington-causeway, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places from, through, or into which the proposed tramways and works will be made, pass, or be situate, and a copy of this notice published as aforesaid, will on or before the same day be also deposited for public inspection as follows:—As regards the parish of Lambeth with the Vestry Clerk of that parish at his office at the Vestry Hall, Kennington-road, S.E.; as regards the parish of Camberwell with the Vestry Clerk of that parish at his office at the Vestry Hall, Camberwell, S.E., and as regards the parish of Clapham with the Clerk to the Wandsworth District Board of Works at his office at Battersea-rise, S.W.

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.

Sutton and Ommanney, 3 and 4, Great Winchester-street, London, E.C., Solicitors.

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

In Parliament.—Session 1882.

Poplar and Canning Town Railway.

(Incorporation of Company; Power to make Railways from Poplar to Canning Town with Branches to the Great Eastern, North London, and London and Blackwall Railways with all necessary works; Compulsory Purchase of Lands and Houses; Power to take Tolls, &c.; Alteration of Tolls, &c.; Payment of Interest on Calls; Running Powers and Compulsory Facilities over portions of the Railways of, and Working and Traffic Agreements and other Provisions affecting the Great Eastern, the North London, the London and North Western, the Midland, and the London and Blackwall Railway Companies; Incorporation of Acts; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for leave to bring in a Bill (in this notice called "the Bill") for all or some of the following objects, powers, and purposes (that is to say):—

1. To incorporate a Company and to enable the Company so to be incorporated (in this notice called "the Company") to exercise the following or some of the following powers, and to make and maintain the railways and works hereinafter described, or some or one of them, or some part or parts thereof respectively, with all needful stations, sidings, approaches, bridges, roads, communications, and other works and conveniences connected therewith respectively (that is to say):—

Railway No. 1, commencing in the parish of All Saints, Poplar, in the county of Middlesex, on the westward side of Bedford-terrace, at a point on that side 13 yards, or thereabouts, northward of the southern end of that terrace, and terminating in the parish of West Ham, in the county of Essex, at or

near the junction of Stephenson-street with Barking-road, at a point 43 yards, or thereabouts, north-westward of the north-west corner of the Barking-road Station on the North Woolwich Railway of the Great Eastern Railway Company, which intended Railway No. 1 will be situate in or pass from, in, through, or into the following parishes and other places, or some or one of them, that is to say:—All Saints Poplar, and Saint Leonard Bromley, in the county of Middlesex, and West Ham, in the county of Essex.

Railway No. 2, wholly in the said parish of All Saints Poplar, commencing by a junction with Railway No. 1 on the southward side of Naval-row, at a point on that side 19 yards, or thereabouts, south-west from the top of the public steps leading from Naval-row to the East India Dock Wall-road and terminating by a junction with the London and Blackwall Railway at a point 18 yards, or thereabouts, eastward of the east parapet of the bridge carrying Preston-road over that railway.

Railway No. 3, wholly in the said parish of All Saints Poplar, commencing by a junction with Railway No. 1, at the point hereinbefore described as the point of the commencement of Railway No. 1, and terminating by a junction with the North London Railway, at a point 147 yards, or thereabouts, measured along the said North London Railway north-westward from the junction of the last-mentioned railway with the London and Blackwall Railway.

Railway No. 4, wholly in the said parish of West Ham, commencing by a junction with Railway No. 1, at a point 50 yards, or thereabouts, north-westward from the west side of Bidder-street, at the junction of that street with Wharf-street, and terminating at a point 10 yards, or thereabouts, southward from Star-lane, and 53 yards, or thereabouts, eastward from the centre of the Cow level crossing at Star-lane, on the North Woolwich Railway of the Great Eastern Railway Company.

Railway No. 5, wholly in the said parish of West Ham, commencing by a junction with Railway No. 4 at a point 163 yards, or thereabouts, southward from the point hereinbefore described as the point of the termination of Railway No. 4, which first-mentioned point is also 70 yards, or thereabouts, eastward from the westward side of Stephenson-street, at its junction with the southward side of Randall-street, and terminating by a junction with the North Woolwich Railway of the Great Eastern Railway Company, at a point 15 yards, or thereabouts, measured southward along that railway from the centre of the Cow level crossing hereinbefore mentioned.

Which said intended railways and works, or some or one of them, will be situate in, or pass from, in, through, or into the parishes of All Saints Poplar, and Saint Leonard Bromley, in the county of Middlesex, and West Ham, in the county of Essex.

2. To empower the Company to stop up and discontinue for public traffic Aberfeldy-street, in the parish of Saint Leonard Bromley, and to vest in the Company the site and soil of that street, or some part thereof.

3. To empower the Company to deviate laterally from the lines of the proposed railways and works to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be

provided by the Bill, and to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned, to any extent which may be provided by the Bill or Parliament may sanction, and whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

4. To empower the Company to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all turnpike and other roads, and highways, streets, lanes, alleys, courts, squares, passages, footways, streams, watercourses, rivers, navigations, canals, wharves, railways, tramways, sidings, sewers, drains, gas and water pipes, telegraphic and electric posts, wires, and pipes, pneumatic tubes, and other apparatus and works of every description, within the parishes aforesaid, and to authorise the appropriating and using of the same, and the subsoil and under surface thereof, for the purposes of the proposed railways and works, and also the appropriating and using of the under surface of any lands, streets, roads, squares, courts, alleys, passages, and places under or along which any of the proposed railways and works are intended to be made, which it may be necessary or expedient to cross, open, or break up, divert, alter, stop up, or interfere with, appropriate, and use for all or any of the purposes of the Bill.

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

6. To empower the Company to enter upon, purchase, take, and use, temporarily, or permanently, and either compulsorily or by agreement, or to lease, or otherwise acquire, for the purposes of the proposed railways and works, lands, houses, and other property in the parishes aforesaid, or one of them, and rights of easement and other rights in or over lands, houses, and other property; and to vary or extinguish all rights and privileges over, or affecting, or in any manner connected with the lands, houses, and other property to be purchased, required, or taken; and to repeal, vary, or alter section 92 of "The Lands Clauses Consolidation Act, 1845;" and to provide that, notwithstanding anything in that section, the Company may purchase and take, by compulsion or agreement, any vaults, cellars, arches, or other offices or conveniences attached, or belonging to, or any other part of, any houses, buildings, manufactories, or other premises which they may require for the purposes of the Bill, without being required or compelled to purchase the whole of such houses, buildings, manufactories, or premises to make provision for the preservation and protection of buildings over or on either side of the proposed railways and works to be constructed under the Bill, and to confer upon the Company powers to underpin, or otherwise strengthen, support, or protect from injury, any buildings, lands, tenements, or property over or adjoining or near the proposed railways, for the exercise of such powers, and to enable the Company, if they think fit, to build houses and other buildings on lands over any part of the proposed railways, and to sell or let the same.

7. To empower the Company to demand, levy, take, and recover tolls, rates, duties, and charges, on and in respect of the proposed railways and works, or any part or parts thereof, and upon the railways or portions of 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, duties,

and charges now authorised to be taken thereon, or in respect thereof; and other tolls, rates, duties, and charges; and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges.

8. To empower the Company to pay interest or dividends out of capital on the calls on shares in the Company paid previous to the opening of the railways.

9. To empower the Company, and any company or persons for the time being lawfully working or using the proposed railways, or any of them, or any part thereof, on such terms and conditions, pecuniary or otherwise, and on payment of such tolls, rates, duties, and charges as may from time to time be agreed upon, or as may be settled by the Railway Commissioners, or by arbitration, or provided by the Bill, to run over, work, and use, with their own, or other engines, carriages, wagons, and trucks, officers and servants, whether or not in charge of engines or engines and trains, or for any other purpose whatever, and for the purposes of traffic of every description, the following portions of railways and stations: that is to say:—

1. So much of the London and Blackwall Railway as is situate between the termination of Railway No. 2 as hereinbefore described and the Millwall Junction Station on the London and Blackwall Railway, together with that station.

2. So much of the North London Railway as is situate between the termination of Railway No. 3 as hereinbefore described and the Poplar Station on the North London Railway, together with that station.

Or some or one of those before-mentioned railways, or some part or parts thereof respectively, together with all stations, roads, ways, sidings, cross-overs, platforms, buildings, booking and other offices, warehouses and approaches, water, water-engines and conveniences, telegraphs, points, signals, junctions, machinery, engines, engine-sheds, standing-room for engines, works, and conveniences on or connected or used with the said railways and stations respectively, or any of them or any part thereof.

10. To require and compel the Great Eastern Railway Company, the North London Railway Company, the London and North Western Railway Company, the Midland Railway Company, and the London and Blackwall Railway Company, and each of those Companies, upon such terms and conditions as shall be agreed upon or settled by arbitration, or provided by the Bill, to receive, book through, forward, accommodate, transmit, and deliver, on, over, and from the whole or any part of their railways or undertakings, or from the railways or undertakings of which they are or may be lessees, or which may be under their management or control, and at the stations, warehouses, and booking offices thereof respectively, and to afford all necessary facilities for passengers, goods, animals, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by "The Regulation of Railways Act, 1873") coming from or destined for the proposed railways, or any of them, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and (if need be for any of the purposes of the Bill) to alter and vary the tolls, rates, and charges which the Companies aforesaid may be authorised to take and receive upon their railways or undertakings.

11. To enable the Company, on the one hand, and the Great Eastern Railway Company, the North London Railway Company, the London and North Western Railway Company, the Mid-

land Railway Company, and the London and Blackwall Railway Company, or any or either of those Companies, on the other hand, from time to time to enter into and to carry into effect and rescind and renew contracts, agreements, and arrangements for or with respect to the construction, use, working, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways, undertakings, and works, or any part or parts thereof, the supply of rolling-stock, plant, and machinery, and the appointment, payment, and removal of officers and servants; the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, and maintenance; the interchange, accommodation, conveyance, transmission, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic; the division, appropriation, and apportionment of the revenue arising from such traffic, or other the profits of the respective undertakings of the said Companies, and the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies to the other of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates; the appointment of joint-committees, and the exercise of all or such other powers as may be found desirable in reference to the purposes aforesaid, or any of them; and to confirm and, if thought fit, to vary any such contract or agreement which may have been, or which during the progress of the Bill may be entered into.

12. To authorise the Company, and any Companies or Corporations, Commissioners, District Boards, or Road Trustees, or other bodies or persons, to enter into and carry into effect such arrangements and agreements as may be necessary or expedient for making, maintaining, working, or using the proposed railways, or any of them, or any part thereof, or for any purpose in relation thereto, and to confirm any such agreements.

13. To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863," with such variations, modifications, and exceptions as may be deemed expedient, or as may be contained in the Bill; to alter, vary, amend, extend, or enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the powers and provisions of the Acts of Parliament, local and personal, following (that is to say):—

6 and 7 William IV., chapter 123; 1 Victoria, chapter 133; 3 Victoria, chapter 95; 4 Victoria, chapter 12; 5 Victoria, chapter 34; 8 and 9 Victoria, chapter 203; 9 and 10 Victoria, chapter 273; 11 and 12 Victoria, chapters 90 and 111; 12 and 13 Victoria, chapter 78; 13 and 14 Victoria, chapters 28 and 30; "The London and Blackwall Railway Lease Act, 1865;" "The London, Blackwall, and Millwall Extension Railway Act, 1865;" "The London, Blackwall, and Millwall Extension Railway Act, 1868;" "The London, Blackwall, and Millwall Extension Railway Act, 1870;" "The London and Blackwall Railway Act, 1873;" "The London and Blackwall Railway Act,

1874;" "The London and Blackwall Railway Act, 1876;" and "The London and Blackwall Railway Act, 1881;" and of any other Acts relating to the London and Blackwall Railway Company and its undertaking; also the Local and Personal Acts, 9 and 10 Vict., cap. 396; 13 and 14 Vict., cap. 36; 16 and 17 Vict., cap. 97; 17 and 18 Vict., cap. 80; 23 and 24 Vict., caps. 14, 52, and 67; 24 and 25 Vict. caps. 132 and 196; 27 and 28 Vict. cap. 246; 28 and 29 Vict., cap. 72; 30 Vict. cap. 78; 31 Vict., cap. 4; 34 Vict., cap. 12; and 37 and 38 Vict., cap. 75, and of any other Acts relating to the North London Railway Company and its undertaking; also the local and personal Acts 8 and 9 Vict., cap. 85; 10 and 11 Vict., cap. 156; 16 and 17 Vict., cap. 117; and "The Great Eastern Railway Act, 1862," and any other Acts relating to the Great Eastern Railway Company and its undertaking; also the Act 9 and 10 Vict. cap. 204; and all other Acts relating to the London and North Western Railway Company and its undertaking; also the Act 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company and its undertaking.

14. The Bill will vary or extinguish all rights and privileges which would in any manner interfere with or prevent the execution of the purposes of the Bill, or any of them, and will confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways, and the works and conveniences connected therewith, and the land, houses, and other property which will or may be taken for the purposes thereof, or under the powers of the Bill, together with a book of reference to the said plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and other property, and an ordnance or published map with the lines of the proposed railways delineated thereon, so as to show their general course and direction; and a copy of this notice as published in the "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 Middlesex at his office at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the county of Essex at his office at Chelmsford; and that on or before the said 30th day of November, 1881, a copy of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said proposed railways and works are proposed to be made, or in which any lands intended to be taken are situate, together with a copy of this Notice, will be deposited for public inspection as follows (that is to say), as relates to the parishes of All Saints Poplar, and Saint Leonard Bromley, with the Clerk of the District Board of Works for the Poplar District at his office in the High-street, Poplar; and as relates to the parish of West Ham, with the parish clerk of that parish at his residence.

Printed copies of the Bill will, on or before the 21st day of December, 1881, be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1881.

Newman, Stretton, Hilliard, and Willins,
75, Cornhill, London, Solicitors for the Bill.

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

In Parliament.—Session 1882.

Uxbridge and Rickmansworth Railway (Ealing Extension).

(Extension of Railway from Uxbridge to Ealing, with a connection with the Brentford Branch of Great Western Railway; Compulsory Purchase of Lands and Houses; Alteration of Road at Hayes; Tolls and Alteration of Tolls; Powers to use Ealing Broadway Station of Metropolitan District Railway Company, and the Brentford Branch of the Great Western Railway Company; Working and Traffic Agreements and Arrangements with those Companies; Additional Capital; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the next Session thereof, by the Uxbridge and Rickmansworth 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:—

To enable the Company to make and maintain the railways and works hereinafter mentioned, or one of them, or some part or parts thereof respectively, with all needful junctions, stations, sidings, approaches, works, and conveniences connected therewith, or incidental thereto, respectively (that is to say):—

Railway No. 1. A railway commencing in the parish of Hillingdon by a junction with the authorised Uxbridge and Rickmansworth Railway, at a point on and measured along the centre line of that railway, as shown on the deposited plans thereof, 2 furlongs and 4 chains or thereabouts from its commencement, and terminating in the parish of Ealing, by a junction with the Metropolitan District Railway at the west end of the Ealing Broadway Station.

Railway No. 2. A railway commencing by a junction with Railway No. 1, in the parish of Hayes, at a point in the north-west corner of an inclosure situate on the east side of and adjacent to the Grand Junction Canal, and shown and numbered 21 on the 25-inch Ordnance Map, and terminating in the said parish of Hayes by a junction with the Brentford Branch of the Great Western Railway at a point thereon two chains or thereabouts, measured in a westerly direction along the said railway from the bridge carrying the road leading from Southall and Hanwell to Norwood Green, Hounslow and Brentford over the said railway in the said parish.

The said intended railways and works will pass from, through or into and be situate in the following parishes and places, or some or one of them, namely, Hillingdon, Cowley, Yeading, Hayes, Norwood, Greenford, Hanwell, Ealing, Southall and Brentford all in the county of Middlesex.

To empower the Company to purchase and take, by compulsion or agreement, lands, houses, and other property required for the purposes of the said intended railways and works, including a right of easement through three acres or thereabouts of the Common or commonable land known by the name of Haven Green, in the parish of Ealing aforesaid; to levy tolls, rates and charges for and in respect of the use of the intended railways and works and the portions of railway and the stations and works, hereinafter specified of the several other Companies hereinafter named 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 intended Bill, and to confer other rights and privileges.

To stop up a public road in the parish of Hayes, leading from and out of the Uxbridge-road at the Angel Inn, and thence southerly to Woodend Green, and to extinguish all rights of way over the same, and to appropriate to the purposes of the Company so much of the site and soil of the same road as may be necessary for the construction and maintenance of the intended Railway No. 1.

To vest in the Company, for the purposes of the intended 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 intended 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 intended Bill.

To enable the Company, on the one hand, and the Metropolitan District Railway Company and the Great Western Railway Company, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction and maintenance by the contracting Companies of the said intended railways and works or either of them, or any part thereof, the supply of engines, rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, or either 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 authorise the appointment of joint committees for carrying into effect any such agreements 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 empower the Company and all Companies and persons lawfully using or working the said intended railways or either of them, to work into or over, and use with their engines, carriages, waggon and trucks, and for traffic of every description, and with their clerks, officers and servants, and upon such terms and conditions and on payment of such tolls, rates and charges as may be agreed upon, or failing agreement be settled by arbitration, or as may be defined by the intended Bill, the Ealing Broadway Station of the Metropolitan District Railway Company, and the works and conveniences connected therewith, and the Brentford Branch Railway of the Great Western Railway Company between the said junction therewith of Railway No. 2, and its termination at Brentford, including the stations, docks, quays, wharves and appurtenances connected with the said portion of Branch Railway.

To empower the Company to raise additional capital for the purposes of the intended Bill by the creation and issue of shares and stock (ordinary or preference), and by borrowing on mortgage or by the creation and issue of debenture stock, or by all or any of those means.

The intended Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and will incorporate

with itself all necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend, enlarge, or repeal, so far as may be necessary for the purposes aforesaid, all or some of the provisions of the several local and personal Acts following, that is to say, 5 and 6 Will. IV., cap. 107, 18 and 19 Vict. cap. 191, 22 Vict. cap. 13, and all other Acts relating to the Great Western Railway Company; 27 and 28 Vict. cap. 322, and all other Acts relating to the Metropolitan District Railway Company; and 44 and 45 Vict., cap. 175, relating to the Uxbridge and Rickmansworth Railway Company.

On or before the 30th day of November instant, plans and sections describing the lines and levels of the intended railways and the lands and houses which may be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and houses, also an Ordnance or other published map, with the lines of railway delineated thereon, showing their general course and direction, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, E.C., 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 intended railways will be made, and in which any lands or houses intended to be taken are situate, and also a copy of this Notice as 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 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 intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1881.

Burdett-Cunningham and Anwyl, St. Stephen's - chambers, Westminster, Solicitors.

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

In Parliament.—Session 1882.

Westgate and South-Eastern Junction Railway. (Incorporation of Company; Construction of Railways from the South-Eastern Railway to Westgate; Compulsory Purchase of Lands; Tolls; Running Powers over Portions of the South-Eastern Railway; Use of the Minster Junction and Grove Ferry Stations; Working and other Agreements with the South-Eastern Railway Company; Amendment of Acts.)

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

To incorporate a Company and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the railways (to be wholly situate in the county of Kent) hereinafter mentioned, or some part or parts

thereof, together with all necessary and convenient bridges, viaducts, junctions, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A Railway (No. 1), commencing in the parish of Minster by a junction with the South-Eastern Railway, at a point about 1 chain westward from the western end of the up platform at Minster Junction Station on the said South-Eastern Railway, and terminating in the said parish of Minster in a field which is bounded on its northern side by the London, Chatham, and Dover Railway, and on its eastern side by Saint Mildred's-road, at a point about 1 chain and a half south-westward from the centre of the bridge carrying the said Saint Mildred's-road across the said London, Chatham, and Dover Railway, and passing from, in, through, or into the parishes, townships, and extra-parochial places of Minster, Monkton, Saint Nicholas-at-Wade, Acol, Birchington, and Saint John the Baptist, or some of them.

A Railway (No. 2), commencing in the parish of Monkton by a junction with the said South-Eastern Railway at a point about 10 chains westward from the post indicating 90½ miles from London along such railway, and terminating in the parish of Minster by a junction with Railway (No. 1), hereinbefore described, at a point upon the southern edge of the main Canterbury and Ramsgate road (near to where that road is joined on its southern side by a lane leading from Hoo Farm), about 41 chains (measuring along that road) eastward from the milestone on that road marked 6 miles to Ramsgate, and passing from, in, through, or into the parishes, townships, and extra-parochial places of Monkton and Minster.

A Railway (No. 3) commencing in the parish of Minster by a junction with Railway (No. 1) hereinbefore described at a point upon the northern edge of the main Canterbury and Margate road about 6½ chains eastward from the centre of Domneva-road, where it joins the said Canterbury and Margate-road, and terminating in the parish of Saint John the Baptist, about half a chain southward of the southern side of Rowena-road, at a point about two chains westward from the centre of the said Saint Mildred's-road, where it is joined by the Rowena-road, and passing from, in, through, or into the parishes, townships, and extra-parochial places of Minster and Saint John the Baptist.

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 cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways, within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

To authorize the Company to purchase and take by compulsion and also by agreement, lands, houses, tenements, and hereditaments within the parishes, townships, extra-parochial and other places aforesaid, for the purposes of the intended 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 the Company to levy tolls, rates, and

duties upon or in respect of the intended railways and works, and upon the portions of railway stations and works hereinafter mentioned belonging to the South-Eastern Railway Company, and to alter the tolls, rates, and duties which that Company are now authorized to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To empower the Company and any Company or persons for the time being, working, or using the 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 portions of railway and stations hereinafter mentioned, that is to say:

(a.) So much of the South-Eastern Railway as lies between the point of commencement of Railway (No. 1) hereinbefore described, and the Minster Junction Station of the South-Eastern Railway Company, including the said station.

(b.) So much of the South-Eastern Railway as lies between the commencement of Railway (No. 2), hereinbefore described, and the Grove Ferry Station of the South-Eastern Railway Company, including the said station, and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said portions of railway and stations.

To empower the Company on the one hand, and the South-Eastern Railway Company on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their respective railways, stations, and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways and stations of the contracting Companies, or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or either of them, or any part thereof, and the employment of officers and servants, and to authorize the appointment of joint committees for carrying into effect every or any such agreement aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts, agreements or arrangements aforesaid, and to confer other rights and privileges.

And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions or some of the provisions of the several local and personal Acts of Parliament following, that is to say:—6th William IV, cap. 75, 6 and 7 Vic., cap. 52, and all other Acts relating to or affecting the South-Eastern Railway.

Notice is hereby also given, that on or before the 30th day of November, 1881, plans and sections of the railways and works proposed to be authorized by the Bill, showing the line and levels thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office, at Maidstone, in that county, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said railways and works, or any part thereof, are or is intended to be made, or will be situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the 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 21st day of December next.

Dated this 18th day of November, 1881.

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

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

In Parliament.—Session 1882.

Solway Junction Railway.

(New Railway; Sale or Lease of Undertaking; Cancellation or Modification of Agreement with Caledonian Railway Company; Running Powers over other Railways, and to the North British Railway over Solway Railways; Provisions as to Superfluous Lands; Additional Capital and Borrowing Powers; Amendment of Acts.)

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

1. To empower the Solway Junction Railway Company (hereinafter called "the Company") to make and maintain the following railway (hereinafter called the proposed railway), with all proper stations, sidings, approaches, works, and conveniences connected therewith, viz.:—

A railway to be wholly situate in the township and parish of Bowness, in the county of Cumberland, commencing by a junction with the main line of the Company at a point thereon 25·3 chains or thereabouts measured in a southerly direction from the south end of the Company's railway viaduct over the Solway Frith, and terminating by a junction with the Port Carlisle Railway of the North British Railway Company at or near the termination of that railway at Port Carlisle.

2. To empower the Company to acquire by compulsion or agreement and to hold lands, houses, and buildings for the purposes of the proposed railway.

3. To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all public carriage and other roads, highways, railways, tramways, canals, rivers, and streams within or adjoining to the before-mentioned parish which it may be necessary or convenient to cross, stop up, alter, or divert in executing the purposes of the Act.

4. To empower the Company to demand and

recover tolls, rates, and charges for or in respect of the proposed railway, and to grant exemptions from the payment of tolls, rates, and charges.

5. To empower the Company to sell and transfer, or let on lease to the Caledonian Railway Company, the North British Railway Company, the Glasgow and South Western Railway Company and the Maryport and Carlisle Railway Company (hereinafter called the four Companies), or to any one, or two, or more of them, and to enable the four Companies, or any one, or two, or more of them to purchase and to accept a transfer of or to take on lease the undertaking of the Company, or some part or parts thereof, and either including or not including the proposed railway, for such consideration, and upon such terms, pecuniary and otherwise, and subject to such conditions as have been or may be agreed between the Companies interested, or as may be prescribed by or under the Act, and to enable the four Companies respectively for 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.

6. To provide for the dissolution and winding-up of the affairs of the Company in the event of a sale or transfer of their undertaking.

7. To rescind, vary, or modify all or some of the provisions of the agreement dated the 22nd March, 1867, made between the Caledonian Railway Company and the Company, and scheduled to and confirmed by "The Caledonian Railway (Abandonment, &c.) Act, 1869."

8. To confer upon the Company and any Company or persons who for the time being shall, by virtue of any agreement with the Company, or otherwise, be working or using the railways of the Company, or any part thereof, power and authority to run over and use with engines, carriages, and wagons, and by their officers and servants, whether in charge of engines and trains or otherwise, and for the purposes of traffic of all kinds, and upon 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, or as may be defined by the Act, the railways and portions of railways following, viz. :—

So much of the railway of the North British Railway Company from Carlisle to Silloth as lies between its junction at or near Kirkbride with the railway of the Company and Carlisle, and so much of the railway of the North British Railway Company as lies between the termination of the proposed railway at Port Carlisle and Carlisle.

So much of the Maryport and Carlisle Railway as lies between its junction at or near Brayton with the railway of the Company and Maryport.

And all or any stations on or connected with each 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 same railways, portions of railways, and stations respectively, and to confer upon or authorise the Company to confer upon the North British Railway Company power to run over and use all or any part or parts of the railways of the Company, including the proposed railway, and

all or any of the stations and other works, machinery, appliances, and conveniences of the several kinds above enumerated on, or of, or connected with the last-mentioned respective railways, similar in all respects to the power and authority proposed to be conferred upon the Company with respect to the said railways of the North British Railway Company.

9. To extend the time for the sale of all or any lands of the Company which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company with relation thereto, and 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.

10. To empower the Company for all or any of the purposes of the Act, and for other the general purposes of the Company, to increase their capital and to raise further sums of money by the issue and reissue respectively of unissued and surrendered ordinary shares of the already authorised capital of the Company, and by the creation and issue of new shares or stock, and as to all shares and stock herein mentioned, 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 or privileges attached thereto, and by the issue of any unissued debenture stock already authorised, and by the creation and issue of additional debenture stock, and by borrowing, 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 by any of such means, and to empower the Company to apply to all or any of the purposes of the Act any capital or funds belonging to the Company.

11. To sanction and confirm all or any contracts, agreements, and arrangements made or to be made prior to the passing of the Act with reference to all or any of the objects of the Act.

12. To vary or extinguish any rights and privileges in any way interfering with the objects of the Act, or inconsistent therewith, and to confer all powers, rights, and privileges necessary or expedient for effecting the objects of the Act, or in relation thereto.

13. 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 Solway Junction Railway Act, 1864," and all other Acts affecting the Company and any agreements confirmed thereby respectively; "The Caledonian Railway Act, 1845," "The Caledonian Railway (Abandonment, &c.) Act, 1869," and all other Acts relating to the Caledonian Railway Company and any agreements affecting the Company confirmed thereby respectively; "The Glasgow and South-Western Railway Consolidation Act, 1855," and all other Acts relating to the Glasgow and South-Western Railway Company; the Act 14 and 15 Victoria, cap. 55, and all other Acts relating to the North British Railway Company; "The Maryport and Carlisle Railway Act, 1855," and all other Acts relating to the Maryport and Carlisle Railway Company.

14. On or before the 30th day of November instant maps, plans, and sections of the intended railway, showing the line and level thereof and the lands to be taken for the purposes of the Act, with a book of reference to such plans and a copy of this notice as published in the London Gazette,

will be deposited with the Clerk of the Peace for the county of Cumberland at his office at Carlisle, and a copy of the said plans, sections, and book of reference, together with a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of the parish of Bowness, at his residence.

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

Dated this 8th day of November, 1881.

Tahourdins and Hargreaves, 1, Victoria-street, Westminster, S.W.

In Parliament.—Session 1882.

East Metropolitan Tramways.

(Incorporation of Company; Construction of Tramways; Gauge; Provisions as to User; Repair, &c., of Streets; Tolls; Agreements 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 tramway, or some part or parts thereof respectively, that is to say:—

Where, in the description of the proposed tramway, 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.

A tramway, wholly in the parish of West Ham, and county of Essex, commencing at the termination of the existing tramway in the Broadway, Stratford, opposite the "King of Prussia" public-house, passing along Broadway and Ilford-road, and terminating in a line with the eastern side of the Wood Grange-road, opposite the "Princess Alice" public-house.

The said tramway will be a single line, except at the following places, where it will be a double line.

For a distance of 2 chains, measuring eastward, from the commencement of the intended tramway.

For a distance of 2 chains, measuring eastward, commencing in a line with the eastern side of Vicarage-lane.

For a distance of 2 chains, measuring eastward, commencing at a point 6 chains east of the eastern side of Ham Frith-road.

For a distance of 2 chains, measuring eastward, commencing 2 chains west of the western side of Wood Grange-road.

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 authorize the Company to enter upon and open the surface of, and to alter, stop up, remove, and otherwise interfere with, streets, highways, public roads, ways, footpaths, bridges, canals, 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, renewing, altering, or re-instating the proposed tramway, or of substituting others in its place, or for other the purposes of the Bill.

To enable the Company, for all or any of the purposes of the proposed tramway 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 portions thereof.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramway 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 such tolls, rates, or charges.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, or places upon or along which the proposed tramway rails or plates may be laid, and to exempt the Company from the payment of the whole or some part of any rate or assessment in respect of any portion or part of any street, road, or place upon or along which the proposed tramway 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 tramway 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 tramway by persons or Corporations other than the Company with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or Corporations for the use of the said tramway 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 tramway 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 tramway, 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 the 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 to 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 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 tramway, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To confirm any agreements which have been or may be made touching any of the matters mentioned in this notice.

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

To amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions or some of the provisions of "The Tramways Act, 1870."

And notice is hereby also given, that duplicate plans and sections of the proposed street tramway 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 Essex, at his office at Chelmsford, in the said county, and with the parish clerk of the parish of West Ham, 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.

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

Board of Trade—Session 1882.

The Gas and Water Works Facilities Act, 1870.
Kenilworth Water.

(Application to the Board of Trade for Power to Construct Waterworks, and to supply Water in the parish of Kenilworth, in the County of Warwick.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, for a Provisional Order pursuant to the Gas and Water Works Facilities Act, 1870, for authority to construct and maintain water works and works connected therewith, and to supply water to and within the town and parish of Kenilworth.

The intended Order will confer upon the Company power to make and maintain the following works, with all necessary approaches, fences, excavations, embankments, sluices, pipes, channels, tunnels, adits, levels, dams, weirs, outfalls, valves, wells, pumps, drains, filters, filter-beds, and other conveniences and appliances connected therewith respectively (that is to say):—

1. A well and pumping station with pumping engines, engine and boiler houses, and other works, buildings and fences, to be situated in and upon, and near the west boundary of

a field or piece of land, now in the occupation of Joseph Roberts, butcher, Kenilworth, and known as the Common, and being in the parish of Kenilworth aforesaid.

2. A water tower to be situated upon a piece of land in the occupation of Messrs. Robbins and Powers, Kenilworth, on the west side of the road leading from Oddiborne-road or lane, Kenilworth, to the high-road between Kenilworth and Coventry, and called Tainter's-hill, also in the parish of Kenilworth.
3. A service reservoir to be situated upon a field in the occupation of William James, gardener, Kenilworth, west of the said road called Tainter's-hill, before described, and immediately on the west side of the piece of land before described, as occupied by the said Messrs. Robbins and Powers; and also in the parish of Kenilworth.
4. A conduit commencing at or near a point situate a distance of 115 yards, measured in an easterly direction from the office door of Messrs. Robbins and Powers' flour mill, Mill End, and terminating in a field the property of Lord Clarendon, at or near a point 32 yards or thereabouts distant in a westerly direction from the south door of the Windmill Tower (at present used as a steam flour mill), belonging to Richard Robbins, The Hollies, Kenilworth.
5. A conduit or line of pipes for high level service, commencing at the Water Tower, secondly before described, thence passing on to the road called Oddiborne-road or lane, at a point lying 55 yards or thereabouts westwards of the point where the road called Tainter's-road joins the said Oddiborne-road or lane.
6. A conduit or line of pipes for low level service, commencing at the Service Reservoir, thirdly before described, thence passing on to the road called Tainter's-hill, at a point lying 73 yards or thereabouts north of the point at which the said road joins Oddiborne-road or lane.

The Promoters will, by the said Provisional Order, seek power to lay down and maintain conduits, aqueducts, pipes, and other works, in, under, over, across, and along, and to cross, break up, open, alter, divert or stop up, or otherwise interfere with, temporarily or permanently, public and private roads, highways, footpaths, towing paths, streets, pavements, squares, alleys, bridges, public and private passages and places, railways, sewers, drains, and watercourses, telegraph wires and other apparatus in the aforesaid parish.

The intended Order will also authorise the Promoters to effect the following objects, some or one of them, namely:—

To purchase and acquire by agreement, and hold lands, houses, waters, and other hereditaments and property, and also take grants of or acquire easements over lands, houses, springs, streams, waters, and other hereditaments, for the purposes of their undertaking.

To supply water for domestic, public, trading, and other purposes, within the parishes aforesaid, and to demand, collect, and recover rates, rents, and charges for such supply; to confer, vary, or extinguish exemptions from the payment thereof; to vary or extinguish all rights and privileges which would interfere with the objects of the Order; and to confer other rights and privileges; and to confer upon the Promoters all necessary, usual, and proper powers

for the purposes of their undertaking and of the intended Order.

The Order will authorise the Promoters to sell absolutely or to lease for a term of years or in perpetuity, or let the whole or any part of the works and undertaking, and the water connected therewith to be authorised by the Order.

The Order will incorporate with itself all or some of the provisions of "The Water Works Clauses Acts, 1847 and 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relates to the temporary use and occupation of lands, and such other matters as may be deemed expedient.

The order will also confer upon the Promoters the other powers mentioned or referred to in "The Gas and Water Works Facilities Act, 1870," and all other powers usually conferred upon water companies.

And notice is hereby given, that on or before the 30th day of November, 1881, a plan and section of the proposed works, and a copy of this advertisement, will be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office at Warwick, in the said county, and also at the Board of Trade, Whitehall, London.

The draft of the proposed Provisional Order will be deposited at the Board of Trade on or before the 23rd day of December next, and printed copies thereof, when deposited, and of the Order, when made, may be obtained on application at the office of Messrs. Elborough and Dean, of 51, Queen Victoria-street, London, at the price of one shilling for each copy.

Any company, corporation, or persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at the office aforesaid, on or before the 15th day of January next ensuing, and a copy of such representation or objection must at the same time be also sent to the said Messrs. Elborough and Dean, at their said offices, 51, Queen Victoria-street, in the city of London, the Solicitors for the Promoters, acting on their behalf as undermentioned; and in forwarding to the Board of Trade any such representation or objection the objectors or their agents must state that a copy of the same has been forwarded to the Promoters.

Dated this 18th day of November, 1881.

Elborough and Dean, 51, Queen Victoria-street, London, Solicitors for the Provisional Order.

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

In Parliament.—Session 1882.

Southend and Shoeburyness Railway.

(Incorporation of Company; Compulsory purchase of Lands; Construction of Railway from the London, Tilbury, and Southend Railway, at Southend, to Shoeburyness; Subscription, &c.; Powers of Construction to London, Tilbury and Southend Railway; Working and Traffic Agreements; Tolls; Amendments of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session thereof for an Act to authorise the construction and maintenance of the following Railway:—

A Railway wholly situate in the County of Essex, commencing in the parish of Prittlewell by a junction with the London, Tilbury, and

Southend Railway at a point in the centre of that Railway, being 18 yards or thereabouts measured in a southerly direction from the north-west corner of the Station House at Southend; passing into and through the following parishes, townships, and places, that is to say, Prittlewell, Southend, Southchurch, North Shoebury, and South Shoebury, in the County of Essex, and terminating in the parish of South Shoebury, at a point being 36 yards or thereabouts, measured along the road in a south-easterly direction from the south-east corner of the South Wall of the Friars' Farm Buildings, near Shoeburyness.

And it is proposed to incorporate a Company, and to confer upon the Company to be so incorporated, or upon the London, Tilbury and Southend Railway Company all necessary powers for making and maintaining the said Railway and works, and to authorise the Company so empowered (hereinafter referred to as "the Company") to purchase and take lands and buildings by compulsion or agreement, in or near the several parishes, townships and places aforesaid, for the purposes of the said intended Railway and works, and to stop up, alter, or divert temporarily or permanently all or any turnpike or other roads and highways, railways, tramways, bridges, rivers, brooks, streams, waters, watercourses, sewers, drains, pipes, telegraphic tubes, wires and apparatus, and other works of any description which it may be necessary or convenient to stop up, alter or divert for any of the purposes of the intended Railway and works, and to levy tolls, rates and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates and charges.

And it is proposed to authorise the London, Tilbury and Southend Railway Company to subscribe towards and hold shares or stock in the capital of the Company to be incorporated as aforesaid, and to appoint directors of such Company, and to raise money for any of the purposes of the intended Act, or any of the purposes of the London, Tilbury, and Southend Railway Company by the creation and issue of new, ordinary, guaranteed preference shares, or stock in their own undertakings, and by mortgage or otherwise.

Also to authorise the Company to be incorporated as aforesaid and the London, Tilbury and Southend Railway Company to run over and use with their engines and carriages the Southend and Shoeburyness Railway, and the London, Tilbury and Southend Railway, or some part or parts thereof, and all stations, works and conveniences connected therewith, and to enter into contracts and agreements with respect to the construction, maintenance, working and use of the intended Railway, the supply of rolling stock and other things necessary for such working or use, the appointment of joint committees of Directors for any of the purposes of the intended Act, the collection, delivery, interchange, transmission, and conveyance of traffic for, from, to, and over the railways of the said Companies respectively the fixing, levying, collection, division and apportionment of tolls, rates, charges, and receipts arising from such traffic, or any part or parts thereof, and all or any other matters incidental to the construction, maintenance, working and use of the said intended Railway and works, and to authorise the said Companies to enter into agreements with respect to all or any of the purposes aforesaid.

Also to vary or extinguish all rights and privileges of any description which might in any way interfere with the accomplishment of any of the

objects of the intended Act, and to confer other rights and privileges.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; it will incorporate with itself the necessary provisions of the Companies Clauses Acts, 1845, 1863 and 1869; the Lands Clauses Acts, 1845, 1860 and 1869; the Railways Clauses Acts, 1845 and 1863; and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the London, Tilbury and Southend Railway Company, namely, 15 and 16 Vic., cap. 84; 19 and 20 Vic., caps. 15 and 76; 25 and 26 Vic., cap. 8; 26 and 27 Vic., cap. 69; the London Tilbury and Southend Railway (Steamboats) Act, 1875, and the London, Tilbury and Southend Railway Act, 1875, and all other Acts relating to that Company.

Duplicate plans and sections, describing the line, situation and levels of the proposed railway, and the lands, houses and other property in or through which it will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners or lessees and of the occupiers of such lands, houses and other property; also an Ordnance Map, with the line of Railway delineated thereon, so as to show its general course and direction, and a copy of this notice, as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford; and on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each parish in or through which the intended Railway will be made, or in which any lands, houses or other property are intended to be taken, and a copy of this notice, 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 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 14th day of November, 1881.

John Locke Jeans, 1, Clement's Inn, London, Solicitor for the Bill.

John Sandes, 19, Parliament street, Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

Hatfield and St. Albans Railway.

(Transfer to the Great Northern Railway Company of the Company's Undertaking; Dissolution of Company; Distribution and Appropriation of Assets; Amendment of Acts.)

APPPLICATION is intended to be made to Parliament in the ensuing session by the Hatfield and St. Albans Railway Company, in this notice called "The Company," for an Act to transfer to and vest in the Great Northern Railway Company the railway undertaking and works of the Company, and all the powers, rights, and privileges now vested in the Company, including powers of taking tolls, rates, and charges for the use of the Company's railways and works, and to provide for the dissolution of the Company, the distribution and appropriation of its assets among the creditors and shareholders of the Company, and generally for the winding-up of the affairs of the Company.

To empower the Company on the one hand, and the Great Northern Railway Company on the other hand, to make and enter into and carry

into effect contracts or agreements with respect to the matters aforesaid, and to confirm any contracts or agreements which may have been or may be entered into with reference to the purposes of the intended Act.

To authorise the Great Northern Railway Company to apply to the purposes of the intended Act any capital or funds now belonging, or which may hereafter belong to them, or be under the control of their directors, and, if they shall think fit, to raise additional capital for the purposes of the intended Act by the creation of new shares or stock in their undertaking, with or without preference or priority in payment of dividends or other rights and privileges attached thereto, or by borrowing on mortgage or bond, or by any of those means, or by such other means as Parliament shall authorise or direct.

The intended Act will vary and extinguish all rights and privileges which may interfere with its objects, and will confer other rights and privileges, and it will, so far as may be necessary, repeal or amend the provisions, or some of them, of the local and personal Acts following, or some of them—that is to say, "The Hatfield and St. Albans Railway Act, 1862," and all other Acts relating to the Company, "The Great Northern Railway Act, 1846, 9 and 10 Victoria, chapter 71," and all other Acts relating to the Great Northern Railway Company.

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

Dated this 16th day of November, 1881.

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

Board of Trade—Session 1882.

The Rhondda Valley Tramways.

(Construction of Tramways in the Parish of Ystrad-y-fodwg in the county of Glamorgan; Tolls; User of Streets, &c.; Use of Steam or Mechanical Power; Agreements with Street and other Authorities; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, under the Tramways Act, 1870, for the following, or some of the following, among other purposes:—

To authorise a Company to be incorporated in accordance with the rules and regulations of the Board of Trade, or any other Company or Corporation, person or persons, to be named in the draft Provisional Order, hereinafter called the Promoters, to construct and maintain the street tramways hereinafter described, or some, or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith, that is to say:—

A tramway (No. 1) commencing at the north-western end of Bute-street, Treherbert, in the said parish of Ystrad-y-fodwg, at a point thereon 30 links north-westward of the junction of that street with Dunraven-street, passing thence in a south-easterly direction along Bute-street aforesaid, into and along Baglan-street, Penyreglyn, passing thence under the bridge carrying the Ynysfeio Colliery Tramway over the last-named street, thence in and along Rhondda-road, crossing on the level the Ynyswen Colliery Tramroad, situate in the last-named road, continuing thence along the said Rhondda-road in the same direction, crossing on the level the railway siding situate in that road, leading to the colliery known as the Abergorky Colliery, passing thence in the same direction into and along Bute-street, Tre-

orky, in the said parish, over the culvert conveying Nant Colly Brook under the last-mentioned street, thence in and along High-street, Treorky, passing under the bridge carrying the Tynybedw Colliery Incline Railway over the last-named street, thence in the same direction into and along High-street and Llewellyn-street, Pentre, in the said parish, passing over the bridge carrying the last-named street over the Pentre Colliery Incline Tramway, thence in the same direction into and along Ystrad-road, Ystrad-y-fodwg, into the said parish, thence into and along William-street, Bodringallt, in the said parish, passing over the bridge carrying the last-named street over the Bodringallt Colliery Incline Railway, thence in the same direction into and along Gellygaed-street, Heolfach, in the said parish, passing in the same direction over the bridge carrying the last-named street over Nant-y-Lamb Brook, and over the bridge carrying the same street over a disused incline, thence in the same direction into and along the Tyntyla-road to the point of junction of that road with the road leading to Trealaw, thence in a south-westerly direction into and along Rhondda-road, passing over the Pont Rhondda Bridge carrying the last-named road over the River Rhondda, thence continuing along the said Rhondda-road in a south south-easterly and south-westerly direction to and terminating in that road at a point therein, 60 links or thereabouts, measured in an easterly direction from the most westerly corner abutting on the said road of the Ivor Hael Inn, Llwnypia, in the said parish.

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 Bute-street, Treherbert, between points respectively 6·7 chains and 9·7 chains from the commencement of the tramway, and between points respectively 0·16 chain north-west and 2·84 chains south-eastward of No. 79, Bute-street.

In Baglan-street, between points respectively the points opposite the south-east corner of 39, Baglan-street and 3 chains north-west of that corner.

In Rhondda-road, Treherbert, between points respectively the north-eastern corner of Yniswen-terrace and 3 chains north-west of that point.

In Bute-street, Treorky, between points respectively 0·24 chain and 3·24 chains south-east of the centre line of Abergorky Colliery siding in that street, and between points respectively 0·65 chain north-east and 2·35 chains south-east of the junction of Clark-street with that street.

In High-street, Treorky, between points respectively 1·3 chains and 4·3 chains south-east of the centre of the Nant Colly Culvert, and between points respectively 2·94 chains and 5·94 chains south-east of the junction of Lewis-street with that street.

In Llewellyn-street, Pentre, between points respectively 0·37 chain and 3·37 chains south-east of the junction of Windsor-street with that street; between points respectively 4·2 chains and 1·2 chains north-west of the centre of the bridge over Pentre Colliery Incline Tramway; between points respectively the north-western corner of Station-row, Ystrad, and 3 chains south-east of that corner; and between points respectively 0·28 chain west and 2·72 chains east of the eastern corner of Church row.

In William-street, Bodrhyngallt, between points respectively 2·10 chains and 5·10 chains east of the junction of Gelli-road with William-street, and between points respectively 4·8 chains and 1·8 chains north-west of the centre of the bridge over the Nant-y-Lamb Brook.

In Tyntyla-road, Heolfach, between point respectively 0·10 chain and 3·10 chains south-east of the north-west corner of Copse-row, between points respectively the south-eastern corner 29, Tyntyla-row, and 3 chains south-east of that point, and between points respectively 1·7 chains and 4·7 chains south-east of the north-western corner of Gelynog-terrace.

In Rhondda-road, Llwynypia, between points respectively 8·9 chains and 5·9 chains north-east of the north-eastern corner of Rhondda-terrace, and between points respectively 1·3 chains and 4·3 chains south-west of the south-western corner of Rhondda-terrace, in that road.

In the following places it is proposed to lay Tramway (No. 1) so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway:—

In Baglan-street, on the south-west side, between points respectively 2·85 chains and 13·95 chains south-east of the junction of Francis-street with that street, and on the north-east side thereof between points respectively 13·95 chains and 14·47 chains south-east of the aforesaid junction, and on both sides thereof between points respectively 0·52 and 3·52 chains south-east of the north-western corner of house No. 30 in that street.

In Baglan-street and Rhondda-road, and on the south-west side thereof, between points respectively 3·52 chains and 19·95 chains south-east of the last-named corner in that street.

In Rhondda-road, Treorky, on the north-east side between points respectively 3·5 chains and 3 chains north-west of the north-western corner of Yniswen-terrace and the said corner, on the south-west side thereof between points respectively the north-western corner of Yniswen-terrace and the north-western corner of the Crown Inn, and on the south-west side between points respectively 2·3 chains south-east of the south-eastern corner of the Crown Inn and the south-eastern corner of the Boar's Inn.

In High-street, Treorky, on the north-east side thereof between points respectively 2·28 chains and 2·86 chains south-east of the junction of Lewes-street with that street.

On both sides thereof between points respectively 2·86 chains and 3·71 chains south-east of the aforesaid junction of Lewes-street with High-street, and on the south-west side between points respectively 1·15 chains north-west and 1·1 chains south-east of the centre of the bridge over Tynybeddw Colliery Incline.

In High-street and Llewellyn-street, Pentre, on the north-east side of those streets between a point in High-street 0·4 chain north-west and a point in Llewellyn-street 0·45 chain south-west of the junction of Windsor-street with those streets.

In Llewellyn-street, on both sides between points respectively 0·45 chain and 1·45 chains

south-east of the junction of Windsor-street with that street, and on both sides thereof between points respectively 2·50 chains and 1·80 chain north-east of the centre line of Pentre Colliery Incline Tramway in that street.

In Ystrad-road, Ystrad-y-fodwg, on the south-west side between points respectively the south-western corner of the Wesleyan Methodist Chapel, and 2·26 chains south-west of the aforesaid corner. On the south-west side between points respectively 5·58 chains and 0·18 chain north-west of the south-eastern corner of the Bridgend Hotel, and on the north-east side between points respectively the south-eastern corner of 55, Station-row, and 1 chain west of the eastern corner of 88, Ystrad-road.

In Ystrad-road, Bodringallt, on the north side thereof between points respectively 4·6 chains and 3·7 chains north of the northern corner of the King's Head Inn on both sides between points respectively 3·7 chains and 1·10 chains west of the western corner of the King's Head Inn, and on the south side between points respectively 1·10 and 15 chains west of the aforesaid corner.

E In William-street, Bodringallt, on the north side between points respectively 1·25 chains and 2·35 chains east of the junction of Gelli-road with that road, on both sides thereof between points respectively 2·35 chains and 5 chains east of the aforesaid junction, on the south side between points respectively 5 chains and 6·1 chains east of the aforesaid junction on the north side between points respectively 2·25 chain north-east of the western corner of the Sandybank Inn, on both sides between points respectively the western corner of Bodringallt Welsh Independent Chapel, and 0·6 chain south-east of that point, and on the north-east side between points respectively 0·6 chain and 1·4 chains south-east of the aforesaid corner.

In Gellygaed-street, on the north-east side between points respectively 1·32 chains north-west, and 0·68 chain south-east of the centre of the bridge over the old incline in that road.

In Tyntyla-road, on the north side between points respectively 0·6 chain west and 0·65 chain south-east of the western corner of Copse-row, on both sides thereof between points respectively 0·65 chain and 2·65 chains south-east of the aforesaid corner, on the south-west side thereof between points respectively 2·65 chains and 4·30 chains south-east of the said corner, on the south-west side between points respectively 0·5 chain north-west of the junction of the road to Brynhyfryd and 0·35 chain north-west of the north-western corner of No. 28, Tyntyla-row, on the north-east side thereof between points respectively 0·35 chain north-west and 1·25 chains south-east of the aforesaid corner, on both sides thereof between 1·25 and 3·7 chains south-east of the aforesaid corner, and on the south side thereof between 3·7 chains and 11·45 chains south-east of the aforesaid corner.

In Rhondda-road, Llwynypia, on the western side thereof, between points respectively 5·54 chains and 10·54 chains from the centre of Pont Rhondda bridge, on the eastern side thereof between points respectively 9·75 chains and 8·71 chains north-westward of the north-east corner of Rhondda-

terrace, on both sides thereof between points respectively 8·71 chains and 6·29 chains north-east of the aforesaid corner, on the north-west side thereof between points respectively 6·29 chains north-east of the aforesaid corner and 0·5 chain south-west of the south-western corner of Rhondda-terrace, on the south-east side thereof between points respectively 0·5 chain and 1·5 chains south-west of the last named corner, on both sides thereof, between points respectively 1·5 chains and 3·9 chains south-east of the aforesaid corner, and on the north side thereof between points respectively 1·64 chains and 0·60 chain north-east of the western corner of Ivor Head Inn.

A Tramway (No. 2) commencing in the Rhondda-road aforesaid, at the point of termination of Tramway (No. 1) passing thence in a westerly direction into and along that road, thence over the bridge carrying that road over the Rhondda Fawr Branch of the Taff Vale Railway at Llwynypia, crossing over on the level the Glamorgan Coal Company's Limited Tramway situate in the last-mentioned road, thence continuing in a southward direction along the said Rhondda-road, passing over the bridge carrying that road over the Nant Clydach Brook, thence into and along the Rhondda-road, Tonypandy, passing under the bridge carrying the Cwmclydach Incline Railway over that road, thence along the said road in the same direction over the bridge carrying that road over the Nant Clydach Brook, thence into and along Dunraven-street, and terminating in the centre of that street at a point therein 1 chain measured in a north-westerly direction from a point in the centre of that road in a line and midway between the north-west ends of the north-west piers of the bridge known as the Bont Wen Bridge situate in the Rhondda-road, Tonypandy.

Tramway (No. 2) will be laid throughout as a single line, except in the following places, where it will be laid as a double line, viz. :—

In the Rhondda-road, Llwynypia, between points respectively 2·76 chains and 5·76 chains of the centre of the bridge carrying the Rhondda-road over the Rhondda Fawr Branch of the Taff Vale Railway, and between points respectively 10 chains and 13 chains south of the northern corner of the boundary wall of the Glamorgan Coal Company (Limited) offices.

In Rhondda-road, Tonypandy, between points respectively 2·21 chains and 5·21 chains south from the centre of the bridge carrying that road over the Nant Clydach Brook; between points respectively 1·06 chains and 4·06 chains south-east of the south-east corner of the Welsh Baptist Chapel situate in Dunraven-street between points respectively the north-western corner of the Wesleyan Chapel situate on that street and 3 chains south-east from that corner.

In the following places it is proposed to lay Tramway (No. 2) so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway :—

In Rhondda-road, Llwynypia, on the northern side thereof, between points respectively 0·45 chain north-east and 0·97 chain of the centre of the quarry tramway crossing that road on the level.

On the eastern side between points respec-

tively 6·92 chains and 10·21 chains south of the northern corner of the boundary wall of the Glamorgan Coal Company (Limited) offices. On both sides between points respectively 10·21 chains and 12·91 chains south of the last-mentioned corner. On the west side between points respectively 12·91 chains and 13·94 chains south of the said last-mentioned corner. On the eastern side thereof between points respectively 13·94 chains south of the said last-mentioned corner and 1·05 chains north of the northern corner of the Primitive Methodist Chapel situate in that road. On the southern side thereof between points respectively 0·64 chain north and 2·42 chains south of the centre of the bridge carrying that road over the Nant Clydachfach Brook.

In the Rhondda-road, Tonypany, on both sides between points respectively 0·56 chain north and 2·10 chains south of the north-eastern corner of Pandy Inn, situate in that road. On the west side between points respectively 2·10 chains and 7·20 chains south of the last-mentioned corner.

On both sides between points respectively 1·06 chains and 3·71 chains south-east of the south-eastern corner of the Welsh Baptist Chapel situate in Dunraven-street.

On the south-west side thereof between points respectively 3·71 chains and 4·65 chains south-east of the aforesaid corner. On the north-east side between points respectively 1·32 chains north-west and 0·45 chain south-east of the north-western corner of the Wesleyan Chapel. On both sides between points respectively 0·45 chain and 2·94 chains south-east of the aforesaid corner. On the south-west side between points respectively 2·94 chains and 4·82 chains south-east of the aforesaid corner.

The said tramways will be situate in the parish of Ystrad-y-fodwg, in the county of Glamorgan.

The said tramways will be constructed of a gauge of 3 feet 6 inches or such other gauge as may be prescribed by the Board of Trade or defined by the Provisional Order.

To enable the Promoters, for all or any of the purposes of the proposed tramways, 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.

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 thereon, and to confer, vary and extinguish exemptions from the payments of such tolls, rates, and charges.

To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

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 locomotive power other than or in addition to animal power for the moving thereon of their carriages as may be prescribed or authorised by the Order, and to hold and acquire patent and other rights or licences to use patent rights in relation to any such locomotive power as aforesaid.

To empower the Promoters from time to time to make such passing places, crossings, cross over roads, sidings, junctions and other works

in addition to those particularly specified in this Notice as may be necessary or expedient for the efficient working of the proposed tramways or any of them, and for providing access to any stables, carriages, sheds, or works of the Company.

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

To enable the Promoters, and any vestry, district board, trustees, or other bodies corporate, or persons having respectively the control or management or the duty of directing the repairs of the said streets, roads, and places, respectively to enter into contracts or agreements with respect to all or any of the purposes of the said Provisional Order, or the laying down or maintaining or renewing, repairing, working, and using, of the proposed tramways, and the rails, plate, sleepers, and works, connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To incorporate with the Provisional Order and extend and apply to the proposed tramways and works all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient to, alter, amend, repeal, or extend all or some of the provisions of that Act.

And the said Provisional Order will vary and extinguish all rights and privileges which would or might in any way interfere with its objects and it will confer other rights and privileges.

And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this Notice, will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the county of Glamorgan, at the office of the Clerk of the Parliament House of Lords, at the Private Bill Office, House of Commons, at the office of the Board of Trade at Whitehall-gardens, S.W., at the office of the Ystrad-y-fodwg Local Board of Health, situate at Pentre, in the said parish of Ystrad-y-fodwg, and that a copy of the said advertisement and so much of the said plans and sections as relates to each parish, extra-parochial or other place in or through which the proposed tramways will be made, will also, on or before the said 30th day of November instant, be deposited for public inspection as follows—that is to say, with the parish clerk of each such parish, at his place of abode, and in case of an extra-parochial place with the parish clerk of the adjoining parish at his place of abode.

The draft of the Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order, when made, will be furnished at the price of 1s. for every copy to all persons applying for them

at the office of Messrs. Grover and Grover, Solicitors, Pontypridd.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January next, and copies of their objections must at the same time be sent to Messrs. Grover and Grover, at the aforesaid address, and in forwarding to the Board of Trade such objections the objectors or their agents must state that a copy of the same has been sent to the said Messrs. Grover and Grover, at their said offices.

Dated this 24th day of November, 1881.

Sutton and Ommanney, 3 and 4, Great Winchester-street, London, E.C.;

Grover and Grover, Cardiff and Pontypridd;

Solicitors for the Order.

In Parliament.—Session 1882.

Darfield, Ardsley, Wombwell, and Worsborough Colliery Tramways.

Incorporation of Company; Construction of Tramways; Steam Power; Tolls; Incorporation of Acts.

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

1. To incorporate a Company and to confer upon them all necessary powers for making and maintaining the tramways in the lines or course hereinafter described, together with all necessary junctions, sidings, roadways, footpaths, culverts, rails, plates, sleepers, works, and conveniences connected therewith, that is to say:—

(1.) A Tramway (Number 1), commencing by a junction with the Midland Railway, three hundred and forty-six yards south of the bridge which carries the Midland Railway over the Cathill-road, and near to and on the south side of the Darfield Station of the Midland Railway, in the township of Billingley, in the parish of Darfield, and passing thence through or into the parishes, townships, extra-parochial, or other places following, or some of them, that is to say: Billingley, Thurnscoe, Darfield, Wombwell, Ardsley, Worsborough, Worsborough Dale, Worsborough Bridge, Wath-upon-Dearne, and Bolton-upon-Dearne, all in the West Riding of the county of York, and terminating by a junction with the sidings of the Colliery of the Barrow Hematite Steel Company Limited, about three hundred yards north of the Silkstone Pit of the said Company, in the township of Worsborough Dale, in the said parish of Darfield.

(2.) A Tramway (Number 2), commencing by a junction with the Tramway (Number 1) at a point where the said Tramway Number 1 is intended to cross a certain public highway called Littlefield-lane, in the township of Wombwell, in the parish of Darfield, and passing thence, through, or into the parishes, townships, extra-parochial, and other places following, or some of them, that is to say: Wombwell, Wath-upon-Dearne, Darfield, Worsborough, and Ardsley, all in the West Riding of the county of York, and terminating by a junction with the authorized Hull, Barnsley, and West Riding Junction Railway

at Stairfoot, at a point where the said authorized railway is intended to cross the road, heretofore known as the Doncaster and Saltersbrook turnpike road, in the township of Ardsley, in the parish of Darfield, in the West Riding of the county of York. Each of the said tramways will consist of a single pair of rails on the gauge of 4 feet 8½ inches.

To enable the Company, to deviate from the line of the intended tramways and works as shown upon the plans hereinafter mentioned, to the extent defined upon the said plans, or to be prescribed by the Bill, and to deviate vertically from the levels of the said intended tramways and works as shown upon the sections hereinafter mentioned.

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

To levy tolls, rates, and charges for and in respect of the use of the said intended tramways and works, and to grant exemptions from the payment of tolls, rates, and charges, also to alter existing tolls, rates, and charges.

To authorize the crossing, stopping up, altering, or diverting whether temporarily or permanently of all turnpike and other roads, footpaths, railways, tramways, aqueducts, canals, streams, and rivers with which it may be necessary to interfere in the construction and use of the said intended tramways and works, or for the purposes of the Bill.

The intended Act will vary or extinguish all rights and privileges which are inconsistent with or which would or might in any way impede or interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself, with or without alteration, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Land Clauses Consolidation Act, 1845," 1860, and 1869," such parts of "The Railway Clauses Consolidation Act, 1845," as relates to roads and bridges, and the temporary occupation of lands during the construction of the works; and "The Tramways Act, 1870," and any Act amending or extinguishing that Act which may be passed in the next session of Parliament; and will or may enable the Company (in addition to the powers specially mentioned in this notice), to use upon the said tramways steam locomotives or mechanical powers, and to exercise all or any of the powers by the Tramways Act, 1870, conferred on the persons therein referred to as Promoters, and will or may so far as may be necessary alter, amend, extend, and repeal all or some of the provisions of "The Locomotives Act, 1861"; "The Locomotives Act, 1865"; and "The Highways and Locomotives (Amendment) Act, 1878"; and any Acts amending the same, or any of them, or any other Act, so far as they respectively may apply to or affect the working and user of the proposed tramways by steam or other motive power, and any engine or carriage using the same, and of any and every other Act which will interfere with its objects.

Duplicate plans and sections describing the lines, situations, and levels of the proposed tramways and works, and showing also the lands, houses, and other property which may be taken under the powers of the intended Act, with a

book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, and on or before the same day a copy of the said plans, sections, and books of reference, with a copy of this notice published as aforesaid, will be deposited with the parish clerk of the parish of Darfield, at his residence.

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

Dated this 17th day of November, 1881.

Gill and Hall, Solicitors, King-street, Wakefield.

John Jordan, Parliamentary Agent, 3, Westminster-chambers, Victoria-street, London, S.W.

Board of Trade—Session 1882.

Aldeburgh Sea-Bank and Defences.

(Application to Board of Trade for Provisional Order to Authorise Reparations and Defences to Sea-bank; Construction of Landing-place, Wharfing, Groynes, and other Works; Appointment of Commissioners; Power to Assess and Levy Rates and Charges, and to Borrow Money, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the provisions of The General Pier and Harbour Act, 1861, and The General Pier and Harbour Act, 1861, Amendment Act, and any Act amending the same for the following, or some of the following, among other purposes, that is to say:—

To provide for the appointment or incorporation of Commissioners (hereinafter called "the Commissioners") for making and maintaining the works hereinafter described, in the parish and borough of Aldeburgh, in the county of Suffolk, and for carrying into effect the other purposes of the Order; and to prescribe and regulate the number, qualification, and mode of electing or appointing the Commissioners, the appointment and remuneration of officers and servants, the keeping of accounts, and the appointment of auditors, and to define the powers and duties of such Commissioners, officers, servants, and auditors respectively.

1. The restoring and protecting by wharfing and otherwise, the sea-bank or shingle barrier, on the shore in front of the southward part of Aldeburgh and Slaughden, commencing at a point opposite the Terrace-end, immediately southward of the Brudenell Hotel, thence proceeding in a southwardly direction along the aforesaid bank, on which the crag path has been formed, to and terminating at a point at or near to the north-eastward boundary stone of the land surrounding and attached to the Martello Tower and Battery, immediately southward of Slaughden, in the parish and borough of Aldeburgh aforesaid.
2. A bank, groyne, and landing-place, commencing at the eastern end of the river wall, or embankment on the north side of the River Alde, thence proceeding in an easterly direction across the public road and waste land to the crag path and sea-bank before mentioned, and thence extending

across the foreshore and into the sea for a distance of 600 feet, or thereabouts, from the said crag path.

3. All necessary groynes, embankments, wharfs, buttresses, drains, approaches, and other works and conveniences in connection with the aforesaid sea defences.

To incorporate and apply to the Commissioners all, or some of the powers and provisions of the Commissioners Clauses Act, 1847, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869.

To authorise and empower the Commissioners from time to time to make charges in respect of the use of any landing-place, wharf, groyne, or other convenience constructed or erected by them; and also to make and levy rates or assessments upon the owners, lessees, and occupiers of houses, buildings, lands, and other hereditaments within the parish and borough of Aldeburgh, including Slaughden, and all parts of such parish and borough as are below the level of 5 feet above high water of ordinary spring tides, for the purpose of making and maintaining the intended works, and for other the purposes of the Order; and if deemed expedient, to authorise and require the churchwardens and overseers of the poor of the parish of Aldeburgh to levy and collect such rates or assessments from time to time, and to account to the Commissioners for the same, and to empower the Commissioners from time to time to borrow and re-borrow money upon the security of such rates or assessments, or on the credit or security of such other rates and assessments, whether now leviable or to be authorised by the Order as may be appropriated by the Order for the purpose, and to provide for the repayment of money already advanced, or which may be advanced, for the purposes of any such sea defence works; and also for the repayment of money to be borrowed by the Commissioners, by a sinking fund, or by annual or other instalments.

To authorise the Commissioners to vary the rates or assessments to be from time to time leviable for the purposes of the Order, and to authorise the charging of different rates and assessments in respect of the different descriptions or classes of property affected by the Order.

To authorise the Commissioners and the Bailiffs and Burgesses of Aldeburgh, the Rural Sanitary Authority, the Lord of the Manor, and any owners, lessees, and occupiers, to make and carry into effect agreements with respect to the apportionment and payment of such rates and assessments, and the payment of sums in gross in lieu of rates or assessments, or otherwise, relating thereto, and to confirm any such agreements made, or to be made; and to make provision for ascertaining and fixing, by arbitration or otherwise, the assessable value of any lands, houses, or property liable to be rated or assessed under the powers of the Order.

To vest in the Commissioners the beach, accretions, and foreshore, within the limits aforesaid (including the crag path), and in front of all other parts of Aldeburgh and Slaughden northward, to opposite the boundary between North Lodge and Marine Villa, and to authorise and provide for the making of bye-laws and regulations for carrying into complete effect, and securing the due execution of all or any of the objects and purposes of the Order, and the regulation and preservation of the beach and its sanitary condition, the imposition of penalties for the non-observance thereof, and to provide all necessary and proper means for enforcing the

same in such manner as may be prescribed in the Order.

And notice is hereby given, that a copy of this notice, with a plan, section, and Ordnance map, showing the intended works and extent of shore to be protected as aforesaid, will on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Suffolk, at Ipswich, at the Custom House at Aldeburgh, and at the office of the Board of Trade, Whitehall, London.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished at the price of one shilling for each copy to all persons applying for the same at the office of the undersigned, and that on or before the same day printed copies of the draft Order will be deposited for public inspection at the Custom House at Aldeburgh.

Dated this 24th day of November, 1881.

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

In Parliament—Session 1882.

Brighton Marine Kursaal.

(Incorporation of Company; Construction of Pier Head with Saloons and other Accommodation thereon at end of Chain Pier at Brighton; Power to Acquire and Improve the Chain Pier; Tolls and Charges; Power to Sell or Lease Undertaking; Agreements with Corporation of Brighton, &c.; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next Session for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the works following, or some part thereof, that is to say:—

A Pier Head, or Promenade, extending in a seaward or southerly direction for a distance of 200 feet or thereabouts, from the south or seaward side of the existing pier head of the Brighthelmston Suspension Pier, otherwise the Chain Pier, at Brighton, and also extending for a total distance of 300 feet, or thereabouts, eastward and westward of the centre line of the said existing pier head, with all necessary works and conveniences thereon for the landing, embarking and accommodation of passengers, and the erection of saloons, baths, reading, dining, refreshment and other rooms, and erections thereon.

The aforesaid works will be situated in the borough and parish of Brighton, and on the adjoining foreshore and bed of the sea, in the county of Sussex.

The Bill will authorise the Company to exercise the following powers, viz.:—

To levy tolls, rates, rents, duties and charges in respect of the use of the proposed pier head, promenade works, and conveniences, to grant exemptions therefrom, to vary or extinguish existing tolls, rates and charges, and to confer all such rights and privileges as may be necessary in carrying out the objects of the Bill, and to vary or extinguish other rights and privileges.

To purchase land and other property by agreement or otherwise, and also to purchase by arbitration or agreement, and to hold, alter, improve, enlarge and extend the existing Chain Pier and undertaking of the Brighthelmston Suspension Pier Company, with all

the rights, powers and privileges connected therewith, and to provide for the distribution of the purchase money or consideration, and the dissolution of the said Pier Company.

To sell or demise and lease the undertaking of the Company or any part thereof, and the tolls, rates and charges authorised to be taken by the Bill, or any of them, to any other Company, Corporation, body or person, on such terms and conditions as may be authorised or provided by the Bill, and also to sell and convey, let, or otherwise dispose of any lands and hereditaments purchased, or acquired, or formed, or reclaimed under the powers of the Bill, and which may not be required for the intended works.

The Bill will authorise the Mayor, Aldermen, and Burgesses of the borough of Brighton (hereinafter called the Corporation), the Brighton Aquarium Company, and the London, Brighton and South Coast Railway Company respectively, to subscribe and contribute funds towards the construction and maintenance of the proposed works, or any part or parts thereof, and to take and hold shares in the capital of the Company, and to guarantee dividends, or annual or other payments on shares or stock, and the principal of and interest on any loans of the Company, and for such purposes and for all or any purposes of the Bill, to apply their respective funds and revenues, and to raise further money if necessary, and to appoint directors of the Company; and the Bill will also authorise the Company and the Corporation, Aquarium Company, and Railway Company, to make and carry into effect agreements with respect to the construction, working, use and maintenance of the proposed works or any of them, the acquisition and appropriation of lands and property, and any incidental matters.

The Bill will incorporate the necessary provisions of "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869"; "The Lands Clauses Acts, 1845, 1860, and 1869"; and "The Harbours, Docks and Piers Clauses Act, 1847"; and so far as may be necessary, the Bill will amend and enlarge, or repeal all or some of the powers and provisions of 6th George 4th, chapter 179, 13 and 14 Vict. cap. 5, and all other Acts relating to, or affecting the Corporation of Brighton; 9 and 10 Vict. cap. 283, and all other Acts relating to or affecting the London Brighton and South Coast Railway Company; 3rd George 4th cap. 102, relating to the said Chain Pier, and 32 and 33 Vict. cap. 88, relating to the Brighton Aquarium.

Plans and sections describing the lines, situations and levels of the intended pier head and other works, and the property which may be taken for the purposes thereof, with a book of reference to such plans; and a copy of this, 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 Clerk of the Peace of the county of Sussex, at his office at Lewes; and on or before the said 30th day of November, a copy of the plans, sections and book of reference, and a copy of this notice will be deposited for public inspection with the parish clerk of the parish of Brighton, at his residence.

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

Dated this 18th day of November, 1881.

Tilleard, Golden and Holme, 34, Old Jewry,
London, Solicitors.

William Bell, 27, Great George Street,
Westminster, Parliamentary Agent.

In Parliament—Session 1882.

TAYLOR'S PATENT FOR "CONSTRUCTION OF RECEPTACLES FOR THE CARRIAGE OF OIL, &c."

(Confirmation of Patent).

A PPLICATION is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to continue and confirm certain Letters Patent, dated the 3rd day of August, 1878 (No. 3072), granted to William Taylor, of Liverpool, in the county of Lancaster, his executors, administrators, or assigns, for the term of fourteen years from the date of such Letters Patent, for Improvements in the Construction or Manufacture of Receptacles for the Carriage of Oil and other liquids, and in their adaptation or application to other purposes; and to enable the said William Taylor, his executors, administrators, or assigns, or any of them, to pay the Stamp Duty of £50 on the said Letters Patent, and upon such payment being made, to enable the Commissioners of Patents or their clerk to stamp the said Letters Patent or a duplicate thereof.

Printed copies of the 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 28th day of November, 1881.

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

In Parliament.—Session 1882.

Metropolitan and District Railway (City Lines and Extensions).

(Extension of Time for Purchase of Lands; Agreements with the Corporation; Commissioners of Sewers of the City of London and Metropolitan Board of Works; Whitechapel Board of Works; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session to extend the respective times limited by "The Metropolitan and District Railways (City Lines and Extensions) Act, 1879" (hereinafter called "the Act of 1879"), and "The Metropolitan and Metropolitan District Railways (City Line and Extensions) Act, 1881," for the compulsory purchase and taking of lands, and for the completion of the railways and works thereby authorised, or some of them.

Also to authorise or require the Metropolitan Railway Company, the Metropolitan District Railway Company, and the Joint Committee of the said Companies, or some or one of them, on the one hand, and the Mayor, Commonalty, and Citizens of the City of London, the Commissioners of Sewers for the City of London, the Metropolitan Board of Works, and the Whitechapel District Board of Works, or some or one of them, on the other hand, to enter and to carry into effect agreements with respect to the construction by the railway companies of streets and works, or any of them, authorised by the said Act, the purchase or acquisition of lands, and the subscription and raising of funds to be contributed for the purposes of such construction or otherwise carrying the objects and purposes of the said Act into effect, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to confer upon the parties thereto respectively all necessary powers and authorities for enabling them to carry out such agreements, or any of them, into operation.

Also to vary or extinguish all rights and privileges which might in any way prevent or interfere with the accomplishment of any of the

objects of the intended Act, and to confer other rights and privileges.

Also to repeal or amend all or some of the provisions of the said Acts of 1879 and 1881, and of the several Acts of Parliament following, or some of them, that is to say:—"The Metropolitan Railway Company's Acts," passed in each and every of the years 1854 to 1857, 1859 to 1875, and 1877 to 1881, all inclusive; and all other Acts relating to or affecting the Metropolitan Railway Company, 27 and 28 Vic., cap. 322, and all other Acts relating to or affecting the Metropolitan District Railway Company. "The Metropolitan and Metropolitan District Railways (City Lines and Extensions) Acts, 1879 and 1881;" the Acts 26 and 27 Vic., cap. 46, and all other Acts relating to the London coal and wine duties. "The Metropolitan Management Acts, 1855, 1856, and 1862;" "The Metropolitan Main Drainage Acts, 1858 and 1863;" and any Acts relating to or affecting the Metropolitan Board of Works or the Local Management of the Metropolis. "The Holborn Valley Improvement Act, 1864;" "The Whitechapel and Holborn Improvement Act, 1865;" "The Holborn Valley (Additional Works) Act, 1867;" "The Metropolitan Market Acts, 1857 and 1865;" "The Metropolitan Meat and Poultry Markets (Western Approach) Act, 1862;" and any other Acts relating to or affecting the Mayor and Commonalty and Citizens of the City of London.

Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1881.

Burchells, 5, Broad Sanctuary;

Baxters and Co., 5 and 6, Victoria-street, Westminster;

Solicitors for the Bill.

Sherwood and Co., 7, Great George-street, Westminster;

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

In Parliament.—Session 1882.

Guardians of the Poor of Saint Pancras.

(Power to Guardians to Purchase Lands and Buildings in Parish of Saint Pancras, and detached part of Parish of Saint-Giles-in-the-Fields, including a former Mortuary Chapel, now the Old Saint Pancras Schools—Exchange of Land between Guardians and Vestry of Saint Pancras—Agreements—Amendment of Acts, and other Powers.)

NOTICE is hereby given, that the Guardians of the Poor of the parish of Saint Pancras, in the county of Middlesex (who are herein referred to as the Guardians), 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 enable the Guardians to acquire, and, if need be, by compulsion, or to vest in them absolutely by the Bill, and upon such terms and conditions as may be provided for in or by the Bill, but freed from the provisions of "The Saint Pancras and Saint Giles-in-the-Fields Disused Burial Grounds Act, 1875" (hereinafter referred to as the Act of 1875), the following lands, houses, and properties, namely:—

A plot of land, partly in the parish of Saint Pancras, in the county of Middlesex, and partly in a detached portion of the parish of Saint Giles-in-the-Fields, in the same county, bounded on the west by Pancras-road, on the north by the Saint Pancras Vestry Hall

and Workhouse, on the south by the public enclosure made under the powers of the Act of 1875, and on the east by an imaginary line drawn across the said public enclosure from a point in the south wall of the said Workhouse, distant about 50 yards from the front or north-west corner of No. 88, Pancras-road, to a point in the curved brick wall forming the boundary of No. 1, Eve-place, distant about 50 yards from Pancras-road (measured perpendicularly thereto), and thence following that wall to the point where it meets the said public enclosure: together with the houses and buildings thereon numbered with the even numbers, from 90 to 100, and from 108 to 136 (all inclusive), in Pancras-road; also the cottages thereon known as Eve-place, and also the Old Saint Pancras Schools, formerly the mortuary chapel of the disused burial ground of the said parish of Saint Giles-in-the-Fields, and now numbered 102, Pancras-road. In the said plot of land so to be acquired is included about 180 square yards of the said public enclosure.

2. To enable the Guardians, the Vestry of the parish of Saint Pancras, in the County of Middlesex, and the rector of the said parish of Saint Giles-in-the-Fields, with respect to such of the before-mentioned lands and properties as is, or may be, vested in them respectively, or over or in respect of which they or he have or has any right, power, or privilege to enter into and fulfil contracts and agreements for, and in relation to, the vesting in the Guardians of the said land and properties, or any of them, or any part or parts thereof respectively, or any right, powers, or privilege thereover.

3. To exempt that portion of the said plot of land forming part of the said public enclosure which may be vested in the Guardians or over which they may acquire any right, privilege, or easement, from the provisions of the said Act of 1875, so far as they affect any portion of the said land.

4. To enable the Guardians to acquire compulsorily, or by agreement, the right of user of the surface of any portion of the said land without acquiring the site or soil thereof, and to fence off the same, and appropriate it as and for a garden, or airing ground, for the inmates of the Saint Pancras Workhouse.

5. To enable the Guardians and the said Vestry to enter into and fulfil contracts and agreements for and in relation to the transfer by the Guardians to the said Vestry of a portion of the lands to be acquired by the Guardians in exchange for any other portion of the said lands, or any easement or right thereover, and to enable the Vestry to hold any portion so transferred to them as part of the said public enclosure or otherwise, and to exercise and enjoy in respect of such portion all the rights, powers, and privileges conferred on them by the Act of 1875.

6. To empower the Guardians to pull down the said old schools or chapel, and to remove and re-inter in consecrated ground the remains of any persons (if any) who may be found to have been buried thereunder.

7. The Bill will vary and extinguish all rights and privileges which will, or may, interfere with any of its objects, and confer other rights and privileges, and will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and will so far as may be necessary for the purposes of the Bill, amend and enlarge, and, if need be,

repeal some of the powers and provisions of the following, amongst other, Local Acts, namely, "The Saint Giles-in-the-Fields Glebe Act, 1862;" the 56 Geo. III., cap. 39; the 1 and 2 Geo. IV., cap. 24; the 59 Geo. III., cap. 39; "The Saint Pancras and Saint Giles-in-the-Fields Disused Burial Grounds Act, 1875," and of any and every other Act which would interfere with the objects of the Bill.

A plan in duplicate of the lands, houses, and other property intended to be taken under the powers of the Bill, together with a book of reference to the plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of Middlesex, at his office, at the Sessions House, Clerkenwell-green, and on or before the same day a copy of the said plan and book of reference, and a copy of this Notice will be deposited with the Vestry Clerk of the parish of Saint Pancras, at his office at the Vestry Hall, Pancras-road, and with the Clerk of the Board of Works for the parish of Saint Giles-in-the-Fields, at his office at 199, High Holborn.

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.

Thos. Eccleston Gibb, Clerk to the Guardians of the Poor, Vestry Hall, Pancras-road, N.W.

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

In the High Court of Justice—Chancery Division. In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Yorkshire Brewery Company Limited.

BY an Order made by Mr. Justice Chitty in the above matter, dated the 19th day of November, 1881, on the petition of Henry Good, trading as Henry Good and Sons, of No. 12, Moorgate-street, in the city of London, Stationer, a creditor of the above-named Company, it was ordered that the voluntary winding up of the said Yorkshire Brewery Company Limited be continued, but subject to the supervision of this Court, and any of the proceedings under the said voluntary winding up may be adopted as the Judge shall think fit, and the creditors, contributories, and Liquidators of the said Company, and all other persons interested, are to be at liberty to apply to the Judge at Chambers as there may be occasion.

Frederick Heritage and Co., St. Clement's House, Clement's-lane, E.C., Solicitors for the said Petitioner.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of G. H. Flood and Company Limited.

BY an Order made by the Honourable Mr. Justice Fry, on Friday, the 18th November, 1881, in the above matters, upon the petition of Thomas Willcox and Company, of Birmingham, in the county of Warwick, Gas-fitting Manufacturers, creditors of the above-named Company, the said Company was ordered

to be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867.

Clarke, Woodcock, and Ryland, 14, Lincoln's-inn-fields, in the county of Middlesex, Solicitors for the said Petitioner.

In the Matter of the Companies Acts, 1862, 1867, and 1877, and in the Matter of the Imperial Union Assurance Company Limited.

MR. 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 High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Working Men's Mutual Society Limited.

THE Vice-Chancellor Hall has by an Order, dated the 5th day of October, 1881, appointed James Cooper, of Coleman-street-buildings, Moorgate-street, in the city of London, to be Official Liquidator of the above-named Company.—Dated this 22nd day of November, 1881.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Working Men's Mutual Society Limited.

THE creditors of the above-named Company are required, on or before the 31st day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to Mr. James Cooper, of 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 the Vice-Chancellor Hall, in the Royal Courts of Justice, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Tuesday, the 31st day of January, 1882, at twelve o'clock at noon, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 25th day of November, 1881.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 to 1879, and in the Matter of the North Wales Carriage and Wagon Company Limited.

MR. JUSTICE FRY has by an Order, dated the 26th day of March, 1881, appointed Edward Schubert, of 32, St. Swithin's-lane, in the city of London, to be Official Liquidator of the above-named Company.—Dated this 24th day of November, 1881.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 to 1879, and in the Matter of the North Wales Carriage and Wagon Company Limited.

THE creditors of the above-named Company are required, on or before the 31st day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to Edward Schubert, of No. 32, St. Swithin's-lane, in the city of London, the Official Liquidator of the above-named Com-

pany; 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, No. 12, Staple-inn, Holborn, in the county of Middlesex, at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Friday, the 13th day of January, 1882, at twelve of the clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the said debts and claims.—Dated this 24th day of November, 1881.

In the Chancery of the County Palatine of Lancaster.—Liverpool District.

In the Matter of the Manchester and County Insurance Company Limited; and in the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Court of Chancery of Lancaster Act, 1850; and in the Matter of the Court of Chancery of Lancaster Act, 1854.

THE creditors of the above-named Company are required, on or before the 23rd 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 John Merrett Wade, of No. 7, Fenwick-street, in the city of Liverpool, 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 offices of the District Registrar of the Court of Chancery of the County Palatine of Lancaster, in the Municipal-buildings, Dale-street, Liverpool aforesaid, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Friday, the 6th day of January, 1882, at eleven o'clock in the forenoon, at the said offices of the District Registrar is appointed for hearing and adjudicating upon the debts and claims.—Dated this 25th day of November, 1881.

BOATS.

TENDERS will be received until two o'clock, on Tuesday, the 20th December, 1881, for such

BOATS (Cutters-Gigs, and Dingies),

As may be required at H.M. Dockyards during the three years from the 1st February, 1882, to the 31st January, 1885.

Builders will be accepted

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 28, 1881.

Royal Exchange Assurance Office.

Royal Exchange, London,

November 16, 1881.

THE Court of Directors of the Corporation of the Royal Exchange Assurance do hereby give notice, that their Transfer Books will be shut from Thursday, the 8th, to Thursday, the 29th of December next; that the Annual General Court appointed by their Charter will be holden at their office on the Royal Exchange, on Wednesday, the 21st of December, at twelve o'clock at noon, and that a Dividend will be considered of at the said Court.
E. R. Handcock, Secretary.

Canada Company.

No. 1, East India Avenue, Leadenhall-Street, E.C., November 24, 1881.

THE Court of Directors of the Canada Company hereby give notice, that in conformity to the Charter, a Half-Yearly General Court of Proprietors will be held at the Company's Offices, as above, on Thursday, the 29th day of December next, at two o'clock precisely, for the declaration of a Dividend; and upon the general business of the Company.

By order of the Court,
G. Molineux, Secretary.

The Ship "Sierra Parima" Company Limited.

AT an Extraordinary General Meeting of the Ship "Sierra Parima" Company Limited, duly convened and held at Fenwick-chambers, Fenwick-street, Liverpool, on Tuesday, the 8th day of November, 1881, the subjoined Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the said Company, also duly convened and held at the same place, on the 22nd day of November, 1881, the subjoined Special Resolutions were duly confirmed:—

"That it being considered undesirable to work the ship 'Sierra Parima' as a separate Company, and the Shareholders preferring Messrs. Thompson, Anderson, and Co., to manage the said ship, as they have heretofore managed their other ships, the Company be wound up voluntarily, under the provisions of the Companies Acts, 1862 and 1867.

"That Mr. James Edward Anderson be appointed Liquidator for the purpose of winding up the Company voluntarily under the provisions of the Companies Act, 1862 and 1867."

G. W. Anderson, Chairman.

Clevedon Hotel Company Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened and held at the Royal Hotel, in the parish of Clevedon, in the county of Somerset, on the 7th day of November, 1881, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the Company, also duly convened and held at the same place, on the 22nd day of November, 1881, the following Special Resolutions were duly confirmed:—

1. "That the Company be wound up, and wound up voluntarily.

2. "That Thomas Sheldon, Esq., and William Durant Frost, Bank Manager, both of Clevedon aforesaid, be and they are hereby appointed Liquidators for the purpose of such winding up."

George Pizey, Chairman.

The Gilgarran Coal Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Members of the said Company, duly convened and held at the office of the said Company, No. 26, Sandhill's-lane, Whitehaven, in the county of Cumberland, on the 20th day of October, 1881, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place on the 15th day of November, 1881, the following Special Resolution was duly confirmed:—

"That the Gilgarran Coal Company Limited be wound up voluntarily, and that Mr. John Hugh Mackenzie, of Bellevue, in the county of Cumberland, Iron Ore Master, be and he is hereby appointed Liquidator, at such remuneration as may be determined by the present Directors of the Company."

H. Munro Mackenzie, Chairman.

In the Matter of the Companies Acts, 1862 to 1880, and in the Matter of James Eastwood and Company Limited, and of the Voluntary Winding up of the said Company.

THE creditors of the above-named Company are required, on or before the 16th 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 the undersigned, John Dun and John Blakey, of 45, Fishergate, Preston, in the county of Lancaster, Chartered Accountants, the Liquidators of the said Company; and if so required by notice in writing from the said Liquidators, are, by their Solicitors, to come in and prove their said debts or claims at the offices of the said Liquidators, at 45, Fishergate, in Preston aforesaid, 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. Monday, the 19th day of December, 1881, at eleven o'clock in the forenoon, at the said offices, 45, Fishergate, in Preston aforesaid, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 23rd day of November, 1881.

John Dun,
John Blakey, } Liquidators.

In the Matter of the Companies Acts, 1862 to 1880, and in the Matter of the Blackpool, Lytham, and Southport Steam Packet Company Limited, and of the Voluntary Winding up of the said Company.

THE creditors of the above-named Company are required, on or before the 16th 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 the undersigned, John Blakey, of 45, Fishergate, Preston, in the county of Lancaster, Chartered Accountant, the Liquidator of the said Company; and if so required by notice in writing from the said Liquidator, are, by their Solicitors, to come in and prove their said debts and claims at the offices of the said Liquidator, at 45, Fishergate, in Preston aforesaid, 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. Monday, the 19th day of December, 1881, at twelve o'clock at noon, at the said offices, 45, Fishergate, in Preston aforesaid, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 23rd day of November, 1881.

John Blakey, Liquidator.

In the Matter of the Companies Acts, 1862 to 1880, and in the Matter of the Fyld Brewery Company Limited, and of the Voluntary Winding up of the said Company.

THE creditors of the above-named Company are required, on or before the 16th 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 the undersigned, John Blakey, of 45, Fishergate, Preston, in the county of Lancaster, Chartered Accountant, the Liquidator of the said Company; and if so required by notice in writing from the said Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the offices of the said Liquidator, at 45, Fishergate, in Preston aforesaid, 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. Monday, the 19th day of December, 1881, at two o'clock in the afternoon, at the said offices, 45, Fishergate, in

Preston aforesaid, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 23rd day of November, 1881.

John Blakey, Liquidator.

The Birmingham Good Templar Hall Company Limited.

NOTICE is hereby given, that a General Meeting of the Members of the Birmingham Good Templar Hall Company Limited will be held at my office, 26, Waterloo-street, Birmingham, on Monday, the 9th day of January, 1882, at three o'clock in the afternoon, to receive from me, as Liquidator of the said Company, an account of the winding up and disposition of the Company's property.—Dated this 21st day of November, 1881.

Robert L. Impey, Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Cyclops Iron Company Limited.—In Voluntary Liquidation.

NOTICE is hereby given, that a General Meeting of the Cyclops Iron Company Limited will be held at the offices of Messrs. Ramwell, Pennington, and Company, Solicitors, Queen's-buildings, Ridgefield, in the city of Manchester, on Friday, the 30th day of December, 1881, at three o'clock in the afternoon, when an account showing the manner in which the winding up of the Company has been conducted, and the property of the Company disposed of, will be submitted to the Meeting, and any explanation which may be necessary with reference thereto will be given. The affairs of the Company having been fully wound up, this Meeting is called in accordance with section 142 of the Companies Act, 1862.—Dated this 28th day of November, 1881.

*T. W. Handley, } Liquidators.
Chas. Goodyear, }*

Midland Hotel, Birmingham, Limited.

NOTICE is hereby given, that an Extraordinary General Meeting of the Members of this Company (which is being voluntarily wound up under the supervision of the Court), pursuant to an Extraordinary Resolution passed on the 27th day of October, 1879, and an Order of his Lordship the Master of the Rolls, made on the 15th day of November, 1879), will be held at the Hotel, New-street, Birmingham, on Friday, the 30th day of December, 1881, at twelve o'clock at noon, for the purpose of having an account laid before such meeting, and showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanations as may be given by the Liquidators, and also for the purpose of passing an Extraordinary Resolution directing in what manner the books, accounts, and documents of the Company, and of the Liquidators, are to be disposed of.—Dated this 24th day of November, 1881.

*For selves and Co-Liquidator,
Richard Turton,
Thos. Walker.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Marks Lyons and Raphael Goodman, carrying on business as Pawnbrokers and Wholesale and Retail Watchmakers and Jewellers, at No. 4, Snow-hill, Birmingham, in the county of Warwick, under the style or firm of Lyons and Goodman, and as Money Lenders, at No. 30, Lower Temple-street, Birmingham aforesaid, under the style of the Equitable Loan and Discount Company, has been dissolved, by mutual consent, as from the 8th day of November instant. The business heretofore carried on by the partners at No. 4, Snow-hill aforesaid, will henceforth be carried on by the said Marks Lyons, and the business heretofore carried on at No. 30, Temple-street aforesaid, will henceforth be carried on by the said Raphael Goodman.—As witness our hands this 19th day of November, 1881.

*M. Lyons.
Raphael Goodman.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Edwards and George Drake, carrying on the business of Millwrights and Machinists, at Lower Ford-street, Coventry, in the county of Warwick, is this day dissolved by mutual consent. All debts due and owing to or by the said partnership will be paid and received by the said William Edwards, by whom in future the said business will be carried on.—Witness our hands this 14th day of November, 1881.

*William Edwards.
George Drake.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Rushworth, Richard Kershaw, and Abraham Crabtree, as Worsted Spinners, at Westgate Common Mills, Wakefield, in the county of York, under the style or firm of William Rushworth and Co., has this day been dissolved, by mutual consent, as far as regards the said Abraham Crabtree. And that all debts owing to or by the said partnership will be received and paid by the said William Rushworth and Richard Kershaw.—Dated this 26th day of November, 1881.

*W. Rushworth
R. Kershaw.
A. Crabtree.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Frederick Goss the elder and Frederick Goss the younger, carrying on business at Nos. 54 and 56, College-place, King's-road, Chelsea, in the county of Middlesex, as Milk Contractors, is this day dissolved by mutual consent; all debts will be received and paid by the said Frederick Goss the elder.—Dated the 23rd day of November, 1881.

*Frederick Goss the elder.
Frederick Goss the younger.*

NOTICE is hereby given, that the Copartnership heretofore subsisting between the undersigned, Joseph Harmer and Frederick Roberts, at Jersey-street Mill, Manchester, in the county of Lancaster, as Cotton Doublers, under the style or firm of Harmer and Roberts, has been this day dissolved by mutual consent.—As witness our hands this 25th day of November, 1881.

*Joseph Harmer.
Frederick Roberts.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Henry Grant, of Kingsbridge, in the county of Devon, Maltster, Harriet Anne Kingston, of the same place, Widow, Jasper Bartlett, of Brixham, in the same county, Shipowner, and John Hooper, of Kingsbridge aforesaid, Retired Grocer, carrying on business together in copartnership as Bonded Store Keepers, at Dartmouth, in the county aforesaid, under the firm of Grant, Hooper, and Kingston, was, on the 25th day of March, 1881, dissolved, by mutual consent, as far as regards the said John Hooper and Jasper Bartlett, who retire from the said firm.—Dated this 16th day of November, 1881.

*Henry Grant. John Hooper.
Harriet Anne Kingston. Jasper Bartlett.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frank Mennie and Edward James, in the trade or business of Advertising Agents, at 23, Holles street, Lincoln's-inn, in the county of Middlesex, trading under the style of Mennie and Co., is dissolved from the date hereof, so far as regards Edward James, who retires from the firm; and that all debts due to and owing by the late firm will be received and paid by the said Frank Mennie, by whom the business will continue to be carried on under the aforesaid style.—As witness our hands this 24th day of November, 1881.

*Frank Mennie.
Edwd. James.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Richard Paul Wingrove and William Jalland Smith, under the style or firm of Wingrove and Smith, Brewery Valuers and Agents and Auctioneers, at 75, Chancery lane, in the county of Middlesex, was this day dissolved by mutual consent.—Dated the 25th November, 1881.

*W. Jalland Smith.
R. P. Wingrove.*

NOTICE is hereby given, that the Partnership for some time past carried on by the undersigned, Charles Johnson Sutcliffe and Henry Steen, as Painters, Plumbers, Glaziers, Paperhangers, and General Decorators, under the firm of Sutcliffe and Steen, at Widnes, in the county of Lancaster, was this day dissolved by mutual consent.—As witness our hands this 25th day of November, 1881.

*C. J. Sutcliffe.
Henry Steen.*

NOTICE is hereby given, that the Copartnership carried on for some time past at No. 9, Oat-lane, in the city of London, by Joseph William Martin and Edwin Cresence Cooke, as Button Merchants and General Agents and Factors, under the firm of Martin and Cooke, was this day dissolved by mutual consent. Mr. Joseph William Martin is empowered to discharge and settle all debts due to and by the said copartnership concern.—Dated this 26th day of November, 1881.

*Joseph W. Martin.
Edwin C. Cooke*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, John Coulson and Thomas Henry Smithson, carrying on business as Engineers, at Saint Martin's, Stamford Baron, in the county of Northampton, under the style of Coulson and Company, has been this day dissolved by mutual consent. All debts due to and owing by the said late firm will be received and paid by the said Thomas Henry Smithson.—As witness our hands this 23rd day of November, 1881.

*John Coulson.
Thomas Henry Smithson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Pickard and William Alfred Pickard, carrying on business as Cloth Finishers, at Kirkstall-road, Leeds, in the county of York, under the style or firm of James Pickard and Son, was dissolved, as and from the day of the date hereof, by mutual consent. All debts due to and owing by the said firm will be received and paid by the said William Alfred Pickard, by whom alone the said business will in future be carried on.—Dated this 19th day of November, 1881.

*James Pickard.
William Alfred Pickard.*

NOTICE is hereby given, that the Partnership heretofore subsisting and carried on between us the undersigned, Charles Gill and Henry Northcott, as Manufacturers of Patent Fire Cleaning Grate Bars, at Adwalton, near Bradford, in the county of York, under the firm of Gill and Northcott, was this day dissolved by mutual consent. All debts owing to and by the firm will be received and paid by either of the partners.—Dated this 24th day of November, 1881.

*Charles Gill.
Henry Northcott.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Alexander Marshall Gillespie, William Gillespie, James Morris, and Colin Macandrew Gillespie, carrying on business in copartnership together as Merchants and Shipowners, at No. 23, Crutched Friars, in the city of London, or elsewhere, under the style or firm of A. M. Gillespie and Co., has been dissolved, by mutual consent, so far as relates to the said James Morris, as and from the 26th day of November, 1881.—As witness our hands this 26th day of November, 1881.

*A. M. Gillespie. James Morris.
William Gillespie. Colin M. Gillespie.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, George Wright and Henry John Wright, carrying on business as Accountants, Auctioneers, House and Estate Agents, Surveyors, Valuers, &c., at the Orwell Bank or Clarence House, Ipswich, under the style or firm of Wright and Wright, has this day been dissolved.—Dated this 15th day of December, 1880.

*Geo. Wright.
H. J. Wright.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, carrying on business in the city of Manchester, as Manufacturers of Ladies' and Children's Underclothing, &c., and General Merchants, under the firm of Lee and Bainbridge, was dissolved, by mutual consent, on the 31st day of October last, so far as regarded the undersigned John Hindley Bainbridge, who then retired from the said concern.—Dated this 26th day of November, 1881.

*William Lee.
John H. Bainbridge.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned Robert Stewart Traill and William Peek, as Millers, Corn Merchants, and Corn Dealers, at 277, Walworth-road, No. 28, Harper-street, New Kent-road, No. 36, Stewart's-road, Battersea, No. 1, Manor-place, Walworth-road, No. 83, Rodney-road, Walworth, and No. 41, Vestry-road, Camberwell, all in the county of Surrey, under the firm of R. S. Traill and Co., was this day dissolved by mutual consent; and that all debts due and owing to or by the late firm will be received and paid by the said Robert Stewart Traill.—As witness our hands this 23rd day of November, 1881.

*R. S. Traill.
William Peek.*

NOTICE is hereby given, that the Partnership (if any) hitherto existing between George Henry Snee and James Hill, trading as E. Le Mare and Co., of 89, Castle-street, Leicester-square, London, Mineral Water Manufacturers, has this day been determined by mutual consent. The business will in future be carried on by the said James Hill, who will discharge all liabilities.—Dated the 21st day of November, 1881.

*George Henry Snee.
James Hill.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Cumming Nimmo and James Bain, under the name, style, or firm of J. C. Nimmo and Bain, at 14, King William-street, Strand, in the county of Middlesex, Publishers, was this day dissolved by mutual consent. Any outstanding debts due from the said firm will be paid by the said J. C. Nimmo, and all debts and accounts due to the said firm are to be paid to him, and the business will henceforth be carried on by him alone under the said name, style, or firm.—As witness our hands this 22nd day of November, 1881.

*John C. Nimmo.
James Bain.*

NOTICE is hereby given, that the Copartnership heretofore carried on by us the undersigned, William Copple and John Copple, trading as Watch Movement Makers and Common Brewers, at Portico, Ecclestone, near Prescott, in the county of Lancaster, under the style or firm of W. and J. Copple, has been dissolved by mutual consent. The said William Copple will continue the business of Watch Movement Maker in his own name at Portico aforesaid, and will receive and pay all accounts relating thereto. The said John Copple will henceforth carry on the business of a Common Brewer at Portico aforesaid in his own name, and will receive and pay all accounts relating to the same business.—Dated this 11th day of November, 1881.

*William Copple.
John Copple.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, John Jenkins, James Imray Jenkins, and Samuel Charlton, carrying on business as Stock and Share Brokers, at Manchester, under the style or firm of Jenkins, Son, and Charlton, has been dissolved, as from the 1st day of November, 1881, by mutual consent, so far as regards the said John Jenkins.—Dated this 25th day of November, 1881.

*John Jenkins.
Jas. Imray Jenkins.
Samuel Charlton.*

GEORGE PERTON, Esq., 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 creditors and other persons having any claims or demands upon or against the estate of George Perton, late of Prestbury Mansion, Prestbury, in the county of Gloucester, Esq., deceased, who died on the 8th day of November, 1881, and whose will was proved on the 22nd day of November, 1881, in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Gloucester by John Pearson, George Bagot Ferguson, and Edwin Lawrence, the executors named in the said will, are hereby required to send in the full particulars of their claims or demands, in writing, and the nature of the securities, if any, held by them, to the undersigned, Messrs. Ticehurst and Sons, Essex-place, Cheltenham aforesaid, the Solicitors for the said executors, on or before the 31st day of December now 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 they shall have notice at the time of such distribution, and that they will not be liable for the said assets, or any part thereof, after such distribution, to any person of whose claims or demands they shall not then have had notice.—Dated this 23rd day of November, 1881.

TICEHURST and SONS, Essex-place, Cheltenham, Solicitors for the said Executors.

CHARLES WILLIAM SMITH, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Charles William Smith, late of Sheet-street, New Windsor, in the county of Berks, Upholsterer (who died on or about the 8th day of October, 1881, intestate, and letters of administration of whose personal estate and effects were granted by Her Majesty's High Court of Justice at the District Registry attached to the Probate Division thereof, at

Oxford, on the 19th day of November, 1881, to Martha Sarah Smith, the lawful Widow and relict of the said deceased), are required to send full particulars, in writing, of all such claims and demands to us, the undersigned, Solicitors of the said Martha Sarah Smith, on or before the 31st day of January, 1882, after which date the administratrix 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 she 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, claim, or demand she shall not then have had notice.—Dated this 22nd day of November, 1881.

LONG, DURNFORD, and LONGROVE, 4, Park-street, Windsor, Berks, Solicitors.

MALLINSON AMORY MATTHEWMAN, Deceased.
Pursuant to 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all creditors and others having claims against, or who are indebted to, or have in their possession any part of the estate of Mallinson Amory Matthewman, late of Larch Ville, Brimstage, near Birkenhead, in the county of Chester, Gentleman, deceased (who died on the 23rd day of December, 1880), are required to send, in writing, the particulars of such claims, and pay the amount of their debts, and hand over such estate to the undersigned, the Solicitors for Joshua Peter Hepworth Matthewman, of Doncaster aforesaid, Gentleman, the administrator of the said deceased, on or before the 6th day of January, 1882, after which date the assets of the said deceased will be dealt with, having regard only to the claims of which notice shall then have been received.—Dated this 23rd day of November, 1881.

PARKIN and CO., 23, Priory-place, Doncaster, Solicitors.

C. ADOLPHUS (Count ADOLPHE DANILECKI), Deceased.

Pursuant to Statute 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all persons having any claim against the estate of Count Adolphe Danilecki, otherwise C. Adolphus, late of 54, York terrace, Regent's Park, Middlesex, Medical Electrician (who died on the 12th day of May, 1881, and whose will was proved on the 27th day of May, 1881, in the Principal Probate Registry of Her Majesty's High Court of Justice by William Hampden Lawless and Joseph Skerrett Blake, the executors named in the said will), are required to send, in writing, the particulars of their claims to the undersigned, on or before the 31st day of January, 1882, after which date the executors will distribute the assets of the said deceased, having regard only to the claims of which they shall have had notice.—Dated this 24th day of November, 1881.

ALFRED H. CROWTHER, 53 and 54, Chancery-lane, W.C., Solicitor for the Executors.

ELIZA JANE HOLLAND, Deceased.

Pursuant to 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 debt, claim, or demand upon or against the estate of Eliza Jane Holland, late of No. 2, Upper Phillimore-place, Kensington, in the county of Middlesex, Widow, deceased (who died on the 12th day of October, 1881, intestate, and letters of administration of whose personal estate and effects were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 17th day of November, 1881, to her son, Alexander Burnes Holland, of No. 10, Earl's-terrace, Kensington, in the said county of Middlesex, Banker's Clerk), are hereby required to send full particulars of such debt, claim, or demand to us, the undersigned, on or before the 4th day of January, 1882, at the expiration of which time the said administrator will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard to the claims or demands only of which notice shall have been given.—Dated this 24th day of November, 1881.

JOHNSONS, UPTON, BUDD, and ATKEY, 20, Austin Friars, London, E.C., Solicitors for the said Administrator.

Re CHARLOTTE MARY BURROUGHS, Widow, Deceased.

Pursuant to the Statute 22nd and 23rd Vic, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Charlotte Mary Burroughs, late of Camden House, Pittville, Cheltenham, in the county of Gloucester, Widow (who died at Camden House, Pittville, Cheltenham aforesaid, on the 3rd day of October, 1881, and whose will was duly proved by John Rees Withecombe, Frederick Henry Withecombe, and Henry William Rudyerd, the ex-

ecutors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 9th 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 also hereby given, that at the expiration of the last-mentioned day the said executors will proceed to distribute the assets of the said testatrix amongst the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had written notice; and will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim or demand they shall not have had such notice.—Dated this 25th day of November, 1881.

BRIGGS, VAUGHAN, and BRIGGS, 55, Lincoln's-inn-fields, London, W.C., Solicitors for the said Executors.

THEOPHILUS CARTER, Deceased.

Pursuant to the Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty Queen Victoria, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Theophilus Carter, late of Aston-street, Birmingham, in the county of Warwick, Pawnbroker and Auctioneer, deceased (who died on the 22nd day of April, 1881, and whose will was proved in the Birmingham District Registry of the Probate Division of Her Majesty's High Court of Justice on the 26th day of May, 1881, by his executors, Julia Carter, William Harry Hayward, and Walter Clarence Carter), are hereby required to send the particulars of their claims or demands to me, the undersigned, George Whittingham Spencer Copner, the Solicitor for the said executors, on or before the 1st day of February next, after which day the said executors will proceed to distribute the assets of the said deceased amongst the parties legally entitled thereto, having regard only to the claims of which they shall then have had notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 25th day of November, 1881.

GEORGE W. S. COPNER, 44, Ann-street, Birmingham, Solicitor for the Executors.

Re ELIZA FARRAR, Deceased.

Pursuant to the Act 22 and 23 Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors or other persons having any claim or demand upon or against the estate of Eliza Farrar, late of Holly Bank, Whitefield-within-Pilkington, in the county of Lancaster, Spinster (who died on the 20th September, 1881, and whose will was proved on the 14th day of October, 1881, in the Manchester District Registry of the Probate Division of Her Majesty's High Court of Justice by James Farrar and Francis Farrar, the executors therein named), are hereby required to send in their claims or demands on or before the 12th day of December, 1881, to us, the undersigned, the Solicitors for the said James Farrar and Francis Farrar, after the expiration of which time the said James Farrar and Francis Farrar will proceed to distribute the whole of the estate of the said deceased, having regard only to the claims of which they shall then have had notice.—Dated this 21st day of November, 1881.

ALFRED GRUNDY and SON, 104, King street, Manchester.

CHARLES BOWDEN, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Charles Bowden, late of 13, Park-terrace, Cornwall-road, Brixton, in the county of Surrey, Baker, deceased (who died on the 13th September, 1881, and whose will was proved by Mary Mortimer Bowden, Edward German, and William Edwards, the executors therein named, on the 17th October, 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 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 executors will proceed to distribute the assets of the said 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 26th day of November, 1881.

HENRY J. GIDNEY, 46, Finsbury-circus, E.C., Solicitor for the Executors.

JOSEPH WOOD, 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 Joseph Wood, late of the Lines, Sutton, near Macclesfield, and of the Harrington Bone Works, Gawsworth, in the county of Chester, Bone and Glue Merchant, deceased (who died on the 6th day of September, 1880, and whose will, with a codicil thereto, was proved by Arthur Sheldon, of Macclesfield aforesaid, Land Agent and Surveyor, and Joel Lomax Wood, of Moss Head House, Gawsworth aforesaid, Bone and Glue Merchant, the executors therein named, on the 11th day of October, 1880, in the Chester District Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their claims and demands to the said Arthur Sheldon and Joel Lomax Wood, or to the undersigned, their Solicitor, on or before the 10th day of January, 1882; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice, and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 24th day of November, 1881.

HENRY HAND, 3, Church-side, Macclesfield, Solicitor for the said Executors.

CHARLES LINGARD, Deceased.

Pursuant to the Act 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having claims against the estate of Charles Lingard, late of No. 118, Slinn-street, Walkley, in the parish of Sheffield, in the county of York, Yeoman, deceased (who died on the 6th day of January, 1881, and whose will was proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Wakefield on the 25th day of August, 1881, by Thomas Stevenson, of Meersbrook Cottage, Albert-road, Heeley, in the parish of Sheffield aforesaid, Gentleman, and Joseph Smith, of Norton Lees, in the parish of Norton, in the county of Derby, Gentleman, the executors therein named), are hereby required to send particulars, in writing, of their respective claims to us, the undersigned, the Solicitors for the said executors, on or before the 28th day of December, 1881, after which time the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose claim they shall not then have had notice.—Dated this 24th day of November, 1881.

BROOMHEAD, WIGHTMAN, and MOORE, Bank-chambers, George-street, Sheffield.

MISS CHARLOTTE NADAL, Deceased.

Pursuant to an Act of Parliament 22 and 23 Vic, chap. 35, intituled "An Act to further amend the Law of Real Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against Miss Charlotte Nadal, late of Denistord-road, Camberwell Park, in the county of Surrey, Spinster, deceased (who died on the 24th day of August, 1881, and letters of administration to whose estate were, on the 8th day of October, 1881, granted to James Nadal and Samuel Nadal), are required to send in particulars, in writing, of such claims and demands to us, the undersigned, on or before the 20th day of December next, after which date the said administrators will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and that the said administrators will not be liable for the assets of the said deceased so distributed, or any part thereof, to any person or persons of whose claim or demand they shall not then have had notice.—Dated this 28th day of November, 1881.

YOUNG, JONES, ROBERTS, and HALE, 2, St. Mildred's-court, Poultry, in the city of London, Solicitors for the above-named Administrators.

SUSANNAH BANHAM, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and all persons having any claims or demands against the estate of Susannah Banham, late of Walsoken, in the county of Norfolk, Widow, deceased (who died on the 2nd day of April, 1881, and whose will was proved in the Norwich District Registry of the Probate Division of Her Majesty's High Court of Justice by Joseph Morton Phelps, of No. 7,

Grace-street, Hemingford-road, Barnsbury, in the county of Middlesex, Builder's Clerk, and Henry Bell the younger, of Wisbech Saint Peter, in the county of Cambridge, Auctioneer and Valuer, the executors named in the same will, on the 23rd day of May, 1881), are hereby required to send in their claims and demands against the said estate to the said Joseph Morton Phelps and Henry Bell the younger, the said executors, at the offices of their Solicitors, Messrs. Dawbarn and Wise, No. 10, Market-street, Wisbech aforesaid, on or before the 28th day of December next, at the expiration of which time the said executors will proceed to distribute and appropriate the assets of the said testatrix to or for the use of the parties entitled thereto, having regard only to the claims and demands of which the said executors shall then have had notice; and for the assets, or any part thereof, so distributed and appropriated the said executors will not be liable to any person of whose claim they shall not then have had notice.—Dated this 26th day of November, 1881.

DAWBARN and WISE, No. 10, Market-street, Wisbech, and March, in the county of Cambridge, Solicitors for the said Executors.

ELLEN BARNES, 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 Ellen Barnes, late of Flixton, in the county of Lancaster, Spinster (who died on the 11th day of February, 1881), are hereby to send in particulars thereof to her executor, James Brown, of Norfolk-street, in the borough of Glossop, in the county of Derby, Railway Porter, on or before the 9th day of December, 1881, after which time the said executor 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 he shall then have notice, and that he will not be liable for the assets so distributed or appropriated, to any person of whose claim he shall not then have had notice.—Dated this 25th day of November, 1881.

THOMAS M. ELLISON, 4, Ellison-street, Glossop, Solicitor for the said Executor.

PHOEBE HAWES, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Phoebe Hawes, late of Charlton, in the county of Wilts, Spinster, deceased (who died on the 9th day of December, 1879, intestate, and letters of administration of whose personal estate and effects were, on the 22nd day of January, 1880, granted to Henry Hawes, of Charlton aforesaid, by the Salisbury District Registry of the Probate Division of the High Court of Justice), are hereby required to send in particulars of their claims and demands to us, the undersigned, Solicitors for the said Henry Hawes, on or before the 31st day of December, 1881; and notice is hereby given, that after the said 31st day of December, 1881, the said administrator will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the debts, claims, and demands of which he shall then have had notice; and that the said administrator will not be liable or answerable for the assets, or any part thereof, so distributed as aforesaid to any person or persons of whose claim he shall not then have had notice.—Dated this 24th day of November, 1881.

CLARK and SMITH, Malmesbury, Wilts, Solicitors for the said Administrator.

WALTER WIMPENNY, Deceased.

Pursuant to Statute 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all persons having any claim against the estate of Walter Wimpenny, late of Netherton, near Huddersfield, in the county of York, Cloth Finisher (who died on the 4th day of September, 1875, and whose will was proved on the 29th day of October, 1875, in the Principal Registry of Her Majesty's Court of Probate by Peace Sykes, of Huddersfield aforesaid, Artist, Ruth Lodge, the wife of Charles Lodge, of Barnsley, in the said county, Grocer, and Ann Smith, the wife of Joe Smith, of Netherton aforesaid, Joiner, the executor and executrices named in the said will), are requested to send, in writing, the particulars of their claims to the undersigned, the Solicitors for the said executor and executrices, on or before the 31st day of December, 1881, after which date the said executor and executrices will distribute the assets of the said deceased, having regard only to the claims of which they shall have had notice.—Dated this 23rd day of November, 1881.

FISHER and PRESTON, 9, Queen-street, Huddersfield, Solicitors for the Executor and Executrices.

Re RICHARD WOODHOUSE, Deceased.

Pursuant to the Statute 22 and 23 Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon the estate of Richard Woodhouse, late of Common Garden-street, Lancaster, in the county of Lancaster, Tea Dealer (who died on the 22nd day of October last, and letters of administration of whose personal estate were, on the 19th instant, granted out of the District Registry at Lancaster of Her Majesty's High Court of Justice to Mary Ayrton, wife of William Ayrton, of Wigan-road, Ormskirk, in the said county of Lancaster, Gentleman), are hereby required to send particulars of such claims to the said William Ayrton, at Wigan-road, Ormskirk aforesaid, on or before the 1st day of January next, after which date the said Mary Ayrton, the administratrix, 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 she shall then have had notice, and that the said administratrix will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim or demand she shall not have had notice.—Dated the 26th day of November, 1881.

BROWN and HIMNELL, Town Hall-square, Bolton, Solicitors for the said Administratrix.

JOHN BURTON, Deceased.

Pursuant to the Act intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claim or demand against the estate of John Burton, late of Lodge-road, Winson Green, Birmingham, in the county of Warwick (who died on the 6th day of July, 1881, letters of administration of which estate were granted in Birmingham District Registry of Her Majesty's High Court of Justice, Probate Division, on the 19th day of October, 1881, to Ann Turner), are hereby required to send in the particulars of their claims or demands to us, the undersigned Solicitors, on or before the 19th day of January, 1882, at the expiration of which time the said Ann Turner will proceed to distribute the assets of the intestate amongst the parties entitled thereto, having regard to the claims only of which she shall then have had notice; and that she will not be liable or accountable for the assets, or any part thereof, so distributed to any person of whose claim she shall not then have had notice.—Dated the 19th day of November, 1881.

POWELL and BROWETT, 54, Ann-street, Birmingham, Solicitors for the Administratrix.

THOMAS HOGBEN (commonly known as THOMAS FARNELL), Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Thomas Hogben (commonly known as Thomas Farnell), late of No. 20, Plains of Waterloo, Ramsgate, in the county of Kent, Licensed Victualler, deceased (who died on the 19th day of October, 1881, and whose will, with a codicil thereto, was proved by Thomas Wotton, of Ramsgate aforesaid, Brewer, one of the executors therein named, on the 21st day of November, 1881, in the District Registry at Canterbury of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in full particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the said executor, on or before the 7th day of January, 1882, after which day the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims or demands of which the said executor or his Solicitors 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 or his Solicitors shall not then have had notice.—Dated this 25th day of November, 1881.

SNOWDEN and WOTTON, Ramsgate, Solicitors for the said Executor.

SARAH COPPARD, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Sarah Coppard, formerly of Lanehurst Albourne, afterwards of Brighton, but late of Wilfrid Villa, Burgess Hill, Keymer, all in the county of Sussex, Widow, deceased (who died on the 8th day of September, 1880, and whose will was proved in the Lewes District Registry of the Probate Division of the High Court of Justice on the 19th day of May, 1881, by Somers Clarke and Sarah Elizabeth Gould, the executors therein named), are hereby required to send to us, the undersigned, as Solicitors for the said executors, the parti-

culars of such claims or demands, on or before the 16th day of January next, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims or 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 claim or demand they shall not then have had notice.—Dated this 26th day of November, 1881.

CLARKE, HOWLETT, and TURNER, 8, Ship-street, Brighton, Solicitors for the said Executors.

GEORGE SAVILE STREATFEILD, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claim against the estate of George Savile Streatfeild, formerly of No. 45, Brompton-crescent, in the county of Middlesex, Gentleman, deceased (who died on the 2nd day of July, 1879, and whose will was proved in the Probate Division of Her Majesty's High Court of Justice, Principal Registry, on the 25th day of January, 1881, by James de Laey Towle, the sole executor), are hereby required to send particulars of their claims to us, the undersigned, as Solicitors for the said executor, on or before the 31st day of December, 1881, after the expiration of which time the said executor will proceed to distribute the assets of the said deceased, having regard only to the debts, claims, and demands of which he shall then have had notice.—Dated this 28th day of November, 1881.

CROSSE and SONS, 7, Lancaster-place, Strand, Solicitors for the said Executor.

ARTHUR THOMAS WETHERFIELD, Deceased.

Pursuant to the provisions of the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, "To further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, for all creditors and others having any claims or demands against the estate of Arthur Thomas Wetherfield, late of No. 3, Montpelier-row, Queen-street, Hammersmith, in the county of Middlesex, Lighterman (who died on the 16th September last, and letters of administration of whose personal estate and effects were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 21st October last, to Frances Sarah Wetherfield, the lawful Widow and relict of the deceased), to send particulars of such claims to the undersigned, on or before the 1st day of February, 1882, after which date the administratrix will proceed to distribute the assets among the parties entitled thereto, having regard only to the claims of which she shall then have had notice, and will not be liable for the assets, or any part thereof, so distributed to any person of whose claim she shall not then have had notice.—Dated this 24th day of November, 1881.

CROSSE and SONS, 7, Lancaster-place, Strand, London, W.C., Solicitors for the Administratrix.

JAMES CAMPBELL, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of James Campbell, formerly of Silvertown, North Woolwich, in the county of Kent, and of Founder's-court, Lothbury, in the city of London, but late of 34, Lee-park, Blackheath, in the county of Kent, Civil Engineer (who died on the 14th day of October, 1881, at 34, Lee-park aforesaid, and whose will was proved by George William Reed Wainwright and Max Henric Krook, Esqrs., two of 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 November, 1881), are hereby required to send particulars, in writing, of their debts, claims, and demands to us, the undersigned, as Solicitors for the said executors, on or before the 16th day of January, 1882; and notice is hereby given, that at the expiration of that time the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and they will not be liable for the assets, or any part thereof, so distributed to any person of persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 28th day of November, 1881.

COMBE and WAINWRIGHT, 9, Staple inn, London, W.C., Solicitors for the said Executors.

ANNE DUFF Deceased.

Statute 22 and 23 Victoria, cap. 35.

NOTICE is hereby given, that all creditors and other persons having claims against the estate of Anne Duff, formerly of Llandudno, in the county of Carnarvon, but late of School-street, Southport, in the county of Lancaster, Widow, deceased (who died on the 28th day of March, 1879, and whose will was proved in the Liverpool

District Registry by John Allen Christian, one of the executors), are required to send particulars of their claims to the undersigned, on or before the 1st day of January next, after which time the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the debts, claims, or demands of which the said executor shall have had notice.—Dated this 26th day of November, 1881.

T. J. SMITH and SON, 6, Newington, Liverpool, Solicitors for the said Executor.

HARRY MORTON, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Harry Morton, late of Jordangate, in Macclesfield, in the county of Chester, Tobaccoist, deceased (who died on the 24th day of September, 1881, and whose will was proved in the Chester District Registry of the Probate Division of Her Majesty's High Court of Justice on the 23rd day of November, 1881, by Thomas Morton, of Liverpool, Innkeeper, one of the executors therein named), are hereby required to send to me, the undersigned, the Solicitor for the said executor, the particulars of their claims or demands on or before the 31st day of December, 1881, after which date the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to such claims or demands as the said executors shall then have had notice of; and he will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand he shall not then have had notice of.—Dated this 24th day of November, 1881.

PETER PARROTT, Church-side, Macclesfield, Solicitor.

JAMES SKAIFE, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands on or against the estate of James Skaife, late of 671, Commercial-road, Limehouse, in the county of Middlesex, Galvanized Iron Manufacturer, and of Salway Hill, Woodford, in the county of Essex (who died on the 11th day of October last, and probate of whose will was, on the 17th day of November, 1881, granted to Richard George Mackley Browne and John Smith, two of the executors therein named), are hereby required to send particulars, in writing, of their claims or demands to the undersigned, W. L. Jones, the Solicitor of the said executors, at his office, 19, Spital-square, London, E., 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 26th day of November, 1881.

W. L. JONES, 19, Spital-square, London, E., Solicitor for the said Executors.

Reverend WILLIAM WIPPELL, Deceased.

In pursuance of the Act of Parliament 22nd and 23rd Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claim against the estate of the Reverend William Wippell, late of Woodbury, in the county of Devon, Minister of the Gospel (who died on the 16th day of September, 1881, and whose will, with two codicils thereto, was proved in the District Registry at Exeter of Her Majesty's High Court of Justice, Probate Division, on the 25th day of October following, by Charles Joseph Wippell, of No. 231, High-street, in the city of Exeter, Ironmonger, and Henry Hugh Wippell, of No. 219, High-street, in the said city of Exeter, Draper, the executors thereof), are required to send the particulars of their claims to the undersigned William Huggins, on or before the 1st day of February, 1882, after which day the said executors will proceed to distribute the assets of the said testator, having regard only to those claims of which they shall then have had notice; and the said executors will not be liable for the assets of the said testator so distributed, or any part thereof, to any person or persons whomsoever of whose claims or demands they shall not then have had notice.—Dated this 22nd day of November, 1881.

WM. HUGGINS, Paul-street, Exeter, Solicitor for the Executors.

REBECCA SMITH, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Rebecca Smith, late of No. 89, Neepsend-lane, Sheffield, in the county of York, Widow, deceased (who died on the 16th day of June, 1881, intestate, and to whose estate letters of administration were granted to Ann Travis by the District Registry at Wakefield attached to the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in particulars of their claims or demands to the undersigned, the Solicitors for the said Ann Travis, on or before the 30th day of December, 1881; and notice is hereby also given, that after the said day the said Ann Travis will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said Ann Travis shall then have notice; and that she will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim she shall not then have had notice.—Dated this 25th day of November, 1881.

SMITH, SMITH, and ELLIOTT, Meetinghouse-lane, Bank-street, Sheffield, Solicitors.

WILLIAM ROBSON SHIELL, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand upon or against the estate of William Robson Shiell, formerly of Chester-le-street, in the county of Durham, Surgeon, deceased (who died on the 5th day of April, 1881, and whose will was proved on the 10th day of October, 1881, in the Durham District Registry of Her Majesty's High Court of Justice, Probate Division, by Benjamin Shaw, of Jesmond, in Newcastle-upon-Tyne, Schoolmaster, and Charles Richardson, of Shotley Bridge, in the county of Durham, Merchant, the executors named in the said will), are hereby required to send in particulars, in writing, of such claims or demands to the undersigned, the Solicitor for the said executors, at his address below stated, on or before the 31st December next, after which day the said executors will proceed to administer the estate of the said testator, having regard only to the debts, claims, and demands of which they shall have notice; and they will not afterwards be liable for or in respect of any debt of which they shall not have had notice.—Dated this 23rd day of November, 1881.

THOMAS HUGH ARMSTRONG, 42, Westgate-road, Newcastle-on-Tyne, Solicitor for the above-named Benjamin Shaw and Charles Richardson, the Executors of the Will of the said William Robson Shiell, Deceased.

MARIANNE KIBBY, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands whatsoever against the estate of Marianne Kibby, of No. 58, Shacklewell-lane, in the county of Middlesex, deceased (who died on the 18th 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 4th day of August, 1881, by George Frederick Gibson and Elijah Baxter Forman, the executors therein named), are hereby required to send particulars, in writing, of their debts, claims, and demands to us, the undersigned, as Solicitors for the said executors, on or before the 31st day of December next; and notice is hereby given, that at the expiration of that time the executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and 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 26th day of November, 1881.

YOUNG and SONS, 29, Mark-lane, E.C., Solicitors for the said Executors.

CARLOTTA REID, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having claims or demands upon or against the estate of Carlotta Reid, late of 21, Hertford-street, Mayfair, in the county of Middlesex, Widow, deceased (who died on the 2nd day of October, 1881, and whose

will and codicils were proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 24th day of November, 1881, by Hungerford Tudor Boddam, Louis Eugene Gould, and George Alexander Caradoc Reid, the executors therein named), are hereby required to send the particulars of such claims and demands to the undersigned, on or before the 25th day of January, 1882, after which 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, or demands of which the said executors shall have had notice; and the said executors will not be liable for the assets, or any part of them, so distributed to any person of whose debt, claim, or demand they shall not have had notice.—Dated this 25th day of November, 1881.

WILDE, BERGER, MOORE, and WILDE,
21, College-hill, London, E.C., Solicitors for the
said Executors.

Re HENRY HATFIELD, Deceased.

Pursuant to the Statute 22 and 23 Vict., cap. 35.

NOTICE is hereby given, that all persons having any claims or demands against the estate of Henry Hatfield, late of Blackheath Hill, Greenwich, in the county of Kent, Builder and Decorator, deceased (who died on the 2nd day of March, 1881, and probate of whose will was, on the 7th day of May, 1881, granted to Louisa Ord Hatfield, the widow of the said Henry Hatfield, George Henry Ingle, of Lewisham-road, Greenwich, and William Fox Batley, of Norfolk House, Circus-street, Greenwich, the executrix and executors), are requested to send particulars, in writing, of their debts, claims, or demands to the undersigned, the Solicitor for the said executors, on or before the 24th day of January, 1882, after which said date the executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to debts, claims, and demands of which they shall then have had notice; and the said executors will not be liable to any person of whose claim they shall not have had notice.—Dated this 24th day of November, 1881.

WILLIAM BRISTOW, 78, London-street, Green-
wich and 13, John-street, Adelphi, Solicitor for
the said Executors.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of Henry Thomas Cockle between Hugh Cockle and Florence Cockle respectively, infant, by John Reade Cockle, their next friend, plaintiffs, against John Pyke, defendant, 1881, C., 4681, the creditors of Henry Thomas Cockle, late of Witchford, in the Isle of Ely, in the county of Cambridge, Farmer, deceased, who died in or about the month of December, 1874, are, on or before the 31st day of December, 1881, to send by post, prepaid, to T. M. Willis, of 12, Fumival's-inn, in the city of London, the Solicitor of the defendant, John Pyke, 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 fore-noon, being the time appointed for adjudicating on the claims.—Dated this 25th 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 estate of Daniel Downey, wherein Elizabeth Jane Downey, an infant under the age of twenty-one years, by Anthony Hall, her next friend, is plaintiff, and Mary Downey is defendant, 1881, D., No. 2141, the creditors of Daniel Downey, late of Bethnal House, Bethnal Green, in the county of Middlesex, Artist, who died in or about the month of July, 1881, intestate, are, on or before the 31st day of December, 1881, to send by post, prepaid, to Mr. William Eley, of No. 55, New Broad-street, in the city of London, the Solicitor for the defendant, the administratrix of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before Mr. Justice Chitty, at his chambers, situated at the Royal Courts of Justice, Strand, Middlesex, on 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 24th day of November, 1881.

Henry Green.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the trusts of the will of Christopher Johnson, so far as relates to the shares of Henry Green, and in the matter of the Act 10th and 11th Victoria, chapter 96, intitled "An Act for better securing Trust Funds, and for the relief of Trustees," an enquiry was directed whether Henry Green is living or dead, and if dead, whether he survived the testator Christopher Johnson, the said Henry Green, formerly of Ashby, near Brigg, in the county of Lincoln, England, Farmer (if living), is, or if he died subsequently to the death of the said testator, his legal personal representative or representatives are, by his or their Solicitors, on or before the 1st day of March, 1882, to come in and prove his or their claims at the chambers of Mr. Justice Chitty, in the Royal Courts of Justice, Strand, Middlesex, or in default thereof he and they will be peremptorily excluded from the benefit of the said Order. Thursday, the 9th day of March, 1882, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims. The said Henry Green left England in the year 1862, and went to America, and has not been heard of since the year 1868.—Dated this 23rd day of November, 1881.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of Joseph George, deceased, late of 34, Loughborough-road, Brixton, in the county of Surrey, Gentleman, and in an action *Stahlschmidt v. Clarke*, 1881, G., No. 1954, the creditors of the said Joseph George, who died on or about the 29th day of June, 1881, are, on or before the 24th day of December, 1881, to send by post, prepaid, to Mr. Walter Prideaux, of the firm of Messrs. Prideaux and Sons, of Goldsmiths' Hall, London, the Solicitors of the plaintiff, 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 Fry, at his chambers, No. 12, Staple-inn, Holborn, in the county of Middlesex, on Friday, the 13th day of January, 1882, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 25th day of November, 1881.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of Thomas May, and in an action *May against May*, 1881, M., 822, the creditors of Thomas May, late of Upper Appleford, in the parish of Godshill, in the Isle of Wight, Yeoman, deceased, who died in or about the month of June, 1863, are, on or before the 23rd day of December, 1881, to send by post, prepaid, to Mr. Francis Charles Piesse, of the firm of Piesse and Son, of 15, Old Jewry-chambers, E.C., the Solicitors of the defendants, William May and Thomas Paul May, 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 Mr. Justice Fry, at his chambers, situate at No. 12, Staple-inn Holborn, Middlesex, on Friday, the 13th day of January, 1882, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1881.

PURSUANT to an Order of the High Court of Justice, made in an action in the matter of the estate of Henry Smith, Jenner v. Smith, 1881, S., No. 4823, the creditors of Henry Smith, late of No. 221, Great Dover-street, in the borough of Southwark, in the county of Surrey, Saddler, who died on or about the 23rd day of July, 1881, are, on or before the 31st day of December, 1881, to send by post, prepaid, to Mr. John Francis Weymouth, of No. 30, Essex-street, Strand, in the county of Middlesex, the Solicitor of the defendant, Eliza Smith, the administratrix of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Charles Hall, at his chambers, Royal Courts of Justice, Middlesex, on the 11th day of January, 1882, at twelve o'clock at noon, being the time appointed for the adjudicating on the claims.—Dated this 26th 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 Reginald Beauchamp Yorke, Esq., Hambro against Yorke, 1881, Y., No. 240, the creditors of Reginald Beauchamp Yorke, late of No. 5, Park-lane, in the county of Middlesex, Esq., deceased, who died in or about the

month of May, 1881, are, on or before the 31st day of December, 1881, to send by post, prepaid, to William Matthew Mills Whitehouse, of No. 26, Charles-street, Saint James'-square, in the said county of Middlesex, the Solicitor of Philip Sydney Yorke, the administrator of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Charles Hall, at his chambers, situated in the Royal Courts of Justice, London, on Monday, the 9th day of January, 1882, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 26th 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 Llewelyn Powell, deceased, Powell against Powell and another, 1881, P., No. 2183, the creditors of Llewelyn Powell, late of Glyn Tawe, in the parish of Ystradgynlais, in the county of Brecon, Farmer, deceased, who died in or about the month of November, 1880, are, on or before the 31st day of December, 1881, to send by post, prepaid, to Mr. William Games, of Brecon aforesaid, the Solicitor of the defendant, Gwenilian Powell, Widow, the administratrix of the estate and effects of the said Llewelyn Powell, deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Charles Hall, at his chambers, situated at the Royal Courts of Justice, in the county of Middlesex, on Monday, the 9th day of January, 1882, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 25th day of November, 1881.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of John Simpson, deceased, William Brown on behalf of himself, and all other the unsatisfied creditors of John Simpson, deceased, against Ellen Simpson, 1881, S., No. 4782, the creditors of John Simpson, late of No. 27, Bedford-street, Covent Garden, in the county of Middlesex, Tool and Cutlery Manufacturer, who died in or about the month of August, 1881, are, on or before the 2nd day of January, 1882, to send by post, prepaid, to William Henry Miles Booty, of No. 1, Raymond-buildings, Gray's-inn, Middlesex, a member of the firm of Booty and Bayliffe, of the same place, the Solicitors of the defendant, the executrix of the said John Simpson, deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Charles Hall, at his chambers, situated at the Royal Courts of Justice, Middlesex, on Tuesday, the 10th day of January, 1882, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 25th day of November, 1881.

Ebenezer Turnbull, of Manchester, Grocer, deceased d.
PURSUANT to a Decree of the Chancery of the County Palatine of Lancaster, Manchester District, dated the 17th day of November, 1881, in a cause Turnbull against Frith, the creditors of the above-named Ebenezer Turnbull, deceased, who died on or about the 23rd day of April, 1875, are, by their Solicitors, on or before the 27th day of December, 1881, to come in and prove their debts or claims at the District Registrar's Office, Duchy-chambers, Clarence-street, Manchester, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Friday, the 6th day of January, 1882, at eleven a.m., at the said office, is appointed for hearing and adjudicating on the claims.—Dated this 21st day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

A FIRST Dividend of 5s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Joseph Greaves, of Droitwich, in the county of Worcester, Timber and Coal Merchant, and will be paid by me, at my office, No. 41, Foregate-street, in the city of Worcester, on and after the 26th day of November, 1881.—Dated this 23rd day of November, 1881.

JOHN JONES, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

A FIRST and Final Dividend of 1s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Clement Rastall, of Pebworth, in the county of Gloucester, Baker, and will be paid by me, at the offices of Messrs. New, Prance, and Garrard, Solicitors, Bridge-street, Evesham, on and after the 28th day of November, 1881.—Dated this 24th day of November, 1881.

HERBERT DOWNES, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

A FIRST and Final Dividend of 3s. 6d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Holloway and Alfred Holloway, of Upton-upon-Severn, in the county of Worcester, Builders, trading under the style or firm of W. and A. Holloway, and will be paid by me, at my office, at Tewkesbury, in the county of Gloucester, on and after the 28th day of November, 1881.—Dated this 25th day of November, 1881.

THOMAS W. MOORE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax.

A FIRST Dividend of 10s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of John Fretwell, of Hanson-lane, Halifax, until lately trading with Richard Key and James Scholefield, at Barnsley, both in the county of York, under the style or firm of Fretwell, Key, and Co., Dyers, and will be paid by me, at my offices, No. 1, Waterhouse-street, in Halifax aforesaid, on and after the 12th day of December, 1881.—Dated this 26th day of November, 1881.

JOSEPH WOOD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Newport and at Ryde.

A FIRST and Final Dividend of 4s. 3d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Gattrell, of No. 5, Spring-hill, Ventnor, and of Wroxall, both in the Isle of Wight, in the county of Hants, Bootmaker, Leather Seller, and Dealer in Boots and Shoes, and will be paid by me, at my offices, 7 and 8, Railway-approach, London Bridge, S.E., in the county of Surrey, on and after the 7th day of December, 1881, between the hours of eleven and two.—Dated this 25th day of November, 1881.

AUGUSTUS C. PALMER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.

A SECOND and Final Dividend of 10s. in the pound has been declared (making with the First Dividend 20s. in the pound), in the matter of a special resolution for liquidation by arrangement of the affairs of Samuel Ridge, of Towney Iron Works, Gibbon-street, Bradford, near Manchester, in the county of Lancaster, formerly residing at Manchester-road, Castleton, near Rochdale, in the said county, and now at No. 8, Gibbon-street, Bradford aforesaid, Millwright and Engineer, and will be paid by me, at my offices, 26, Pall Mall, in the city of Manchester, in the county of Lancaster, on Tuesday, the 6th day of December, or any following Tuesday and Friday, between the hours of ten and twelve and three and five.—Dated this 24th day of November, 1881.

JAMES BOARDMAN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.

A FIRST and Final Dividend of 10d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Frederic Howard, of the Bridge Farm, Loughton, in the county of Essex, Farmer, formerly of Wymondham, in the county of Norfolk, Farmer, and will be paid by me, at my office, situate at Waltham Abbey, in the county of Essex, on and after Wednesday, the 30th day of November, 1881, between the hours of ten and four.—Dated this 24th day of November, 1881.

STEPHEN CHETWOOD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro.

A FIRST and Final Dividend of 2s. 7½d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Carl Lobeck, of the Quay, in the parish of Falmouth, in the county of Cornwall, Ship Chandler and Provision Merchant, and will be paid by me, at my office, No. 39, Church-street, Falmouth, in the said county, on and after Tuesday, the 6th day of December, 1881, between the hours of eleven o'clock a.m. and four o'clock p.m.—Dated this 28th day of November 1881.

W. JENKINS, Solicitor for the 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 George Alfred Dupree, of No. 135, Rye-lane, Peckham, in the county of Surrey, Merchant Tailor and Juvenile Clothier.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Guildhall Tavern, Graceham-street, in the city of London, on the 7th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

W. H. SWEPSTONE, 51, Lime-street, London, E.C., Solicitor for the said George Alfred Dupree.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Wells, of No. 1, Furze-street, Devon-road, Bromley-by-Bow, in the county of Middlesex, late of the Pendennis Castle, Lamb-street, Spitalfields, in the said county of Middlesex, 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 1, Prince-street, Spitalfields, in the county of Middlesex, on the 8th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

ROBT. PROCTER and ANDREWS, 1, Prince-street, Spitalfields, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Herrmann, of 28, Leyton-road and Stratford Market, 21, Angel-road, and Stratford Market, 21, Angel-lane, both in the parish of West Ham, in the county of Essex, 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 Mr. F. W. Morphet, Bankruptcy Accountant, 15, King-street, Cheapside, in the city of London, on the 7th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

THOS. WILLIS, 9, Charles-square, Hoxton, Solicitor for the said Edward Herrmann.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Augustus Gostling-Murray, of No. 72, Seardsale-villas, Kensington, in the county of Middlesex, Gentleman.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Inns of Court Hotel, High Holborn, in the county of Middlesex, on the 20th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1881.

FINNIS and WYLIE, 19, Surrey-street, Strand, W.C., Solicitors for the said Augustus Gostling-Murray.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Croxon, of No. 147, Vauxhall Bridge-road, in the county of Middlesex, and No. 4, Richmond-terrace, York-road, Wandsworth, in the county of Surrey, Baker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Auderton's Hotel, No. 162, Fleet-street, in the city of London, on the 6th day of December, 1881, at one o'clock in the afternoon precisely.—Dated this 14th day of November, 1881.

EDWD. DRAPER, 60, Vine-st-square, Westminster, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Francis, of 51, Chrysell-road, North Brixton, in the county of Surrey, Grocer and Provision Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. T. Hulbert, Solicitor, 6 and 7, Coleman-street, in the city of London, on the 8th day of December, 1881, at ten o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

THOS. HULBERT, 6 and 7, Coleman-street, City, E.C., Solicitor for the said David Francis.

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 Notman, of 183, Clarendon-road, Notting Hill, in the county of Middlesex, Builder and Decorator.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Pannell and Cartwright, 38, Basinghall-street, in the city of London, Chartered Accountants, on the 9th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 16th day of November, 1881.

G. R. HARRISON, 2, Pancras-lane, in the city of London, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Courcha, of No. 1, Duke-street and New-street, both in the parish of Bethnal Green, in the county of Middlesex, Cabinet Manufacturer.

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 me, the undersigned, Charles Eustace Goldring, situate No. 27, Whit Lion-street, North Finsbury, in the county of Middlesex, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

CHAS. E. GOLDRING, Solicitor for the said John Courcha.

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 Brown, of 32, Grove-road, Holloway, in the county of Middlesex, Builder and Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 61, Chancery-lane, in the county of Middlesex, on the 8th day of December, 1881, at two o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

E. H. BIGGIN, 61, 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 James Sturt Brown, of No. 8, Presland-street, West-burn Park, in the county of Middlesex, Builder's Foreman.

NOTICE 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 Debt Recovery and Liquidation Company Limited, 60, Finsbury-pavement, in the county of Middlesex, on the 8th day of December, 1881, at twelve o'clock in the noon precisely.—Dated this 15th day of November, 1881.

HENRY H. EDE, 78, Fore-street, E.C., Solicitor for the said James Sturt Brown.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Lewis, of No. 10, Deptford Lower-road, Rotherhithe, in the county of Surrey, 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 offices of the Debt Recovery and Liquidation Company Limited, 60, Finsbury-pavement, in the county of Middlesex, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1881.

HENRY H. EDE, 78, Fore-street, E.C., Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Bull, of Nos. 74 and 76, Gravel-lane, Southwark, in the county of Surrey, Dealer in Floor Cloths and Furniture Broker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 27, Queen-street, Cheapside, 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.

NATHANIEL WHITE, 27, Queen-street, Cheapside, London, E.C., Solicitor for the said George Bull.

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 Steven, of No. 304, Strand, and Nos. 28 and 29, Holywell-street, and No. 11, Strand Hotel-buildings, Holywell-street aforesaid, all in the county of Middlesex, and of No. 4, Halllake-terrace, New Wandsworth, in the county of Surrey, Bookseller, also trading in partnership with Robert Davies, at Nos. 1 and 2, Holywell-street and No. 11, Strand Hotel-buildings aforesaid, under the style of Steven and Davies, Booksellers.

NOTICE 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, Greatham-street, in the city of London, on the 14th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1881.

ROOKS and CO., 16, King-street, Cheapside, E.C., Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hertfordshire, holden at Barnet. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Stephen Russell, formerly of No. 78, First-avenue, Queen's-park, Harrow-road, but now of No. 46, Litchfield-grove, Finchley, and Station-road, Finchley, all in the county of Middlesex, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Masons' Hall Tavern, Masons'-avenue, in the city of London, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 24th 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 Hertfordshire, holden at St. Albans. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Goodchild, of Hill Farm, Kingsbury, in the county of Middlesex, 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 15, South-street, Finsbury-square, in the county of Middlesex, on the 7th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1881.

TAYLOR and JAQUET, 15, South-street, Finsbury-square, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Whysall, of Ripley, in the county of Derby, Miller, Malster, and Aerated Water Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. William George Cursham, Solicitor, Market House-chambers, Ripley, in the county of Derby, on the 14th day of December, 1881, at half-past eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1881.

WM. GEO. CURSHAM, Ripley, Derby, Solicitor for the said Robert Whysall.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Briggs, of 52, Station-road, Ilkeston, in the county of Derby, Baker and Confectioner.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Thurman and Slack, 115, Bath-street, Ilkeston aforesaid, on the 12th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1881.

THURMAN and SLACK, Ilkeston, Solicitors for the said John Briggs.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Cardiff. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Priest, of 38, John-street, Roath, in the town of Cardiff, in the county of Glamorgan, Grocer and Baker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Edward Evans, Shannon-court, Corn-street, in the city of Bristol, Solicitor, on the 12th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1881.

GRIFFITH and CORBETT, 13, Quay-street, Cardiff, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Cardiff. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Godwin, of No. 60, Broadway and the York Hotel, East Wharf, Cardiff aforesaid, Grocer 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 offices of Mr. Hier Jacob, 4, Church-street, Cardiff aforesaid, Solicitor to the above-named Debtor, on the 8th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1881.

HIER JACOB, 4, Church-street, Cardiff, Solicitor for the said John Godwin.

The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Poole. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Vine, formerly of High-street, afterwards of New Orchard, and now of Old Orchard, Poole, in the county of Dorset, Fruit and Fish Salesman.

NOTICE 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, High-street, Southampton, on the 18th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1881.

BROSTER HILL, Poole, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Poole. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William George Tuck, of Winton, near Bournemouth, in the county of Southampton, Blacksmith.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Risdon D. Sharp, Millhams-street, Christchurch, in the county of Southampton, on the 8th day of December, 1881, at a quarter-past three o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

RISDON D. SHARP, of Christchurch, Hants, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Southampton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Piers Edgecombe Martin, of the Apiary, King's Somborne, in the county of Southampton, Bee Master, Hive Maker, and Honey Merchant, formerly Master Mariner.

NOTICE 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. Bell and Tayler, Solicitors, No. 28, Portland-street, in the town and county of the town of Southampton, on the 8th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

BELL and TAYLER, 28, Portland-street, Southampton, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Winchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Arthur Octavius Aylward, of Saint Cross Farm, near Winchester, the Holt Farm, Fair Oak, near Bishopstoke, and Yew Tree Farm, Nursling, all in the county of Hants, 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 Eagle Hotel, in the city of Winchester, on the 12th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1881.

WM. A. KILLBY, 4, Portland-street, Southampton, Solicitor for the said Arthur Octavius Aylward.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Brush Knapp, of Nos. 5 and 7, Wood-street, Swindon, in the county of Wilt, Grocer and Provision Merchant, and Dealer in Spirits, Wine, and Ale.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Queen's Royal Hotel, New Swindon, in the parish of Swindon, in the county of Wilt, on the 10th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1881.

BRADFORD and FOOTE High-street, Swindon, Wilt, Solicitors 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 Thomas Salmon Jordan, of No. 46, Battersea Park-road and of No. 25, Noyns-road, Upper Tooting, both in the county of Surrey, 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 Mullen's Hotel, Ironmonger-lane, in the city of London, on the 19th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

DAVID BLEILOCH, 54, Moorgate-street, London, E.C., Solicitor for the 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 Samuel Hewett, late of 110, Lower Thames-street, and of Billingsgate Market, both in the city of London, and 88, Bromfide-road, Clapham, in the county of Surrey, Fish Salesman, and now of Orlando House, Orlando-road, Clapham aforesaid, of no occupation.

NOTICE is hereby given, that a New First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Blewitt and Tyler, Gracechurch-buildings, 79, Gracechurch-street, London, E.C., on the 12th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 26th day of November, 1881.

BLEWITT and TYLER, Gracechurch-buildings, 79, Gracechurch-street, E.C., Solicitors 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 William Monk, of 9, Montague-terrace, Friar's-stile-road, and of 5, Chisholm-road, and Queen's-road, all in Richmond, in the county of Surrey, Fly and Cab 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 Railway Hotel, Richmond, in the county of Surrey, on the 16th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1881.

J. SEELY, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Mutch, of Kemble-road, Waddon, near Croydon, in the county of Surrey, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Carter and Bell, 5, Eastcheap, in the city of London, on the 15th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1881.

CARTER and BELL, 5, Eastcheap, London, Solicitors for the said William Mutch.

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 Albert Samuel Warner, of No. 1, Myrtle-place, Blackheath, in the county of Kent, Carpenter and Decorator.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Foreman, Son, and Co., 32, Gresham-street, Accountants, in the city of London, on the 9th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

WM. HANDEL CANNON, 46, and 47, Wool Exchange, Coleman-street, 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 Zaute William Le Maitre, of 5, Clarence-villas, Walmer, in the county of Kent, Gentleman, of no occupation.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Back Horse Hotel, Deal, in the county of Kent, on the 13th day of December, 1881, at half-past two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

HERBERT and KENT, 17, Gracechurch-street, E.C., Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John James Skinner, of 53, Buelah-road, Tunbridge Wells, in the county of Kent, Solicitor's Clerk.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my office, situate at 1, Dyott-terrace, Tunbridge Wells aforesaid, on the 7th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1881.

JNO. BURTON, 1, Dyott-terrace, Tunbridge Wells, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Isaac Philpot, of No. 43, High-street, Tunbridge Wells, in the county of Kent, Boot and Shoe Maker, carrying on business under the style or firm of Street and Philpot.

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 Guildhall Tavern, Gresham-street, in the city of London, on the 5th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1881.

ANDREW and CHEALE, 1, Culverley-mount, Tunbridge Wells, Solicitors for the said Isaac Philpot.

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 Frances Davison, of Saint Margaret's Bank, Rochester, in the county of Kent, Widow, Pork Butcher.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the King's Head Hotel, High-street, Rochester, in the county of Kent, on the 2nd day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1881.

J. H. SHAKESPEAR, Chatham, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Maidstone.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Browne, of 13, Hardy-street, Maidstone, in the county of Kent, Saddler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Monckton, Son, and Tatham, No. 72, King-street, Maidstone, on the 10th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1881.

MONCKTON, SON, and TATHAM, Maidstone, Solicitors for the said William Browne.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Kidderminster.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Harvey, of Kidderminster, in the county of Worcester, 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 Messrs. Miller and J. J. Corbet, Solicitors, situate at Baxter-chambers, No. 27, Church-street, Kidderminster, in the county of Worcester, on the 7th day of December, 1881, at half-past three o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

MILLER and J. J. CORBET, Baxter-chambers, No. 27, Church-street, Kidderminster, Solicitors for the said William Harvey.

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 Joseph Frederick Law, formerly of 103, Wheelwright-street, L. zells, in the county of Warwick, then carrying on business under the style of Law and Son, as a Grocer and Provision Dealer, but now of Great Dudwell, near Bromsgrove, in the county of Worcester, 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 Crown Hotel, in the city of Worcester, on the 9th day of December, 1881, at half-past two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

HUGGINS and MALLARD, 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 Thomas Daniels, of Nos. 34 and 39, Spittal-street, Oldham-road, and of Hood-street, Ancoats, all in the city of Manchester, in the county of Lancaster, Tin Trunk Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Southam, Solicitor, 78, Cross-street, Manchester, on the 19th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

JOHN SOUTHAM, 78, Cross-street, Manchester, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Holding, of No. 10, Cotton-street, Accrington, in the county of Lancaster, Joiner and Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Mechanics' Institute, Willow-street, Accrington, in the said county, on the 13th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1881.

T. and R. C. RADCLIFFE, 25, Clayton-street, Blackburn, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Hanson, of the Black Bull Inn, Slaidburn, in the West Riding of the county of York, Lunkeeper 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 office of J. and W. Eastham, 13, Church-street, Clitheroe, in the county of Lancaster, on the 15th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1881.

J. and W. EASTHAM, Clitheroe, Lancashire, 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 Jacob Neild the younger, of No. 56, Regent-road, Salford, in the county of Lancashire, Baker and Provision Dealer, and also late of No. 418, Regent-road, Salford a/or said, Baker and Provision Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Davies, Dewry, and Co., Bridgewater-chambers, No. 6, Brown-street, in the city of Manchester, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

J. F. BRIER, 11, Rumbold-place, Liverpool, Solicitor for the said Jacob Neild the younger.

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 Samuel William Shore, formerly of No. 16, Hackins Hey, afterwards of No. 9, Tempest Hey, Cotton Dealer, subsequently of No. 49, Moorfields, and then of No. 57, Tibbarn-street, all in the city of Liverpool, Provision Merchant, but now of Cropton-road, Firmy, in the county of Lancaster, Salesman.

NOTICE 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. Dixon and Syers, Commercial-court, No. 11, Lord-street, Liverpool, in the county of Lancaster, Solicitors, on the 13th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

DIXON and SYERS, 11, 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 Alfred Mendoza, formerly residing and carrying on business as a Licensed Victualler at the Scandinavian Hotel, 6, Litherland-alley, Liverpool, in the county of Lancaster, but now residing at 48, Russell-street, Liverpool aforesaid, Musician.

NOTICE 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. Blackhurst

and Fretson, Solicitors, 129, Dale-street, Liverpool, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated the 25th day of November, 1881.

BLACKHURST and FRETSON, 129, Dale-street, Liverpool, Solicitors 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 Maria Jackson, of No. 252, Yorkshire-street, Rochdale, in the county of Lancaster, Widow and Confectioner.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. R. and G. Jackson, Solicitors, Lower-gates, Rochdale aforesaid, on the 23rd day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

R. and G. JACKSON, Lower-gates, Rochdale, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Edward Limmer, of 9, Prince-street, Sheffield, in the county of York, and Albert Luke Firth, of 187, Leadmill-road, in Sheffield aforesaid, carrying on business in partnership together at No. 10, Sheaf-street, Corn Exchange, in Sheffield aforesaid, as Cutlery Dealers, Importers of Foreign Fancy Goods, and General Dealers, under the name, style, or firm of G. E. Limmer and Co.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the office of Horatio Walter Ibbotson, Solicitor, 23, Change-alley, Sheffield, in the county of York, on the 12th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1881.

H. WALTER IBBOTSON, 23, Change-alley, Sheffield, Solicitor for the said George Edward Limmer and Albert Luke Firth.

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 George Edward Limmer, of 9, Prince-street, Sheffield, in the county of York, and Albert Luke Firth, of 187, Leadmill-road, in Sheffield aforesaid, carrying on business in partnership together at No. 10, Sheaf-street, Corn Exchange, in Sheffield aforesaid, as Cutlery Dealers, Importers of Foreign Fancy Goods, and General Dealers, under the name, style, or firm of G. E. Limmer and Co.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Albert Luke Firth has been summoned to be held at the office of Horatio Walter Ibbotson, Solicitor, 23, Change-alley, Sheffield, in the county of York, on the 12th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1881.

H. WALTER IBBOTSON, 23, Change-alley, Sheffield, Solicitor for the said Albert Luke Firth.

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 Foxton, of 62, Burton-road, Sheffield, in the county of York, and George Foxton, of 43, Bolsover-street, Sheffield aforesaid, trading in copartnership together at 62 and 64, Burton-road, Neepsend and Rutland Bridge, both in Sheffield aforesaid, under the style or firm of Foxton Brothers, as Joiners, Builders and Contractors.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of the Incorporated Law Society, Aldine-court, High-street, Sheffield aforesaid, on the 12th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

ARTHUR BELL, 15, Figgess-lane, Sheffield, Solicitor for the said Debtors.

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 Foxton, of 62, Burton-road, Sheffield, in the county of York, and George Foxton, of 43, Bolsover-street, Sheffield aforesaid, trading in copartnership together at 62 and 64, Burton-road, Neepsend and Rutland Bridge, both in Sheffield aforesaid, under the style or firm of Foxton Brothers, as Joiners, Builders and Contractors.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Henry Foxton has been summoned to be held at the offices of the Incorporated Law Society, Aldine-court, High-street, Sheffield

field aforesaid, on the 12th day of December, 1881, at four o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

ARTHUR BELL, 15, Figtree-lane, Sheffield, Solicitor for the said Henry Foxton.

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 Foxton, of 62, Burton-road, Sheffield, in the county of York, and George Foxton, of 43, Bolsover-street, Sheffield aforesaid, trading in copartnership together at 62 and 64, Burton-road, Neepsend and Rutland Bridge, both in Sheffield aforesaid, under the style or firm of Foxton Brothers, as Joiners, Builders, and Contractors.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named George Foxton has been summoned to be held at the offices of the Incorporated Law Society, Aldine-court, High-street, Sheffield aforesaid, on the 12th day of December, 1881, at half-past four o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

ARTHUR BELL, 15, Figtree-lane, Sheffield, Solicitor for the said George Foxton

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 William Johnson, of 32, Wicker and No. 116, Nottingham-street, both in Sheffield, in the county of York, Clothier.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. David Hanton Porrett, Solicitor, No. 2, Bank-street, Sheffield, in the county of York, on the 12th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1881.

D. H. PORRETT, 2, Bank-street, Sheffield, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Booth, of 1, New Market, Halifax, in the county of York, Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of R. M. and J. M. Kerr, Solicitors, 1, George-street, Halifax, in the county of York, on the 12th day of December, 1881, at four o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

R. M. and J. M. KERR, 1, George-street, Halifax, Solicitors for the said Edward Booth.

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 Sharpe Morton, of Chapel Hill, Huddersfield, in the county of York, Restaurant Keeper, formerly residing in lodgings at St. Paul's-street, Huddersfield.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Robert Welsh, Solicitor, Victoria-chambers, Queen-street, Huddersfield, on the 12th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1881.

ROBT. WELSH, Victoria-chambers, Queen-street, Huddersfield, Solicitor for the said Sharpe Morton.

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 William Sunderland, of Battye Mill, Colne Bridge, near Huddersfield, in the county of York, formerly carrying on business at Battye Mill aforesaid, in copartnership with Hollin Green, as Rag, Flock, and Shoddy Merchants, under the style or firm of Green and Sunderland, and lately carrying on the said business alone under the same style or firm.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Whitley and Whitley, Solicitors, No. 2, New-street, Huddersfield, in the county of York, on the 16th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1881.

WHITLEY and WHITLEY, 2, New-street, Huddersfield, Solicitors for the said William Sunderland.

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 Thomas Dawson and George Robert Dawson, of Great Driffield, in the county of York, Coal, Seed, and Spirit Merchants, trading in copartnership under the style or firm of Thomas Dawson and Sons.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of the undersigned, Solicitors, at Great Driffield aforesaid, on the 10th day of December, 1881, at ten o'clock in the forenoon precisely.—Dated this 23rd day of November, 1881.

JENNINGS, WIGMORE, and TRIGG, Driffield, Solicitors for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Smith, of Hutton Cranswick, in the county of York, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my office, situate in Exchange-street, Great Driffield, in the county of York, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1881.

WM. DAVIES, of Exchange-street, Great Driffield, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Westerdale, of Owithorne, in the East Riding of the county of York, Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Hall of the Incorporated Law Society, Lincoln's-inn-buildings, Bowlalley-lane, in the borough of Kingston-upon-Hull, on the 13th day of December 1881, at half-past two o'clock in the afternoon precisely.—Dated this 24th day of November, 1881.

MIDDLEMISS and PEARCE, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Smith, of Hesse Common, in the county of York, Farmer and Horse Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Francis Summers, No. 2, Manor-street, in the borough of Kingston-upon-Hull, on the 13th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

FRAS. SUMMERS, 2, Manor-street, Hull, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Benjamin Richard Cottrall, of No. 21, Saint James-street, in the borough of Kingston-upon-Hull, formerly a Fishing Smack Owner, but now a Master Mariner.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Law Society's Hall, Lincoln's-inn-buildings, Bowlalley-lane, in Kingston-upon-Hull, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

E. LAVERACK, 7, Land of Green Ginger, Hull, 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 Richard Hembrough, of Stanley-street, Goole, in the county of York, 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 Messrs. Hind and Everatt, Solicitors, Goole, on the 9th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1881.

HIND and EVERATT, of Goole, Solicitors for the said Richard Hembrough.

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 Frederick William Jackson Lee, of the Bay Horse Inn, Hall Green, in the parish of Crigglestone, in the county of York, Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Lake and Lake, Solicitors, in Southgate, in Wakefield, in the county of York, on the 9th day of December, 1881, at one o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

LAKE and LAKE, Wakefield, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Wakefield.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Matthew Eccles, of Grove-road, and late of Thornes-lane, both in Wakefield, in the county of York, Builder and Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Lake and Lake, Solicitors, in Southgate, in Wakefield, in the county of York, on the 9th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1881.

LAKE and LAKE, Wakefield, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Sarginson Moncaster, of Crown Point Fencing Works, Hunslet New-road, Hunslet, Leeds, in the county of York, Engineer and Fencing Manufacturer, formerly of Kirk Ella, near Hull, in the said county, Smith and Joiner.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Law Institute, Albion-place, Leeds, in the county of York, on the 13th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1881.

JAMES RIDER, Pease's-buildings, 5, South-parade, Leeds, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edmund Clegg and Hannah Clegg, his wife, of Thornton's-arcade, Briggate, in Leeds, in the county of York, Milliners, trading under the name of Hannah Clegg.

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. Bond and Barwick, Solicitors, 8, Albion-place, Leeds, on the 15th day of December, 1881, at half-past one o'clock in the afternoon precisely.—Dated this 24th day of November, 1881.

BOND and BARWICK, 8, Albion-place, 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 James Varley, of South End House and Wellington Mills, both in Bramley, in the borough of Leeds, in the county of York, Cloth Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. John Routh, Kirk, and Co., Commercial-buildings, Park-row, Leeds aforesaid, on the 14th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1881.

HENRY JOHNSON CARR, 14, Albion-street, Leeds, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Frost, of the West End Farm, Shadingfield, in the county of Suffolk, 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 White Lion Hotel, Beccles, in the county of Suffolk, on the 15th day of December, 1881, at one o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

J. M. POLLARD, 7, St. Lawrence-street, Ipswich 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 Robert Greenhow Fingland, of Hopton, in the county of Norfolk, Grocer, Draper, and General-shop Keeper, and Wine, Spirit, Ale, and Porter 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 Royal Hotel, in the city of Norwich, on the 12th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1881.

FREDC. FOWELL, Garboldisham, Norfolk, 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 Samuel Herius, of Borton Cottage, No. 9, Merridale-road, formerly of No. 49, Oak-and-villas, Tattenhall-road, and prior thereto, of Nelson-place, Wat-rloc-road, all in Wolverhampton, in the county of Stafford, Commission Agent and Iron and Hardware Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Talbot Hotel, King-street, Wolverhampton, in the county of Stafford, on the 9th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1881.

SARGENT and SON, 12, Bennett's-hill, Birmingham, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Boulton, residing at No. 40, Oak-street, Wolverhampton, in the county of Stafford, and carrying on business at No. 11, Raglan-street, Wolverhampton aforesaid, Lock and Latch 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 Mr. U. Stratton, solicitor, 57, Queen-street, Wolverhampton, on the 8th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1881.

U. STRATTON, 57, Queen-street, Wolverhampton, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Wilfred Christopher Snowden, formerly of North-street, Sudbury, in the county of Suffolk, Cabinet Maker, now of Wolverhampton, in the county of Stafford, and there carrying on business at 69, Salop-street, as an Upholsterer, and at 31, Queen-street, as a Bedding 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 office of Horatio Brevitt, of 28, King-street, Wolverhampton, in the county of Stafford, Solicitor, on the 6th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1881.

HORATIO BREVITT, 28, King-street, Wolverhampton, Solicitor for the said Wilfred Christopher Snowden.

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 George Coe, of Ablon-street, Wolverhampton, in the county of Stafford, Mineral Water 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 Robert Alfred Willcock, of North-street, Wolverhampton, on the 7th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 28th day of November, 1881.

R. A. WILLCOCK, North-street, Wolverhampton, Solicitor for the said George Coe.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Walsall.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Chapman, of 5, Mount-rath-street, Walsall, in the county of Stafford, Ale, Porter, Cyder, and Coal Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Fredric

Bill, 5, Bridge-street, Walsall, in the county of Stafford, on the 9th day of December, 1881, at half-past eleven o'clock in the forenoon precisely.—Dated this 24th 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 Hanley. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Whittingham, formerly of Newcastle-under-Lyme, in the county of Stafford, Tailor and Woollen Draper, but now of No. 17, Waterloo-street, Hanley, in the said county, Journeyman Tailor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. George James, Newcastle-under-Lyme aforesaid, on the 10th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1881.

GEORGE JAMES, Nelson-square, Newcastle-under-Lyme, 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 Edwin Butterfield, formerly of Rhode Heath and Alsager, both in the county of Chester, then of Wolstanton and Audley, and now of Madeley-street, Tunstall, all in the county of Stafford, Mining Engineer and 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 Messrs. Hellinghead and Mondy, Solicitors, Tunstall, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1881.

HOLLINGSHEAD and MOODY, Tunstall, Staffordshire, Solicitors for the said Edwin Butterfield.

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 Orlando Rowson, of Cliff House, London-road, Stoke-upon-Trent, in the county of Stafford, Contractor, trading under the style or firm of O. Rowson 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 Mr. John Blow Ashwell, Solicitor, Stoke-upon-Trent, in the said county of Stafford, on the 10th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1881.

JNO. B. ASHWELL, Stoke-upon-Trent, Solicitor for the said Orlando Rowson.

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 William Cage, of Framden, in the county of Suffolk, Innkeeper 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 30, Saint Nicholas-street, Ipswich, in the county of Suffolk, on the 9th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1881.

ROBERT R. HILL, 30, Saint Nicholas-street, Ipswich, Solicitor for the said William Cage.

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 Arthur George Woolnough, of No. 50, Churchgate-street and No. 2, College-street, Bury St. Edmunds, in the county of Suffolk, Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Guildhall, Bury St. Edmunds aforesaid, on the 13th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1881.

WOOLNOUGH GROSS, Bury St. Edmunds, Solicitor for the said Debtor.

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 Kidon, of 53 and 59, Abbeygate-street, Bury St. Edmunds, in the county of Suffolk, Tailor and Woollen 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 our offices, No. 35, Old Jewry, in

the city of London, on the 12th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1881.

KEARSEY, SON, and HAWES, 35, Old Jewry, London, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick John Fullwood, formerly carrying on business at No. 60, Barr-street West, as a Manufacturer of Non-Intoxicating Beverages, under the style or firm of Wood and Co., previously thereto carrying on business at 167, Hockley-hill, Birmingham aforesaid, as an Eating-house Keeper, but now of Soho-hill, Handsworth, in the county of Stafford, Journeyman Jeweller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Huggins and Mallard, Newhall-chambers, Newhall-street, Birmingham aforesaid, on the 9th day of December, 1881, at half-past ten o'clock in the forenoon precisely.—Dated this 24th day of November, 1881.

HUGGINS and MALLARD, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Howlett Gathercole, of Nos. 9 and 10, Bartholomew-row and of Fox-street, Birmingham, in the county of Warwick, residing and carrying on business there as a Glass Tablet 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. C. B. Hodgson and Price, 13, Waterloo-street, Birmingham aforesaid, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1881.

C. B. HODGSON and PRICE, 13, Waterloo-street, Birmingham, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edwin Jennings, of 476, Coventry-road, Birmingham, in the county of Warwick, Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of John Edward Smith, Solicitor, Queen's-chambers, 83, Colmore-row, Birmingham aforesaid, on the 12th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1881.

JOHN EDWARD SMITH, 83, Colmore-row, Birmingham, Solicitor for the 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 John Wakefield, of Hilton Fields, near Rugby, in the county of Warwick, Brick, Tile, and Pipe Maker, and also lately carrying on business at King's Newnham, near Rugby aforesaid, with William Barnett Wakefield, under the style or firm of Wakefield and Co., as Brick, Tile, and Pipe Makers.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Three Horse Shoes Inn, Sheep-street, Rugby, on the 15th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1881.

JOS. HOMER, 18, Apperwell-street, Coventry, Solicitor for the said John Wakefield.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Warwick.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Lowe, of No. 67, Parade, Leamington, in the county of Warwick, Wine and Spirit Merchant and Tobacconist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Bath Hotel, Bath-street, Leamington aforesaid, on the 20th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

C. J. ABBOTT, 9, Church-street, Leamington, Solicitor for the said John Lowe.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Lockyear, of No. 15, North-street, in the city and county of Bristol, Grocer and Provision Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Edward Bewsey Titley, at No. 15, Orange-grove, in the city of Bath, on the 12th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1881.

EDWARD BEWSEY TITLEY, of No. 15, Orange-grove, Bath, 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 John Powell, of Bedford Villa, Upper Bedford-place, Bedford-road, in the city and county of Bristol, Art Decorator, Designer, and Draughtsman.

NOTICE 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. C. Trapnell, Caledonian-chambers, St. Stephen's-avenue, Bristol aforesaid, on the 12th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1881.

H. C. TRAPNELL, Bristol, Solicitor for the said John Powell.

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 William Henry Payne, of No. 261, High-street, Cheltenham, in the county of Gloucester, 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 Bath Hotel, Albion-street, Cheltenham, on the 13th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1881.

JOHN DIGHTON, Newent, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Augustus Webb, of the Knapp Farm, in the parishes of Stroud and Bisley, in the county of Gloucester, Farmer and Milk Seller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Smith and Stafford, Solicitors, situate in Bedford-street, Stroud, in the county of Gloucester, on the 9th day of December, 1881, at half-past ten o'clock in the forenoon precisely.—Dated this 21st day of November, 1881.

SMITH and STAFFORD, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Chester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Lawson, of No. 43, Egerton-street, in the city of Chester, Baker 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 our offices, situate at No. 2, Pepper-street, in the city of Chester, on the 9th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1881.

BOYDELL, TAYLOR, and FLUITT, 2, Pepper-street, Chester, 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 William Cross, living at Allstock, near Knutsford, in the county of Chester, and carrying on business as a Miller and Farmer at Hulme Mills, near Allstock 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 Royal George Hotel, Knutsford, in the county of Chester, on the 14th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1881.

BRETT and CRAVEN, 3, Kennedy-street, Manchester, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Ward, of Sheppenhall, in the township of Newhall, in the county of Chester, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Henry Claud Lisle, Solicitor, Nantwich, Cheshire, on the 13th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

H. CLAUD LISLE, Nantwich, 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 Hill, of Goose Gate and Robin Hood-street, in the town of Nottingham, Boot and Shoe 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 Assembly Rooms, Low-pavement, Nottingham, on the 8th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 26th day of November, 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 William Knight, formerly of No. 30½, Belgrave-gate, in the town of Leicester, but now of No. 37, Bridlesmith-gate, in the town of Nottingham, Pork Pie Maker.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at No. 12, Fletcher-gate, in the town of Nottingham, on the 6th day of December, 1881, at four o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

B. H. COCKAYNE, 8 and 12, Fletcher-gate, Nottingham, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Francis George Spybey, of No. 43, Long-row, in the town of Nottingham, Tobacconist.

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 Assembly Rooms, Low-pavement, in the town of Nottingham, on the 5th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

MARTIN and SON, Low-pavement, Nottingham, 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 Joseph Berry Gullett, of No. 73, Old Town-street, Plymouth, in the county of Devon, Ironmonger.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Shelly, Solicitor, No. 20, Princess-square, Plymouth, in the county of Devon, on the 10th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1881.

JOHN SHELLY, of No. 20, Princess-square, Plymouth, 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 Thomas Palmer, of Bonds Meads and Thomas Downs Farm, Goodrington, Paignton, 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 offices of Messrs. Eastley and Jarman, No. 2, New-street, Paignton, in the county of Devon, on the 12th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1881.

EASTLEY and JARMAN, of Paignton, in the county of Devon, 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 George Williams, of No. 9, Flora-street, Plymouth, in the county of Devon, 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 our offices, Bank of England-chambers, Plymouth, in the county of Devon, on the 10th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1881.

SQUARE, BRIDGMAN, and BOND, Bank of England-chambers, Plymouth, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Barnstaple. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Susanna Slader, of Pitt Farm, North Molton, in the county of Devon, Widow, 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. Riccard and Son, Churchyard, South Molton, Devon, on the 9th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

RICCARD and SON, South Molton, Solicitors for the said Susanna Slader.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Reeve, of Woodnewton, in the county of Northampton, 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. Thompson, Phillips, and Evans, Solicitors, 1, Barn-hill, Stamford, in the county of Lincoln, on the 12th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1881.

THOMPSON, PHILLIPS, and EVANS, Solicitors for the said William Reeve.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Northampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Sharman, of No. 41, Cowper-street, Northampton, trading in copartnership with Alfred Blakesley, of 59, Exeter-road, Northampton aforesaid, under the style or firm of Sharman and Blakesley, as Machine Sewers.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held de novo at the Peacock Hotel, Market-square, Northampton, on the 12th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1881.

ALFRED J. JEFFERY, 43, College-street, Northampton, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Durham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Thomas, of West Cornforth, in the county of Durham, Grocer and Draper.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. James Chambers, No. 40, Sadler-street, in the city of Durham, on the 30th day of November, 1881, at half-past two o'clock in the afternoon precisely.—Dated this 24th day of November, 1881.

JAMES CHAMBERS, 40, Sadler-street, Durham, Solicitor for the said Richard Thomas.

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 James Bambrugh, of No. 10, Alice-street, Sunderland, in the county of Durham, Shipowner.

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. 65, John-street, Sunderland aforesaid, on the 14th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1881.

W. A. OLIVER, 65, John-street, Sunderland, Solicitor for the said James Bambrugh.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Henry Whitaker, of Redcar, in the county of York, Fishmonger and Game 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 Red Lion Hotel, Redcar, on the 15th day of December, 1881, at one o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

WM. FOWLE, Northallerton, Solicitor for the said William Henry Whitaker.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Rudd, of No. 8, Church-street, Middlesborough, in the county of York, Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Thomas Lewis, Solicitor, No. 3, Zetland-road, Middlesborough aforesaid, on the 15th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1881.

THOMAS LEWIS, 3, Zetland-road, Middlesborough, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Moore, late of 19, Saint John's-terrace, but now of 2, Brougham-street, Middlesborough, in the county of York, Gentleman.

NOTICE 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. Garbutt and Fawcett, 16, Finkle-street, Stockton-on-Tees, in the county of Durham, Solicitors, on the 15th day of December, 1881, at half-past eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1881.

W. R. FAWCETT, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Pritchard Williams, of Plas Colwyn, Baddgeley, in the county of Carnarvon, and of Crown Slate Quarry, near Dolgellay, in the county of Merioneth, Quarry Manager and Lodging-house 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 Sportsman Hotel, Portmadoc, on the 15th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1881.

J. ROBERTS, Bangor, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Ellis Davies, of Cae Steel, Waenawr, near Carnarvon, in the county of Carnarvon, Builder and Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Sportsman Hotel, in the town and county of Carnarvon, on the 14th day of December, 1881, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1881.

R. D. WILLIAMS and HUGHES, Carnarvon, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Great Grimsby.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Hilton, of 160, Clerthorpe-road, Great Grimsby, in the county of Lincoln, Provision Dealer, Fruiterer, and Greengrocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. H. E. and R. Mason, Solicitors, situate No. 97, Victoria-street South, Great Grimsby, in the county of Lincoln, on the 13th day of December, 1881, at half-past two o'clock in the afternoon precisely.—Dated this 26th day of November, 1881.

H. E. and R. MASON, 97, Victoria-street South, Great Grimsby, Solicitors for the said Thomas Hilton.

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 William John Kingsbury and Augustus Moss, both of Colchester, in the county of Essex, Lemonade and Soda Water 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 Fleece Hotel, Head-street, Colchester, in the county of Essex, on the 14th day of December, 1881, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1881.

DIGBY EVANS, Maldon, Essex, Solicitor for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Madeley.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Stanley Egerton, of Wellington, in the county of Salop, Watchmaker and Jeweller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. F. B. Knowles, Solicitor, Wellington, Salop, on the 10th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1881.

F. B. KNOWLES, Wellington, Salop. Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Andrew Simmons, late of the Old Oak Inn, in the Rushes, at Loughborough, in the county of Leicester, Licensed Victualler and Horse Dealer, but now of No. 28, Church-gate, Loughborough aforesaid, Earthenware Dealer and Horse Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Richard Sutton Clifford, 6, Church-gate, Loughborough aforesaid, on the 15th day of December, 1881, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1881.

RICH. SUTTON CLIFFORD, 6, Church-gate, Loughborough, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John George Gussard, of No. 161, Shields-road, Byker, in the borough and county of Newcastle-upon-Tyne, Grocer and Provision Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of William John Johnston, Solicitor, 8, Mosley-street, Newcastle-upon-Tyne, on the 9th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1881.

WM. JOHN JOHNSTON, 8, Mosley-street, Newcastle-upon-Tyne, Solicitor for the said John George Gussard.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Banbury.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Jacobs, lately carrying on business at 43, High-street, Banbury, in the county of Oxford, as a General Dealer and Fancy Repository Keeper, and at No. 24, Bridge-street, Banbury aforesaid, as a Skin Merchant, and residing at No. 2, Calthorpe-road, Banbury aforesaid, now out of business.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Mullen's Hotel, Ironmonger-lane, Chespiade, in the city of London, on the 19th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1881.

WILD, BROWN, and WILD, 10½, Ironmonger-lane, London, E.C., 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 Henry Pick, of Southwick, in the county of Northampton, Farmer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Farmer Law, 3, Saint Mary's-place, Stamford, in the county of

Lincoln, on the 9th day of December, 1881, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1881.

WM. F. LAW, 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 James Barnes, of 20, Long-lane, Borough, in the county of Surrey, and 147, Nile-street, Hoxton, in the county of Middlesex, and late of 114, Lauriston-road, South Hackney, in the county of Middlesex, Boot Dealer.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named person will be held on Monday, the 12th day of December, 1881, at three o'clock in the afternoon, at the offices of Messrs. Pratt and Norton, 10, Old Jewry-chambers, in the city of London, Chartered Accountants, for the purposes following, viz.:—1. To consider as to the acceptance by the Trustee of a composition offered by the debtor of 7s. 6d. in the pound, payable by the following instalments, viz.:—2s. 6d. in the pound within three months from the 2nd November, 1881; 2s. 6d. in the pound within six months from the same date; and 2s. 6d. in the pound within nine months from the same date, the second instalment of the said composition to be secured by the joint and several promissory notes of the debtor and William Wells, and the third instalment by the like notes of the debtor and George Saunders, the debtor paying also all costs, charges, and expenses of and incidental to his liquidation and to this scheme of arrangement, and thereupon to have his estate given up to him; 2. To grant the debtor his discharge upon the whole of the said instalments of composition being duly paid; 3. To resolve that, on payment of such composition, the Trustee be released and the estate closed.—Dated this 28th day of November, 1881.

HERBERT J. PRATT, 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 Charles Knighton, of Wootton Bassett, in the county of Wilts, formerly Market Gardener, but now a Journeyman Gardener.

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. Kinnear and Tombs, No. 32, High-street, Swindon, Wilts, on Tuesday, the 6th day of December, 1881, at two o'clock in the afternoon, to audit the Trustee's accounts; fix the Trustee's 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 Trustee and the discharge of the debtor.—Dated this 24th day of November, 1881.

WALTER R. ARMSTRONG, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Oxford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Molyneux, of 22, High-street, and William Henry Allnutt, of 22, High-street and 10, Grove-street, in the city of Oxford, carrying on business at 22, High-street aforesaid, as Hatters and Hosiery, under the style or firm of Molyneux and Allnutt.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named persons has been summoned to be held at No. 126, High-street, Oxford, on Friday, the 9th day of December, 1881, at eleven o'clock in the forenoon precisely. The object of the meeting and the business proposed to be transacted thereat are as follows, viz.:—1. To receive the report of the Trustee and to grant him his release; 2. To direct the Trustee's costs to be taxed; 3. To consider an application by the debtors for their discharge, and to grant or refuse the same; 4. To close the liquidation; 5. Generally to transact such further or other business as may be brought before such meeting.—Dated this 23rd day of November, 1881.

FREDERICK EVANS, High-street, Oxford, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Oxford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Molyneux, of 22, High-street, and William Henry Allnutt, of 22, High-street and 10, Grove-street, in the city of Oxford, carrying on business at 22, High-street aforesaid, as Hatters and Hosiery, under the style or firm of Molyneux and Allnutt.

NOTICE is hereby given, that a General Meeting of the separate Creditors of the above-named John Molyneux has been summoned to be held at No. 126, High-street, Oxford, on Friday, the 9th day of December, 1881, at a quarter-past eleven o'clock in the forenoon precisely. The object of the meeting and the business proposed to be transacted thereat

are as follows, viz.:—1. To receive the report of the Trustee, and to grant him his release; 2. To direct the Trustee's costs to be taxed; 3. To consider an application by the above-named John Molyneux for his discharge, and to grant or refuse the same; 4. To close the liquidation; 5. Generally to transact such further or other business as may be brought before such meeting.—Dated this 23rd day of November, 1881.

FREDERICK EVANS, High-street, Oxford, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Oxford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Molyneux, of 22, High-street, and William Henry Allnutt, of 22, High-street, and 10, Grove-street, in the city of Oxford, carrying on business at 22, High-street aforesaid, as Hatters and Hosiery, under the style or firm of Molyneux and Allnutt.

NOTICE is hereby given, that a General Meeting of the separate Creditors of the above-named William Henry Allnutt has been summoned to be held at No. 126, High-street, Oxford, on Friday, the 9th day of December, 1881, at half-past eleven o'clock in the forenoon precisely. The object of the meeting and the business proposed to be transacted thereat are as follows viz.:—1. To receive the report of the Trustee, and to grant him his release; 2. To direct the Trustee's costs to be taxed; 3. To consider an application by the above-named William Henry Allnutt for his discharge, and to grant or refuse the same; 4. To close the liquidation; 5. Generally to transact such further or other business as may be brought before such meeting.—Dated this 23rd day of November, 1881.

FREDERICK EVANS, High-street, Oxford, 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 George Towers, of the Britannia Tavern, Fairfax-road, South Hampstead, in the county of Middlesex, Licensed Victualler.

THE creditors of the above-named George Towers 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 Lewis Clifton Browne, of Nos. 3, 4, and 5, Queen-street, Cheapside, in the city of London, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1881.

W. L. CLIFTON BROWNE, 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 Marshall, of 113, Highbury-quadrant, Highbury, in the county of Middlesex, and William Shaw Rae, of No. 23, St. George's-street, Northampton, in the county of Northampton, trading together as Marshall and Rae, at 11, Bishopsgate-avenue, Camomile-street, in the city of London, and at Wood-street and Lady's-lane, Northampton aforesaid, as Boot Upper Manufacturers and Leather Merchants.

THE creditors of the above-named William Marshall and William Shaw Rae 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, Augustus Cufaude Palmer, of 7 and 8, Railway-approach, London Bridge, S.E., 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 28th day of November, 1881.

AUGUSTUS C. PALMER, 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 Walter Blount and Thomas Bevan, of No. 8, Gerrard-street, Soho, in the county of Middlesex, Army Accountant and Military Cap Manufacturers, trading under the style or firm of Busain, Smith, and Co., the said Walter Blount residing at 22, College-place, Camden Town, and the said Thomas Bevan residing at 48, Georgiana-street, Camden Town, both in the said county of Middlesex.

THE creditors of the above-named Walter Blount and Thomas Bevan 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, J. Shubrook, at the above address, the Trustee under the

liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1881.

J. SHUBROOK, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of 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.

THE creditors of the above-named Richard Sheard 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 Messrs. Roose and Price, 26, North John-street, Liverpool, Accountants, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1881.

EDWARD BRADLEY ROOSE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of David Oliphant, of 58, Great Homer-street, in the city of Liverpool, Grocer and Provision Dealer.

THE creditors of the above-named David Oliphant 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 Messrs. Roose and Price, 26, North John-street, Liverpool, Accountants, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1881.

JOHN PRICE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Eliezer Pugh, James Mills, John Robertson Nelson, and Hugh Lloyd Jones, all of Exchange-street East, Liverpool, in the county of Lancaster, Cotton Brokers, trading there in copartnership under the style or firm of Rushton, Johnson and Co.

THE creditors of the above-named Eliezer Pugh 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 Nicholson, of 24, North John-street, Liverpool, 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.

GEO. NICHOLSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Bardsley, residing at No. 1, Ludworth-street, and carrying on business at No. 2, Rock-street, both in Oldham, in the county of Lancaster, Plumber, Glazier and Authorised Gas and Water Fitter.

THE creditors of the above-named John Bardsley who have not already proved their debts, are required on or before the 13th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to the undersigned, Whittaker Newton, of St. Peter-street, in Oldham aforesaid, High Bailiff, 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 16th day of November, 1881.

W. H. SCHOFIELD,
WHITTAKER NEWTON, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Burnley.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Greenwood, of No. 10, Cheapside, and of the Theatre Royal, Salford, both in the township of Todmorden, and Walsden, in the county of Lancaster, Furniture Dealer and Theatrical Proprietor.

THE creditors of the above-named William Greenwood 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, John Joseph Graham, of 77, King-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 Dividend proposed to be declared.—Dated this 24th day of November, 1881.

JOHN J. GRAHAM, Trustee. J

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors instituted by William Lapish, of Wellington-road, Undercliffe, in the parish of Bradford, in the county of York, Contractor, lately also carrying on the business of a Stone Merchant at Radfield Quarry, Eccleshill, in the parish of Bradford aforesaid, in copartnership with Joseph Wright and Squire Shackleton, as J. Wright and Co.

THE creditors of the above-named William Lapish 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, Benjamin Musgrave, of Victoria-chambers, Bank-street, Bradford, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1881.

BENJAMIN MUSGRAVE, 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 Joseph Rushforth and John Thornton, of the Hammerton-street Ironworks, Hammerton-street, Bradford, in the county of York, Ironfounders and Engineers, trading in copartnership under the style or firm of Rushforth and Thornton, the said Joseph Rushforth residing at No. 8, Airedale-mount, and the said John Thornton residing at No. 87, Wood-royd-road, Bradford aforesaid.

THE separate creditors of the above-named Joseph Rushforth 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, John Rhodes Cordingley, care of James C. Wright, Chartered Accountant, 14, Darley-street, in Bradford, in the county of York, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1881. JOHN R. CORDINGLEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Eli Farnell, of the Great Northern Hotel, Range Bank Bottom, in Halifax, in the county of York, Publican and Refreshment-house Keeper.

THE creditors of the above-named Eli Farnell 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, Frederick Foster, of Barum Top, Halifax, 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 23rd day of November, 1881.

FREDERICK FOSTER, Trustee.

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 Edward Longworth, of Deighton, near Huddersfield, in the county of York, carrying on business at No. 3, Brook-street and Field's Mills, Leeds-road, both in Huddersfield aforesaid, and also at Stanley Mills, Thurlstone, in the same county, Woollen Manufacturer, trading as E. Longworth and Company, recently carrying on business at the above-named places in copartnership with Arthur John Wiley and Edwin Rowley, both of Huddersfield aforesaid, under the style or firm of E. Longworth, Wiley, and Rowley, Woollen Manufacturers.

THE creditors of the above-named Edward Longworth who have not already proved their debts, are required, on or before the 12th day of January, 1882, 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 25th day of November, 1881. WM. 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 Arthur John Wiley and Edwin Rowley, both of Huddersfield, in the county of York, Woollen Manufacturers and Merchants, carrying on business in partnership in the Lion-arcade, Huddersfield aforesaid, and at Stoney Bank Mill, near New Mill, in the said county, under the style or firm of Wiley and Rowley, and recently carrying on business at No. 3,

Brook-street, and Field Mills, Leeds-road, both in Huddersfield aforesaid, and at Stanley Mills, Thurlstone, in the same county, in copartnership with Edward Longworth, of Deighton, near Huddersfield aforesaid, under the style or firm of E. Longworth, Wiley, and Rowley.

THE creditors of the above-named Arthur John Wiley and Edwin Rowley who have not already proved their debts, are required, on or before the 12th day of January, 1882, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Walter Owen Clough, 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 25th day of November, 1881.

WALTER OWEN CLOUGH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Temperton, of Nos. 70 and 176, Nottingham-street, Rotherham, in the county of York, Grocer, Provision Dealer, and Beer Seller.

THE creditors of the above-named John Temperton who have not already proved their debts, are required, on or before the 14th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Cooper Corbridge, at the offices of Messrs. Camm and Corbridge, 133 and 135, Norfolk-street, Sheffield, in the county of York, 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 26th day of November, 1881.

COOPER CORBRIDGE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Matthias Dale, of Tudor-street, Sheffield, in the county of York, Cabinet Case Maker.

THE creditors of the above-named Charles Matthias Dale who have not already proved their debts, are required, on or before the 8th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Edward Bartlett, of 85, Queen-street, Sheffield 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 24th day of November, 1881.

JAMES E. BARTLETT, 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 George Henry Robinson, of Morley, near Leeds, in the county of York, Dyer.

THE creditors of the above-named George Henry Robinson 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, Benjamin Potter Nettleton, of Batley, in the said county, Auctioneer and 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.

B. P. NETTLETON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Arthur Rolph Burman, of the Ledsove Castle Hotel, Victoria-road, Seacombe, in the county of Chester, Licensed Victualler.

THE creditors of the above-named Arthur Rolph Burman who have not already proved their debts, are required, on or before the 10th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Roscoe Simm, of 47, Hamilton-square, Birkenhead, 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.

JOSEPH ROSCOE SIMM, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Chester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Parker, of Churton-by-Aldford, in the county of Chester, Farmer and Coal Dealer.

THE creditors of the above-named John Parker who have not already proved their debts, are required, on or before the 8th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Solomon Harding, of No. 18, St. Werburgh-street, in the city of Chester, 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.

S. HARDING, Trustee.

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 James Barlow, of No. 1, Cambrian-road, Garden-lane, Chester, Grocer and Provision Dealer.

THE creditors of the above-named James Barlow 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, Solomon Harding, of No. 18, St. Werburgh-street, in the city of Chester, 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.

S. HARDING, Trustee.

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 Richardson, of Kettering, in the county of Northampton, and John Joseph Richardson, of the same place, trading together in copartnership as J. Richardson and Son, at Kettering aforesaid, as Builders, Contractors, and Merchants.

THE creditors of the above-named John Richardson and John Joseph Richardson 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, Isaac Tarry, of No. 10, St. Giles-street, Northampton, 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.

ISAAC TARRY, Trustee.

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 Richardson, of Kettering, in the county of Northampton, and John Joseph Richardson, of the same place, trading together in copartnership as J. Richardson and Son, at Kettering aforesaid, as Builders, Contractors, and Merchants.

THE separate creditors of the above-named John Richardson 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, Isaac Tarry, of No. 10, St. Giles-street, Northampton, 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.

ISAAC TARRY, Trustee.

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 Richardson, of Kettering, in the county of Northampton, and John Joseph Richardson, of the same place, trading together in copartnership as J. Richardson and Son, at Kettering aforesaid, as Builders, Contractors, and Merchants.

THE separate creditors of the above-named John Joseph Richardson 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, Isaac Tarry, of No. 10, St. Giles-street, Northampton, 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.

ISAAC TARRY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Dorricott, of 16, Regent-parade, Birmingham, in the county of Warwick, Hardware and General Merchant, and residing at Ashbourne Victoria-road, Acock's-green, near Birmingham in the county of Worcester.

THE creditors of the above-named John Dorricott 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, Samuel Prud Egleton, of 27, Queen-street, Wolverhampton, in the county of Stafford, the Trustee under the liquidation, or in default

thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1881. SAMUEL P. EAGLETON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William James R-nwick Hill, carrying on business at No. 9, St. Mary's-row, Birmingham, in the county of Warwick, and residing in Villa-road, Handsworth, in the county of Stafford, Gun and Revolving Pistol Manufacturer.

THE creditors of the above-named William James R-nwick Hill who have not already proved their debts, are required, on or before the 16th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Henry Peace, of Queen's-chambers, 88, Colmore-row, Birmingham, in the county of Warwick, 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 25th day of November, 1881.

JOSEPH H. PEACE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Pritchett and James Davis, carrying on business at No. 26, Pershore-street, Birmingham, in the county of Warwick, as Builders and Contractors, the said John Pritchett residing at 72, Dean-street, and the said James Davis residing at 71, Dean-street, Birmingham aforesaid.

THE creditors of the above-named John Pritchett and James Davis who have not already proved their debts, are required, on or before the 16th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Henry Peace, of Queen's-chambers, 88, Colmore-row, Birmingham, in the county of Warwick, 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 25th day of November, 1881.

JOSEPH H. PEACE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Samuel Soden Brown, residing at Victoria-road, Aston-juxta-Birmingham, in the county of Warwick, and Thomas James Ashton, of the same place, carrying on business in copartnership at York-street, Birmingham aforesaid, under the style or firm of Brown and Ashton, Gun Makers, and also carrying on business at Kensington-street, Birmingham aforesaid, under the style of the Kensington Works Company, Stampers and Machines.

THE creditors of the above-named Samuel Soden Brown, and Thomas James Ashton who have not already proved their debts, are required on or before the 16th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Henry Peace, of Queen's chambers, 81, Colmore-row, Birmingham, in the county of Warwick, 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 25th day of November, 1881.

JOSEPH H. PEACE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Bayliss, Edward Bayliss, and Thomas Allard, of the Exchange Works, No. 23 1/2, Green-lane Small Heath, Birmingham, in the county of Warwick, Copper Rivet and Nail Manufacturers, trading under the style or firm of Bayliss and Company, the said William Bayliss residing at Hopwood, near Alceburgh, in the county of Worcester, and there carrying on the trade of a licensed Victualler, the said Edward Bayliss residing at 91, Victoria-street, Small Heath, and the said Thomas Allard residing at No. 35, Albion-street, Small Heath aforesaid.

THE separate creditors of the above-named William Bayliss who have not already proved their debts, are required, on or before the 22nd day of December, 1881, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Spencer Dominy, of No. 18, Temple-row, Birmingham, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1881.

SPENCER DOMINY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Fred Lyon, of Welton, in the county of Lincoln, Tailor.

THE creditors of the above-named Fred Lyon 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, George Jay, of No. 8, Bank-street, in the city of Lincoln, 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 25th day of November, 1881.

JOSEPH M. COLLINGHAM,
GEORGE JAY, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Great Grimsby.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Butlers, of No. 71, Sunderland-terrace, Cleethorpe-road, New Clee, in the county of Lincoln, Boot and Shoemaker.

THE creditors of the above-named William Butlers who have not already proved their debts, are required, on or before the 20th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Fawcett, of No. 14, Stanforth-place, Hessle-road, in the borough of Kingston-upon-Hull, Hide Broker, 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.

JOHN FAWCETT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Ernest Smith, of Morpeth, in the county of Northumberland, Watchmaker, Jeweller, Furniture and General Dealer, Auctioneer and Commission Agent, lately carrying on the above-mentioned businesses at Morpeth aforesaid, in partnership with Joseph Stephenson, under the style of Smith and Stephenson but now carrying on the same businesses on his own account.

THE creditors of the above-named George Ernest Smith 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, Thomas Gillespie, of Cross House-chambers, Newcastle-on-Tyne, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1881.

THOMAS GILLESPIE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Timms, formerly of No. 238, Green-lane, Walsall, in the county of Stafford, but now of No. 5, Bilston-road, Wolverhampton, in the same county, Grocer and Provision Dealer.

THE creditors of the above-named William Timms who have not already proved their debts, are required, on or before the 9th day of December, 1881, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Samuel Proud Eagleton, of 27, Queen-street, Wolverhampton 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 26th day of November, 1881.

SAMUEL P. EAGLETON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Bissell, of No. 7, Lichfield-street, Wolverhampton, in the county of Stafford, Brush Manufacturer.

THE creditors of the above-named James Bissell 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, Lawley Taverner Smith, of 22, Darlington-street, Wolverhampton 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 25th day of November, 1881.

LAWLEY TAVERNER SMITH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Beards, of Pettit-street, Wolverhampton, in the county of Stafford, Joiner and Iron and Tin Plate Worker, trading as William Beards and Co.

THE creditors of the above-named William Beards 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, Lawley Taverner Smith, of 22, Darlington-street, Wolverhampton 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 24th day of November, 1881.

LAWLEY TAVERNER SMITH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Henry Davies, of No. 35, Queen-square, Wolverhampton, in the county of Stafford, Hosier and Glover.

THE creditors of the above-named William Henry Davies 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, Lawley Taverner Smith, of 22, Darlington-street, Wolverhampton 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 24th day of November, 1881.

LAWLEY TAVERNER SMITH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Benjamin Crump, of Chapel Ash, Wolverhampton, in the county of Stafford, Butcher.

THE creditors of the above-named Benjamin Crump 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, Lawley Taverner Smith, of 22, Darlington-street, Wolverhampton 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 24th day of November, 1881.

LAWLEY T. SMITH, 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 Charles Knighton, of Wootton Bassett, in the county of Wilt, formerly a Market Gardener, but now a Journeyman Gardener.

THE creditors of the above-named Charles Knighton 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, Walter R. Armstrong, the Trustee under the liquidation, at the offices of Messrs. Kinneir and Tombs, Swindon, Wilt, Solicitors, 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.

WALTER R. ARMSTRONG, 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 Marshall, of 113, Highbury-quadrant, Highbury, in the county of Middlesex, and William Shaw Rae, of No. 23, St. George's-street, Northampton, in the county of Northampton, trading together as Marshall and Rae, at 11, Bishopsgate-avenue, Camomile-street, in the city of London, and at Wood-street, and Lady's-lane, Northampton aforesaid, as Boot Upper Manufacturers and Leather Merchants.

AUGUSTUS CUFARDE PALMER, of 7 and 8, Railway-approach, London Bridge, Chartered Accountant, has been appointed Trustee of the property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustee, and all debts due to the debtors must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Marshall, of 113, Righbury-quadrant, Highbury, in the county of Middlesex, trading in copartnership with William Shaw Rae, as Marshall and Rae, at 11, Bishopsgate-avenue, Camomile-street, in the city of London, and at Wood-street and Lady's-lane, Northampton, in the county of Northampton, as Boot Upper Manufacturers and Lea her Merchants.

AUGUSTUS CUFARDE PALMER, of 7 and 8, Railway-approach, London Bridge, Chartered Accountant, has been appointed Trustee of the separate estate of William Marshall. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Cannon, of the Distillers Arms, High-street, Vauxhall, in the county of Surrey, Licensed Victualler.

JOHN RONALD SHEARER, of 10, Basinghall-street, in the city of London, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 15th day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Daniel Button, of Ingram House, Leistonstone-road, in the county of Essex, trading under the style or firm of D. Button and Son, Mason and Builder.

CHARLES WOODLEY, of No. 1, Guildhall-chambers, Basinghall-street, 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 8th day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Parkison, of the Crown Jewellery Works, Crown-road, Fulham, in the county of Middlesex, Builder and Contractor.

GEOERGE ASHDOWN, of 56, Gresham-street, 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 24th 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 Wolfgang Gustav Maunheimer, of No. 16, Mark-lane, in the city of London, trading under the style or firm of Gustav Maunheimer and Co., and residing at No. 154, High-street, Lewisham, in the county of Kent, Merchant.

JOSEPH SHUBROOK, of No. 9, Gracechurch-street, 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 24th 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 Walter Christian Wiskar, of the Railway Tavern, St. James's-road, Bermondsey, in the county of Surrey, Licensed Victualler.

WILLIAM LEWIS CLIFTON BROWNE, of 3, 4, and 5, Queen-street, Cheapside, in the city of London, Chartered Accountant, has been appointed Trustee

of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 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 Thomas Tibbett, of the Artillery Arms, 102, Rochester-row, in the city of Westminster, Licensed Victualler.

HENRY WYNDHAM PETTIS, of 5, Guildhall-chambers, Basinghall-street, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Brentford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Beauchamp, of Brentford End, Isleworth, in the county of Middlesex, Builder.

FRANCIS TULLEY COLLINS, of No. 86, High-street, Uxbridge, in the county of Middlesex, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 1881.

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 Robert John Read Olding, of 16, Terminus-terrace, in the town and county of the town of Southampton, Draper.

ANDREW MCDOWALL, of No. 14, Bow-lane, 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 23rd day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Matthias Dale, of Tudor-street, Sheffield, in the county of York, Cabinet Case Maker.

JAMES EDWARD BARTLETT, of Queen-street, 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 24th 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 Stephen Smith, of Hipperholme, in the parish of Halifax, in the county of York, Painter and Decorator.

JOSEPH SHAW LEES, of Southgate, Halifax aforesaid, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 26th 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 Joseph Rushforth and John Thornton, of the Hammerton-street Ironworks, Hammerton-street, Bradford, in the county of York, Ironfounders and Engineers, trading in copartnership under the style or firm of Rushforth and Thornton, the said Joseph Rushforth residing at No. 8, Airedale-mount, and the said John Thornton residing at No. 87, Wood-royd-road, both in Bradford aforesaid.

JOHN RHODES CORDINGLEY, of Bradford, in the county of York, Gentleman, has been appointed Trustee of the property of the debtors. All persons having in their possession any of the effects of the debtors must

deliver them to the trustee, and all debts due to the debtors must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd 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 Joseph Rushforth and John Thornton, of the Hammerton-street Ironworks, Hammerton-street, Bradford, in the county of York, Ironfounders and Engineers, trading in copartnership under the style or firm of Rushforth and Thornton, the said Joseph Rushforth residing at No. 8, Aire-dale-mount, and the said John Thornton residing at No. 87, Woodroyd-road, both in Bradford aforesaid.

JOHN RHODES CORDINGLEY, of Bradford, in the county of York, Gentleman, has been appointed Trustee of the separate estate of Joseph Rushforth. 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 Northallerton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick John Wootton, of the King's Head Hotel, Richmond, in the county of York, Hotel Keeper.

ALEXANDER YOUNG, of Richmond, in the county of York, Brewer, George Carter Reynoldson, of Richmond aforesaid, Grocer, and John Hall, of Richmond aforesaid, Butcher, 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 25th 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 John Henry Hope, of 7, Bradford-street, Ancoats, Manchester, in the county of Lancaster, Brush Manufacturer.

WILLIAM IRVING, of 35, Princess-street, Manchester aforesaid, Estate Agent, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 19th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Ralph Goodall, of Church-street, Silverdale, in the county of Stafford, Surgeon and Apothecary.

FREDERIC ALLEN, of Newcastle-under-Lyme, in the county of Staff'd, 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 17th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Paulin Phillips, of Ramsey, St. Mary's, in the county of Huntingdon, Farmer.

WILLIAM NEWTON, of Ramsey, in the county of Huntingdon, Farmer, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Cook, of Somersham, in the county of Huntingdon, formerly Butcher, but now out of business.

CHARLES FREDERICK GIFFORD, of St. Ives, in the county of Huntingdon, Harness Maker, has been appointed Trustee of the property of the debtor. All persons

having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 25th day of November, 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 Harper, of Openwood Gate, near Belper, in the county of Derby, Builder.

ALFRED SMEDLEY, of Belper, in the county of Derby, Ironfounder, 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 26th 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 Wood Sims, of Codnor Park, in the county of Derby, Slater, carrying on business on his own separate account, under the style or firm of Thomas Stimpson and Co., and formerly carrying on business in copartnership with Henry Wardle, of Codnor Park aforesaid, as Slaters, under the same style or firm.

WILLIAM PARKER, of 4, Amen-alley, Derby, in the county of Derby, 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 24th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Westmorland, holden at Kendal. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Winder, of No. 17, Stricklandgate, Kendal aforesaid, and Thomas Winder and Stephen Winder, both of Kirkby Lonsdale, in the county of Westmorland, Watchmakers, Jewellers, and Ironmongers, trading under the style or firm of T. Winder and Sons.

WILLIAM HEATON, of Kendal, in the county of Westmorland, Auctioneer, and Elkanaah Mackintosh Sharp, of 47, Ann-street, Birmingham, 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 trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 24th day of November, 1881.

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 Gomer Needles, of the Golden Lion Inn, Llandudno, in the county of Montgomery, Licensed Victualler and Farmer.

EVAN HUMPHREYS, of Newtown, in the county of Montgomery, Commercial Traveller, 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 26th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert McKune, carrying on business at Nos. 36 and 38, Bottle-bank, Gateshead, in the county of Durham, under the style or firm of Robert McKune and Company, Grocer and Provision Merchant, and residing at 14, St. Cuthbert's-terrace, B. nsham, Gateshead aforesaid.

THOMAS GILLENPIE, of Westgate-road and Duncan Livingston McAlum, of Grainger-street West, both in the borough and county of Newcastle-upon-Tyne, Accountants, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 24th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Aberdare. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Williams, of Bryceynon, in the parish of Penderyn, in the county of Brecon, and carrying on business at Tower y Graig Rhigos, in the county of Glamorgan, Colliery Proprietor.

HENRY LEWIS, of No. 2, Castle-street, Merthyr Tydfil, in the county of Glamorgan, 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 24th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Clifton, of No. 7, Southgate, New Sleaford, in the county of Lincoln, Haberdasher and Dealer in Boots and Shoes.

JOHN NIXON, of New Sleaford, in the county of Lincoln, 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 Hertfordshire, holden at Hertford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Alfred Brown, of Braughingbury Farm, Braughing, in the county of Hertford, Farmer.

WILLIAM CHAMBERLAIN MOLE, of Braughing, in the county of Hertford, Merchant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Hertfordshire, holden at Hertford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Green, of Essendon Mills, Essendon, and of the Railway Station, Cole Green, both in the county of Hertford, Miller, Corn and Coal Merchant.

JOHN JOSEPH STEER, of Weavers' Hall, 22, Basinghall-street, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Northampton.

A MEETING of the Creditors of George Nathaniel Hill, late of 54, Craven-street, but now of 3, Leicester-terrace, in the town of Northampton, Builder and Contractor, adjudicated a bankrupt on the 26th day of October, 1881, will be held at No. 1, Newland, Northampton, on Friday, the 9th day of December, 1881, at twelve o'clock at noon, for the following purposes, namely:—To authorise and empower the Trustee to accept the offer of the bankrupt to pay to his creditors a composition of 4s. in the pound on the amount of their debts, provable in the bankruptcy, such composition to be payable within fourteen days from the confirmation or approval of the resolution by the Court, such composition to be paid into the hands of the Trustee or his Solicitors, Messrs. John Jeffery and Haviland, before such confirmation or approval. The bankrupt to pay all costs of and incidental to the bankruptcy proceedings, including the remuneration of the Trustee, and all preferential claims which are to be paid within the same period, and also for the following additional purposes, namely:—the annulling of the order of adjudication, the close of the bankruptcy, and the release of the Trustee, and to pass all or any of the foregoing resolutions, or any other resolution incidental to this meeting and competent to the creditors to pass.—Dated this 24th day of November, 1881. **J. DARNELL**, Trustee.

In the London Bankruptcy Court.

A SECOND Dividend of 1s. 6d. in the pound has been declared in the matter of Thomas Merriman, (and not Yerriman, as erroneously printed in Gazette of 25th instant), 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. 89, 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 DIVIDEND of 1s. 3d. in the pound has been declared in the matter of William Richard Ambrose, of 347, Walworth-road, in the county of Surrey, Cheesemonger and Provision Merchant, residing at 20, Villa-street, Albany-road, Camberwell, in the county of Surrey, adjudicated bankrupt on the 8th day of February, 1881, and will be paid by me, at my office, 119, Cheapside, in the city of London, on and after this date.—Dated this 24th day of November, 1881.

J. PRIESTLEY, Trustee.

In the County Court of Cumberland, holden at Whitehaven.

A FIRST and Final Dividend of 10s. 10d. in the pound has been declared in the matter of Mark Thorner, of No. 20, Tangier-street and No. 53, King-street, Whitehaven aforesaid, Mercer and Draper, adjudicated bankrupt on the 13th day of May, 1881, and will be paid by me, at No. 110, Water-street, Wigton, Cumberland, on and after the 2nd day of December, 1881.—Dated this 26th day of November, 1881. **JOSEPH PATTINSON**, Trustee.

In the Matter of Thomas Bibby Troughton, of Walton, near Liverpool, Lime Burner and Brickmaker, petition dated 16th July, 1869.

I HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a First Dividend of 5s. 4d. in the pound upon application at the office of the Registrars in bankruptcy, Government-buildings, Victoria-street, Liverpool, any day between the hours of eleven and twelve o'clock. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

GEO. STONE, High Bailiff.

In the County Court of Northumberland, holden at North Shields.

In the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Industrial and Provident Societies Act, 1876; and of the Cullercoats and Whitley Co-operative Society Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Society by the County Court of Northumberland, holden at North Shields, was, on the 15th day of November, 1881, presented to his Honour the Judge of the said Court, by John Small, of Cullercoats, in the county of Northumberland, Public Baths Proprietor, a contributory of the said Society, and Gideon Hingley, of Cullercoats, in the county of Northumberland, Schoolmaster, a creditor of the said Society; and that the said petition is directed to be heard before his Honour the said Judge at the next sitting of the said Court, to be holden at the Police Court, Post Office-buildings, Saville street, North Shields, in the said county of Northumberland, on Wednesday, the 7th day of December, 1881, at ten o'clock in the forenoon; 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.

AUGUSTUS WHITEHORN, 13, Camden-street, North Shields, Solicitor for the Petitioners.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of a Bankruptcy Petition against Joseph Palmer, of No. 12, Borough High-street, in the county of Surrey, and No. 111, High-street, Lewisham, in the county of Kent, Auctioneer and House and Estate Agent.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said Joseph Palmer having been given, it is ordered that the said Joseph Palmer be, and he is

hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1881.

By the Court,

Wm. Hazlitt, Registrar.

The First General Meeting of the creditors of the said Joseph Palmer is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 14th day of December, 1881, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to William Hazlitt, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against William Gibson Windsor, of 2, St. John's-terrace, Landerolt-road, East Dulwich, in the county of Surrey, Builder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said William Gibson Windsor having been given, it is ordered that the said William Gibson Windsor be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1881.

By the Court,

P. H. Pepys, Registrar.

The First General Meeting of the creditors of the said William Gibson Windsor is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 14th 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 J. Rivett Carnac, of the Laurels, Cromwell-road, Kensington, 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 the Bankruptcy alleged to have been committed by the said J. Rivett Carnac having been given, it is ordered that the said J. Rivett Carnac be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1881.

By the Court,

P. H. Pepys, Registrar.

The First General Meeting of the creditors of the said J. Rivett Carnac is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 9th day of December, 1881, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to William Powell Murray, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Edwin Morgan, trading as Morgan and Company, of No. 7, Three Crown-square, Borough, in the county of Surrey Hop Merchant.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said Edwin Morgan having been given, it is ordered that the said Edwin Morgan

be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1881.

By the Court,

Wm. Hazlitt, Registrar.

The First General Meeting of the creditors of the said Edwin Morgan is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 14th day of December, 1881, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to William 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 Kent, holden at Canterbury.

In the Matter of a Bankruptcy Petition against John Henderson, of the Granville Hotel, Ramsgate, in the county of Kent, Hotel Proprietor and Restaurant Keeper.

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 Henderson having been given, it is ordered that the said John Henderson be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1881.

By the Court,

Walter Furley, Registrar.

The First General Meeting of the creditors of the said John Henderson is hereby summoned to be held at the Offices of the Registrar, 38, St. Margaret-street, Canterbury, on the 16th 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 Monmouthshire, holden at Newport.

In the Matter of a Bankruptcy Petition against Richard Hustler, of English Bicknor Rectory, Coleford, in the county of Gloucester, Gentleman.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act or acts of the Bankruptcy alleged to have been committed by the said Richard Hustler having been given, it is ordered that the said Richard Hustler be, and he is hereby adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1881.

By the Court,

Henry John Davis, Registrar.

The First General Meeting of the creditors of the said Richard Hustler is hereby summoned to be held at the County Court Offices, Bridge-street, Newport, Monmouth, on the 13th 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 Monmouthshire, holden at Newport.

In the Matter of a Bankruptcy Petition against John Cloud, of Monmouth, in the county of Monmouth, Market Gardener, Nurseryman, and Seed-man.

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 Cloud having been given, it is ordered that the said John Cloud be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1881.

By the Court,

Henry John Davis, Registrar.

The First General Meeting of the creditors of the said John Cloud is hereby summoned to be held at the County Court Office, Bridge-street, Newport, Mon., on the 12th 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 Glamorganshire, holden at Cardiff. In the Matter of a Bankruptcy Petition against Robert Evans, of the Macintosh Inn, Cathays, near Cardiff, Victualler and Innkeeper.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Robert Evans having been given, it is ordered that the said Robert Evans be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1881.

By the Court,

R. F. Langley, Registrar.

The First General Meeting of the creditors of the said Robert Evans is hereby summoned to be held at the Office of the Registrar of the Court, No. 37, St. Mary-street, Cardiff, on the 12th day of December, 1881, at half-past ten o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth. In the Matter of a Bankruptcy Petition against Charles Wright Newman, of Southtown, otherwise Little Yarmouth, in the county of Suffolk, Builder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said Charles Wright Newman having been given, it is ordered that the said Charles Wright Newman be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1881.

By the Court,

Edward W. Worledge, Registrar.

The First General Meeting of the creditors of the said Charles Wright Newman is hereby summoned to be held at the Offices of the Court, No. 26, King-street, Great Yarmouth, on the 14th day of December, 1881, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of a Bankruptcy Petition against John Knight, of No. 4, Nelson-square, Great Horton-road, Bradford, in the county of York, 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 Bankruptcy alleged to have been committed by the said John Knight having been given, it is ordered that the said John Knight be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1881.

By the Court,

Edmund Lee, Registrar.

The First General Meeting of the creditors of the said John Knight is hereby summoned to be held at this Court, on the 13th 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 Yorkshire, holden at Bradford. In the Matter of a Bankruptcy Petition against John Wilkinson, of East Scales Park Farm, Kettlewell, in the county of York, Farmer and Cattle Dealer.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the

Bankruptcy alleged to have been committed by the said John Wilkinson having been given, it is ordered that the said John Wilkinson be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1881.

By the Court,

Edmund Lee, Registrar.

The First General Meeting of the creditors of the said John Wilkinson is hereby summoned to be held at this Court, on the 13th 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 Yorkshire, holden at Halifax. In the Matter of a Bankruptcy Petition against George Shoebridge, of Wharf street, in Sowerby Bridge, in the county of York, Pawnbroker.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of Bankruptcy alleged to have been committed by the said George Shoebridge having been given, it is ordered that the said George Shoebridge be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 22nd day of November, 1881.

By the Court,

M. H. Rankin, Registrar.

The First General Meeting of the creditors of the said George Shoebridge is hereby summoned to be held at the County Court-house, in Halifax aforesaid, on the 12th day of December, 1881, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield. In the Matter of a Bankruptcy Petition against John Mitchell, of No. 4, Exchange and Bow-street, both in Huddersfield, in the county of York, Oil Merchant and Commission Agent.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said John Mitchell having been given, it is ordered that the John Mitchell be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1881.

By the Court,

F. R. Jones, Registrar.

The First General Meeting of the creditors of the said John Mitchell is hereby summoned to be held at the County Court-house, situate in Queen-street, in Huddersfield aforesaid, on the 15th 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 Somerset, holden at Wells. In the Matter of Cornelius Lyde Appleton, of Shepton Mallet, in the county of Somerset, Ironmonger, adjudicated a Bankrupt on the 28th day of October, 1881.

THE First General Meeting of the Creditors of the said Cornelius Lyde Appleton is hereby summoned to be held at the County Court Office, in Wells aforesaid, on Saturday, the 10th 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.

By the Court.

Regd. L. Foster, Registrar.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of a Composition made by William Ellison, of No. 49, Bridge-street, St. Helens, in the county of Lancaster, Decorative Painter, Paperhanger, Plumber, Glazier, and Gasfitter, formerly carrying on business at No. 20, Market-street, St. Helens aforesaid, and subsequently at No. 49, Bridge-street, St. Helens aforesaid, in copartnership with Charles Caird Edwards, under the style or firm of Ellison and Edwards, as Decorative Painters, Paperhangers, Plumbers, Glaziers, and Gasfitters.

WHEREAS application has this day been made to the Court on behalf of Mr. Jinks Dean and other creditors of the above-named William Ellison for an Order that the said William Ellison be adjudicated a bankrupt; now upon reading the affidavits of the said Jinks Dean, Henry Bolland, and Albert Edward Anders, filed respectively the 25th day of November, 1881, and upon hearing the viva voce evidence of Mr. James Malkin, and upon hearing Mr. Tobin, of Counsel on behalf of the above-named Jinks Dean, and it appearing to the Court that the said composition arrangement cannot proceed without injustice or undue delay to the creditors, this Court doth hereby adjudge the said William Ellison bankrupt.—Given under the Seal of the Court this 25th day of November, 1881.

By the Court,

William Cooper, Registrar.

The First General Meeting of the Creditors of the said William Ellison is hereby summoned to be held at the Court-house, Government-buildings, Victoria-street, Liverpool, on the 12th 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 proof of debt to the Registrar.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Alfred Addison Blandy, of 58, Brook-street, Grosvenor-square, in the county of Middlesex, Surgeon Dentist, a Bankrupt.

Joseph Andrews, of Nos. 7 and 8, Ironmonger-lane, in the city of London, Chartered Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, on the 17th day of December, 1881, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 25th day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of James Burford, of Norway House, 35, High-street, Hampstead, in the county of Middlesex, Builder, a Bankrupt.

Joseph Andrews, of 7 and 8, Ironmonger-lane, in the city of London, Chartered Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, on the 12th day of January, 1882, 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 Devonshire, holden at East Stonehouse.

In the Matter of John Ellery, of No. 5, Boringdon-villas, in the parish of Plympton, Saint Mary, in the county of Devon, Wine and Spirit Merchant, lately carrying on business in partnership with Augustus Morton Festing, under the style or firm of Ellery and Company, as Wine and Spirit Merchants, at No. 194, Union-street, Plymouth, and No. 1, Caroline-place, East Stonehouse, in the said county, but which business is now being carried on on behalf of the said John Ellery and the said Augustus Morton Festing, by a Receiver appointed for the purpose by an order of the High Court of Justice, Chancery Division, a Bankrupt.

James Edwin Edward Dawe of Union-terrace, Plymouth, in the county of Devon, Accountant, has been ap-

pointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the this Court, Saint George's Hall, East Stonehouse, in the county of Devon, on the 14th 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 24th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

In the Matter of George Davenport the elder, of Pepper-street, Nantwich, in the county of Chester, Boot and Shoe Dealer, a Bankrupt.

William Cooper, of Nantwich, in the county of Chester, Tanner, 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 Petty Sessional Court House, Welsh-row, Nantwich aforesaid, on the 14th 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 23rd day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon.

In the Matter of Charles Leighfield and Samuel Hart, both of Wootton Bassett, in the county of Wilts, Brewers, Wine and Spirit Merchants, Brick and Tile Makers, Farmers and Copartners, trading under the styles of Samuel Hart and Co., and Hart and Co., Bankrupts.

Walter Richard Armstrong, of Wootton Bassett, in the county of Wilts, Accountant, has been appointed Trustee of the property of the bankrupts. The Court has appointed the Public Examination of the bankrupts to take place at the Corn Exchange, Swindon, Wilts, on the 7th day of December, 1881, at half-past two o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupts must deliver them to the trustee, and all debts due to the bankrupts must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham.

In the Matter of George Richard Price, of Tudor-street, in Oldham, in the county of Lancaster, Joiner and Builder, a Bankrupt.

Stephen Wall, of 103, Union-street, in Oldham aforesaid, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Town-hall, in Oldham aforesaid, 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 23rd day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester.

In the Matter of Ephraim Payne, of 154 and 156, Wharf-street, Leicester, in the county of Leicester, Boot and Shoe Manufacturer and Grindery Dealer, a Bankrupt.

Edwin Playster Steeds, of Friar-lane, Leicester, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Castle, at Leicester, on the 21st 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 24th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Tredegar.

In the Matter of Joseph Dawes, of Beaufort-street, Brynmawr, in the county of Brecon, Outfitter, a Bankrupt.

Edward Thomas Collins, of No. 39, Broad-street, in the city of Bristol, 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 Temperance Hall, Tredegar, on the 15th 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 26th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Walsall. In the Matter of William Watson, of Walsall, in the county of Stafford, Innkeeper, Ale and Porter Merchant, and Wine and Spirit Merchant, a Bankrupt.

Charles Harrison, of Burton-upon-Trent, 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, Walsall, on the 28th day of December, 1881, at half-past twelve o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Barnsley. In the Matter of Alexander Hildred, of 26, Peel-street, Barnsley, in the county of York, Saddler and Harness Maker, a Bankrupt.

Christopher Alexander, of Regent-street, Barnsley, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Court-house, in Barnsley aforesaid, on the 3rd day of January, 1882, 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 debts must forward their proofs of debts to the trustee.—Dated this 25th day of November, 1881.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of Philip Henry Micklewood, of No. 14, Seymour-terrace, Plymouth, in the said county of Devon, Dealer in Paper Waste, a Bankrupt.

Ward West Arliss, of 28, Westwell-street, Plymouth, in the said county of Devon, Public Accountant, has been appointed Trustee of the property of the bankrupt. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1881.

**The Bankrupt Law Consolidation Act, 1849.
The Bankruptcy Act, 1861, and the Bankruptcy
Amendment Act, 1869.**

In the Court of Bankruptcy for the Birmingham District. In the Matter of Solomon Higge, of Darby End, in the parish of Dudley, in the county of Worcester, Grocer, Provision Dealer, Corn Dealer, and Chapman, adjudicated a Bankrupt on the 12th day of June, 1861.

A MEETING of the Creditors of the said Solomon Higge, the above-named bankrupt, will be held at the Court-house, Waterloo-street, Birmingham, on the 15th day of December, 1881, at ten o'clock in the forenoon, before James Motteram, Esq., Q.C., Judge of the said Court, when and where the creditors of the said bankrupt who have proved their debts are to attend, in order to choose one or more Assignees or Assignees of the said bankrupt's estate and effects in the room of Joseph Garlick, the late last surviving Creditors' Assignee.—Dated the 22nd day of November, 1881.

By the Court,

EDWIN PARRY, Registrar.

In the Matter of John Edward Buller, of Enfield, and of 56, Lincoln's-inn-fields, both in the county of Middlesex, Scrivener and Attorney-at-Law, Coal Owner, and Brick Maker, against whom a Petition for Adjudication of Bankruptcy was filed on the 19th day of August, 1880.

NOTICE is hereby given, that a Meeting of Creditors will be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, before William Hazlitt, Esq., the Registrar acting in the above matter, on the 20th day of December, 1881, at eleven o'clock in the forenoon precisely, for the proof of debts under the said bankruptcy, at which meeting creditors who have not already proved their debts, are to come prepared to prove the same.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of William Henderson, of the Victoria-chambers, Dean-street, in the borough and county of Newcastle-upon-Tyne, Commission Agent, lately of Pipewellgate, in the borough of Gateshead, in the county of Durham, Coal Dealer, carrying on business under the style or firm of William Henderson and Co., adjudicated Bankrupt on the 2nd day of September, 1878.

A MEETING of the Creditors of the above-named bankrupt, called at the request of the said bankrupt, will be held at my offices, Bank-chambers, Grainger-street West, Newcastle-upon-Tyne, on Wednesday, the 7th day of December, 1881, at two o'clock in the afternoon, for the purpose of obtaining the assent of his creditors to his applying to the Court for an Order of Discharge.—Dated this 26th day of November, 1881.

JOS. GREENER, Trustee.

[In the London Bankruptcy Court.]

A Dividend is intended to be declared in the matter of Robert Hughes, of No. 51, Coborn-road, Bow, in the county of Middlesex, Draper and Dealer, adjudicated bankrupt on the 1st day of December, 1881. Creditors who have not proved their debts by the 5th day of December, 1881, will be excluded.—Dated this 24th day of November, 1881.

A. E. Clements, Trustee.

In the County Court of Hampshire, holden at Portsmouth.

A Dividend is intended to be declared in the matter of Francis Smart, of Rose Bank, Cottage Grove, Southsea, in the parish of Portsea, in the county of Hants, and 23, London-road, West Croydon, in the county of Surrey, Commercial Traveller and Tea Merchant, adjudicated bankrupt on the 7th day of September, 1881. Creditors who have not proved their debts by the 10th day of December, 1881, will be excluded.—Dated this 23rd day of November, 1881.

Wm. Edmonds, Trustee.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough.

A Dividend is intended to be declared in the matter of James Eccles, of Stockton-on-Tees, in the county of Durham, late Innkeeper, but now out of business, adjudicated bankrupt on the 3rd day of December, 1880. Creditors who have not proved their debts by the 7th day of December, 1881, will be excluded.—Dated this 24th day of November, 1881.

Wm. Harland, Trustee.

In the County Court of Lancashire, holden at Liverpool.

A Dividend is intended to be declared in the matter of Edward Pointon, of 62, Liverpool-road, Saint Helen's, in the county of Lancaster, Grocer and Provision Dealer, adjudicated bankrupt on the 14th day of September, 1881. Creditors who have not proved their debts by the 10th day of December, 1881, will be excluded.—Dated this 25th day of November, 1881.

Edward Bradley Roose, Trustee.

In the County Court of Norfolk, holden at King's Lynn.

A Dividend is intended to be declared in the matter of Henry Stevenson, of Saracen's Head, in the parish of Whaplode, in the county of Lincoln, Grocer and Draper and General Dealer, adjudicated bankrupt on the 15th day of June, 1880. Creditors who have not proved their debts by the 7th day of December, 1881, will be excluded.—Dated this 22nd day of November, 1881.

Charles Lucas, Trustee.

In the County Court of Lancashire, holden at Burnley.

A Third and Final Dividend is intended to be declared in the matter of Peter Nowell, of Nappa, near Hellifield, in the county of York, and James Nowell, of Barrowford, near Burnley, in the county of Lancaster, carrying on business in copartnership together as Cattle Salesmen, under the style of Peter and James Nowell, adjudicated bankrupts on the 3rd day of January, 1878. Creditors who have not proved their debts by the 10th day of December, 1881, will be excluded.—Dated this 23rd day of November, 1881.

S. Parkinson, Trustee.

In the County Court of Leicestershire, holden at Leicester.

A Dividend is intended to be declared in the matter of Samuel Chapman Wale, of Barrow-on-Soar, in the county of Leicester, formerly a Baker, but now out of business, adjudicated bankrupt on the 9th day of February, 1881. Creditors who have not proved their debts by the 5th day of December, 1881, will be excluded.—Dated this 26th day of November, 1881.

Thos. McInnes, Trustee.

In the County Court of Nottinghamshire, holden at Nottingham.

A Dividend is intended to be declared in the matter of Sam Goodacre, of Lowdham, in the county of Nottingham, Miller, adjudicated bankrupt on the 5th day of October, 1880. Creditors who have not proved their debts by the 10th day of December, 1881, will be excluded.—Dated this 25th day of November, 1881.

Chas. Rogers, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Randolph Payne, of 10, Burleigh-street, Strand, in the county of Middlesex, Wine Merchant, a Bankrupt.

Before Mr. Registrar Hazlitt, sitting as Chief Judge.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 7th day of July, 1881, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and dividends to the amount of one shilling and sixpence in the pound have been paid, as shown by the statement thereunto annexed, and upon hearing Mr. Arnold Trinder, for the Trustee, Mr. Herbert Jackson, and upon reading the report of the Official Assignee, dated the 18th day of November, 1881, the Court being satisfied that the whole of the property of the bankrupt has been realized, doth order and declare that the bankruptcy of the said debtor has closed.—Given under the Seal of the Court this 25th day of November, 1881.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of George Philip Lamb, of 7, Clarendon-square, Somers's Town, in the county of Middlesex, Dealer in Wearing Apparel, a Bankrupt.

Before Mr. Registrar Hazlitt, sitting as Chief Judge.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 15th day of June, 1881, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, as shown by the statement thereunto annexed, now upon the application of the Trustee, and upon reading the report of the Official Assignee, dated the 20th day of October, 1881, and the affidavit of Percy Pilcher, sworn the 20th day of October, 1881, and no creditor appearing to oppose, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, doth order and declare that the bankruptcy of the said George Philip Lamb has closed.—Given under the Seal of the Court this 11th day of November, 1881.

THE estates of James Pirie, formerly Grocer in West North-street, Aberdeen, now Grocer and Ship Chandler, Marischal-street, Aberdeen, and David D. Smith

and Company, Grocers and Ship Chandlers there, and the said James Pirie, the only Individual Partner of said firm of David D. Smith and Company, were sequestrated on the 24th day of November, 1881, by the Sheriff of Aberdeen and Kincardine.

The first deliverance is dated the 24th day of November, 1881.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Tuesday, the 6th day of December, 1881, within the Douglas 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 24th day of March, 1882.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN WATT, Jun., Advocate,
34, Castle-street, Aberdeen, Agent.

THE estates of Andrew Frame, Saddlers' Ironmonger, 79, Grassmarket, Edinburgh, were sequestrated on the 25th day of November, 1881, by the Sheriff of the Lothians.

The first deliverance is dated the 25th day of November, 1881.

The meeting to elect the Trustee and Commissioners is to be held at three o'clock, afternoon, on Tuesday, the 6th day of December, 1881, within Smith and Dewar's Rooms, No. 79, 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 25th day of March, 1882.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

W. ELLIOT ARMSTRONG, S.S.C., Agent,
59, Castle-street, Edinburgh.

THE estates of John Miloe, Baker, Beaulieu, in the county of Inverness, were sequestrated on the 24th day of November, 1881, by the Sheriff of Inverness-shire.

The first deliverance is dated the 24th day of November, 1881.

The meeting to elect the Trustee and Commissioners is to be held on Saturday, the 3rd day of December, 1881, at eleven o'clock, forenoon, within the Procurators' Rooms, 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 24th day of March, 1882.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

DONALD REID, Solicitor, Inverness, Agent.
Inverness, 24th November, 1881.

All Letters must be Post paid, and all communications on the business of the London Gazette to be addressed to the Office, Princes Street, Westminster.

Orders for Gazettes to be addressed to the Publishers, 45, St. Martin's Lane.

Printed and Published by THOMAS HARRISON and JAMES WILLIAM HARRISON, Printers, at their Office, No. 45, St. Martin's Lane, in the Parish of St. Martin-in-the-Fields, in the County of Middlesex,

Tuesday, November 29, 1881,

Price One Shilling.