



The London Gazette.

Published by Authority.

FRIDAY, NOVEMBER 24, 1882.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 22nd day of November, 1882.

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. The following Areas (namely),—(1.) so much of the parishes of Spondon, and Chaddesden, in the county of Derby, as lies within the following boundaries, that is to say, from Spondon Church along the Locks-road, along Brandy-lane, on the left by the foot-road over the fields to Chaddesden brook, by the left along that brook to the river Derwent, by the left along the river side, turning by the left into and along Lodge-lane, crossing the Midland Railway, and passing the Railway Station the Nottingham-road to Spondon Church aforesaid; (2.) so much of the parishes of Little Eaton, and Breadsall, in the county of Derby, as lies within the following boundaries, that is to say, from Breadsall Canal Bridge adjoining the Derby and Ripley-highway, along that highway taking the turn to the left down Green-lane at the foot of the second Canal Bridge to the river Derwent, by the right along the side of that river to the Garden fence of the Bull's Head Inn, turning by the right along the lane to Eaton Bank, turning to the left by Duffield Bank Lodges along Eaton Bank, by the right at Miss Watson's shop along the Steeple Hill Bridle Stall-lane and Whittaker-lane into the Derby-road, turning to the right along that road crossing Jack of Darley Bridge, turning by the left up Morley Moor-road to Three-lane Ends, taking the lane on the right passing Sheep Gaps farm on the left through Breadsall village, and thence to the Canal Bridge adjoining the Derby and Ripley-highway aforesaid; (3.) so much of the parishes of Willington, Findern, Burnaston, Etwall, Egginton, Normanton, and Littleover, in the county of Derby, as lies within the following boundaries, that is to say, from the Canal Wharf in Willington along the Canal to Arleston farm Canal Bridge, thence by the occupation-road on the left taking in Stenson fields to Sinfen-lane, past Moor End to Normanton Barracks, through Normanton village by the left, along Littleover-lane, through Littleover village to the Burton turnpike-road, turning on the left

along that road and taking the turn on the right along Burnaston-lane through Burnaston village, by the left (opposite Mr. Gilbert Camp's farm) along Etwall-lane, turning on the left into the occupation-lane along Hill Top into Sandy-lane passing Brown's farm, turning to the left (at the back of Etwall Lodge) along Willington-lane, thence by the right along Blakeley brook into Egginton-lane, by the left along that lane to Park Hill Four-lane Ends, turning to the left along Willington-lane (crossing the turnpike-road) to the Canal Bridge, and then along the Canal to the Wharf in Willington aforesaid; (4.) so much of the parishes of Mickleover, Littleover, Burnaston, Radbourne, and Bearwardcote, in the county of Derby, as lies within the following boundaries, that is to say, from Chain-lane Toll Gate, along the Etwall-road, to the right along Poke-lane into and along Mickleover-lane to Radbourne Three-lane Ends, by the left along Radbourne-lane to Tyrrel Hays Four-lane Ends, by the left along Hague-lane to Cheese Factory, thence by the left along Etwall-road taking the turn on the right and along Burnaston-lane, through that village to Three-lane Ends, taking the lane on the left to Little Derby, by the left along the Derby turnpike-road to Chain-lane End, and by the left along that lane to Chain-lane Toll Gate aforesaid; (5.) so much of the parishes of Alvaston, Osmaston, Boulton, Chellaston, and Elvaston, in the county of Derby, as lies within the following boundaries, that is to say, from the Pinfold at Cotton-lane End, along the Osmaston and Melbourne-road to Chellaston village, by the left up that village passing the Church and along Chellaston-lane to the Derby and Shardlow-road, crossing that road and along Elvaston and Borrowash-lane to the river Derwent, by the left along the river side (over fields) to the boundary of the borough of Derby, by the left along that boundary crossing the Derby and Shardlow-road to the Pinfold at Cotton-lane End aforesaid; and (6.) so much of the parishes of Ockbrook, Borrowash, Hopwell, Stanton-by-Dale, Dale Abbey, Spondon, and Draycott, in the county of Derby, as lies within the following boundaries, that is to say, from Borrowash Mill along the river Derwent bank-side to Draycott Ferry Boat, across that river, through Draycott village along Chapman's-lane over the Midland Railway and Canal to the Nottingham-road, turning by the right along that road taking the turn to the left through Butter Milk Gate along the Hopwell bridle-road to the Boyah Grange farm, thence by the foot-road passing Burnwood

farm into Moor-lane, turning to the left along that lane into head of Spendon village, by the left down Stoney-lane, across the Nottingham road, taking a straight line over the Canal and the Midland Railway to the river Derwent, and turning to the left along the river side to Borewash Mill aforesaid;—which were declared by Orders of Council to be Areas infected with foot-and-mouth disease, are hereby declared to be free from foot-and-mouth disease, and those Areas shall, as from the commencement of this Order, cease to be Areas infected with foot-and-mouth disease.

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

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 22nd day of November, 1882.

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. The following Areas (namely),—(1.) so much of the parishes of Ratcliffe-on-Trent, Carlton, and Colwick, in the county of Nottingham, as lies within the following boundaries, that is to say, the Stoke Dyke from Colwick Good's Yard to the Great Northern Railway near Ratcliffe Bridge on the east; the Great Northern Railway to Colwick-station on the south-west, and the Great Northern Railway Gedling line to Stoke Dyke in Colwick Good's Yard aforesaid on the north-east, and (2.) so much of the parish of Barton, in the county of Nottingham, as lies within the following boundaries, that is to say, the highway leading from Barton Boat to Barton Lodge (including the highways) on the east, thence along the Thrumpton highway to Green's Gangway on the south, thence along Green's Gangway to the river Trent on the west, and thence along the river Trent to Barton Boat aforesaid on the north,—which were declared by Orders of Council dated respectively the tenth and thirtieth days of October, one thousand eight hundred and eighty-two, to be Areas infected with foot-and-mouth disease, are hereby declared to be free from foot-and-mouth disease, and those Areas shall, as from the commencement of this Order, cease to be Areas infected with foot-and-mouth disease.

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

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 22nd day of November, 1882.

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. The Area described in the Schedule to this

Order is hereby declared to be an Area infected with foot-and-mouth disease.

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

C. L. Peel.

SCHEDULE.

An Area comprising so much of the parish of Peterborough, in the borough of Peterborough, as lies within the following boundaries, that is to say, a contributory water-course to Carr Dyke on the north, Eastgate on the south, Star-lane on the east, and St. John's-street, Boongate, on the west.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 22nd day of November, 1882.

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. The Area described in the Schedule to this Order is hereby declared to be an Area infected with foot-and-mouth disease.

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

C. L. Peel.

SCHEDULE.

An Area at Shere, in the county of Surrey, comprised within the following boundaries, that is to say, certain lands in the occupation of R. M. Bray on the north, a certain meadow and the South Eastern (Gomshall) Station on the east, a certain meadow and the highway leading from Shere to Dorking on the south, and Gomshall Tannery on the west.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 23rd day of November, 1882.

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. The Area described in the Schedule to this Order is hereby declared to be an Area infected with foot-and-mouth disease.

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

C. L. Peel.

SCHEDULE.

An Area at Carlton, in the county of Cambridge, comprised within the following boundaries, that is to say, the highway from Six Mile Bottom to Brinkley, the Newmarket-road, and the boundary fence between the parishes of Carlton, Weston Colville, and Little Wilbraham.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 23rd day of November, 1882.

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. The limits of the following Area which is declared by Order of Council dated the twentieth day of November, one thousand eight hundred and eighty-two, to be an Area infected with foot-and-mouth disease (namely),—at Yaxley, in the county of Huntingdon, comprised within the following boundaries, that is to say, the road from Norman Cross to Yaxley and Yaxley village-street as far as Dobbs-lane on the south, thence east by Dobbs-lane and Robert Loweth's property as far as Robert Warwick's farm premises, north Poors Allotment field to Harry Burnham's arable land on the north-west, and west occupation-road leading from William Whitehead's farm to the road from Norman Cross to Yaxley aforesaid,—are hereby extended so as to include the Area described in the Schedule to this Order, and the Area described in the Schedule to this Order is hereby declared to be an Area infected with foot-and-mouth disease.

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

C. L. Peel.

SCHEDULE.

An Area at Yaxley, and Standground, in the county of Huntingdon, comprised within the following boundaries, that is to say, the brook running from Morborn to Standground on the north, Stilton brook continued by the Yaxley Pigs-water drain to Farcet and Horsey Bridge on the south, Whittlesea-road from Horsey Bridge to Standground Guide Post and thence a straight line to Standground lode or brook on the north-east, and the London and York-road from where it crosses Stilton brook to Morborn brook, midway between the seventy-sixth and seventy-seventh milestones on that road from London on the west; the said Whittlesea-road and the said London and York-road not being included in the Area.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 23rd day of November, 1882.

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. The limits of the following Area which is declared by Order of Council dated the twentieth day of November, one thousand eight hundred and eighty-two, to be an Area infected with foot-and-mouth disease (namely),—at Hoby, in the county of Leicester, comprised within the following boundaries, that is to say, certain grass land in the occupation of Mr. Henson on the north, certain

land in the occupation of Mr. Henson and the Vicarage grounds on the east, the road leading from Hoby to Ragdale on the south, and certain arable land in the occupation of Mr. Washbourne on the west,—are hereby extended so as to include the Area described in the Schedule to this Order, and the Area described in the Schedule to this Order is hereby declared to be an Area infected with foot-and-mouth disease.

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

C. L. Peel.

SCHEDULE.

An Area at Hoby, in the county of Leicester, comprised within the following boundaries, that is to say, the fence forming the boundary between Ragdale and Hoby on the north, the road leading from Ragdale to Hoby and on to Rotherby on the east, the river Wharf on the south, and the road from Brooksby to Hoby and Mr. Main's farm on the west.

*Chancery of the Order of
Saint Michael and Saint George,
Downing Street, November 24, 1882.*

THE Queen has been graciously pleased to make the following promotion in and appointments to the Most Distinguished Order of Saint Michael and Saint George:

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

Colonel Redvers Henry Buller, V.C., C.B., C.M.G., for services rendered as Head of the Intelligence Department in Egypt.

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

William Cornish, Esq., for services in connection with the Expeditionary Force in Egypt.

Surgeon-Major Frederick Beaufort Scott, M.D., for services in connection with the Expeditionary Force in Egypt.

St. James's Palace, November 19, 1882.

THE Queen has been pleased to appoint the Honourable Mrs. Gerald Wellesley to be an Extra Woman of the Bedchamber to Her Majesty.

India Office, November 23, 1882.

THE Queen has been pleased to appoint William Tyrrell, Esq., of the Bengal Civil Service, to be a Judge of the High Court of Judicature for the North Western Provinces.

Admiralty, 22nd November, 1882.

The following promotion has been made:—

Lieutenant Charles Le Strange to be Commander in Her Majesty's Fleet with seniority of this date.

Royal Marine Light Infantry.

Lieutenant Richard Wapshare has been appointed a Probationer for the Indian Staff Corps. Dated 18th November, 1882.

Lieutenant Edward Ross Hartigan has been appointed a Probationer for the Indian Staff Corps. Dated 18th November, 1882.

Admiralty, 23rd November, 1882.

In accordance with the provisions of Her Majesty's Order in Council of 1st April, 1881—Fleet Surgeon George William John Sutherland has been placed on the Retired List from the 20th instant.

War Office, Pall Mall,

24th November, 1882.

Royal Artillery, Major John Bridges Walker (late Bombay), has retired upon a pension, with the honorary rank of Lieutenant-Colonel. Dated 18th October, 1882.

Major Walkinshaw Orlando Courtenay Shippard retires upon retired pay. Dated 25th November, 1882.

Captain Francis Brinkley, Seconded List, retires from the Service, receiving a gratuity. Dated 25th November, 1882.

Lieutenant John Chivas Shirres, from the Seconded List, to be Captain, vice W. T. G. Denny, deceased. Dated 4th October, 1882.

Lieutenant Henry Vivian Cowan to be Captain, vice A. M. Carden, resigned. Dated 1st November, 1882.

Lieutenant Kenneth Stewart Davison to be Lieutenant upon the Seconded List, on appointment as a Probationer for the Indian Staff Corps. Dated 25th November, 1882.

Consequent upon the death of Major and Brevet Lieutenant-Colonel G. G. Hannen having occurred upon the 22nd instead of the 23rd June, 1882, and also owing to the death of Captain W. T. G. Denny upon 29th September, 1882, the dates of promotion of the undermentioned Officers are altered as follows:—

Major B. L. Tollner to 23rd June, 1882.

Major D. D. T. O'Callaghan to 23rd June, 1882.

Major L. F. Perry to 23rd June, 1882.

Captain G. R. Spencer to 23rd June, 1882.

Captain J. St. L. Wheble to 30th September, 1882.

Captain J. M. S. Brunker to 1st October, 1882.

Coast Brigade. Captain John Cooper has retired upon retired pay, with the honorary rank of Major. Dated 16th November, 1882.

REGIMENTAL DISTRICT.

Lieutenant-Colonel and Colonel Philip Alexander Anstruther Twynam, C.B., from half-pay, to be Lieutenant-Colonel, to command the 15th Regimental District (the East Yorkshire Regiment), vice Colonel S. W. F. M. Wilson, whose period of service in that appointment has expired. Dated 29th October, 1882.

Staff. The Queen has been pleased to approve of the following Officers being permitted to resume the appointments which they vacated on proceeding to Egypt on active service:—

Lieutenant-Colonel and Colonel William Francis Butler, C.B., half-pay, Aide-de-Camp to Her Majesty, to be an Assistant Adjutant and Quartermaster-General, vice Colonel R. W. Hinxman, half-pay, who vacates that appointment. Dated 13th November, 1882.

Brevet Major Ivor John Caradoc Herbert, Lieutenant and Captain, Grenadier Guards, to be a Brigade Major, vice Captain and Lieutenant-Colonel F. L. Campbell, Scots Guards, who vacates that appointment. Dated 11th November, 1882.

The Queen has been pleased to approve of the following appointments to the Staff of the Army serving in Egypt:—

Major and Brevet Lieutenant-Colonel Cornelius Francis Clery, half-pay (now Brigade Major),

to be an Assistant Adjutant and Quartermaster-General. Dated 24th October, 1882.

Lieutenant Henry Humphreys, the Welsh Regiment, to be a Staff Captain for Military Police duties, and to have the local and temporary rank of Captain in the Army whilst so employed. Dated 22nd October, 1882.

MEMORANDA.

Major-General the Honourable Edward Thomas Gage, C.B., Royal Artillery, to be Lieutenant-General, vice S. E. Gordon, C.B., Royal Artillery, placed upon the Retired List. Dated 1st November, 1882.

Colonel Elliot Minto Playfair, Royal (late Madras) Artillery, from the Seconded List, to be Major-General, vice C. Clarke, Royal (late Bombay) Artillery, retired. Dated 1st October, 1882.

The undermentioned Lieutenant-Colonels and Brevet Colonels, Half-Pay, late Royal Artillery, have retired upon retired pay, with the honorary rank of Major-General, dated 1st October, 1882, under Articles 972 and 978 XIII of the Royal Warrant of 11th March, 1882:—

Henry Thornhill.

Arthur Thornton Gratwicke Pearse.

Thomas Priaulx Carey.

Alexander Hadden Hutchinson.

John Edward Ruck-Keene.

*War Office, 24th November, 1882***MILITIA.****ROYAL ARTILLERY.**

6th Brigade, North Irish Division, George Davis Gunning, Gent., to be Lieutenant. Dated 25th November, 1882.

ENGINEER.

Hampshire, Lieutenant Alfred George Courtenay Schenley, from 3rd Battalion, the East Yorkshire Regiment, to be Lieutenant. Dated 25th November, 1882.

INFANTRY.

4th Battalion, the Suffolk Regiment, Captain Sherlock Vignoles Willis is granted the honorary rank of Major. Dated 25th November, 1882.

4th Battalion, the Prince of Wales's Own (West Yorkshire Regiment), Captain Arthur Callaway to be Major. Dated 25th November, 1882.

Captain and Honorary Major George Philip Fawkes to be Major. Dated 25th November, 1882.

The undermentioned Lieutenants to be Captains:—

William Pollard, jun. Dated 25th November, 1882.

Alfred Charles Bennett. Dated 25th November, 1882.

4th Battalion, the Royal Irish Regiment, Captain George Wolfe resigns his Commission. Dated 25th November, 1882.

4th Battalion, the Cameronians (Scottish Rifles), Lieutenant Robert John Napier resigns his Commission. Dated 25th November, 1882.

3rd Battalion, the South Staffordshire Regiment, Neville Colin Bowie Chamberlain, Gent., to be Lieutenant. Dated 25th November, 1882.

3rd Battalion, the Prince of Wales's Volunteers (South Lancashire Regiment), The undermentioned Lieutenants to be Captains:—

Edward Joseph Nicholson. Dated 25th November, 1882.

Spencer Broadbent. Dated 25th November, 1882.

3rd Battalion, the Duke of Edinburgh's (Wiltshire Regiment), Lieutenant the Honourable Edward Agar Horatio Nelson resigns his Commission. Dated 25th November, 1882.

3rd Battalion, the Manchester Regiment, Lieutenant William Fiennes Wickham resigns his Commission. Dated 25th November, 1882.

4th Battalion, the Prince of Wales's (North Staffordshire Regiment), Lieutenant Edward Melville Philips Wynne resigns his Commission. Dated 25th November, 1882.

5th Battalion, Princess Victoria's (Royal Irish Fusiliers), Frederick Graham Hildige, Gent., to be Lieutenant. Dated 25th November, 1882.

7th Battalion, the Rifle Brigade (the Prince Consort's Own), John Henry Murray - Aynsley, Gent., to be Lieutenant. Dated 25th November, 1882.

4th Battalion, the Royal Munster Fusiliers, George Sandes, jun., Gent., to be Lieutenant. Dated 25th November, 1882.

YEOMANRY CAVALRY.

Buckinghamshire, Captain Henry Leslie Ellis, 6th Dragoons, to be Adjutant, in succession to Honorary Lieutenant-Colonel the Honourable J. D. Drummond, whose term of service in that appointment has expired. Dated 1st October, 1882.

Shropshire, Lieutenant George John Dumville Lees resigns his Commission. Dated 25th November, 1882.

HONOURABLE ARTILLERY COMPANY OF LONDON.

Quartermaster W. G. Brighten to serve with the rank of Captain. Dated 25th November, 1882.

VOLUNTEER CORPS.

ARTILLERY.

1st Cinque Ports, Acting Chaplain the Reverend Canon Richard Elwyn, M.A., resigns his appointment. Dated 25th November, 1882.

1st Cornwall (Duke of Cornwall's), Surgeon Arthur Austen Davis is granted the honorary rank of Surgeon-Major. Dated 25th November, 1882.

2nd Devonshire, Captain John Henry Helpman resigns his Commission. Dated 25th November, 1882.

2nd Middlesex, Lieutenant Bernard Henderson to be Captain. Dated 25th November, 1882.

Albert Stephen Hatchett-Jones, Gent., to be Lieutenant (Supernumerary). Dated 25th November, 1882.

3rd Middlesex, Alfred Lingard, Gent., to be Acting Surgeon. Dated 25th November, 1882.

ENGINEER.

1st Middlesex, Captain Nicholas Herbert resigns his Commission. Dated 25th November, 1882.

RIFLE.

3rd Aberdeenshire (the Buchan), Alfred Henry Duncan, Gent., to be Lieutenant. Dated 25th November, 1882.

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

Captain Frederic Francis Daldy. Dated 25th November, 1882.

Captain William Edward Cleaver. Dated 25th November, 1882.

Lieutenant De Kay Winans. Dated 25th November, 1882.

5th Cheshire, Thomas Clayton Toler, Gent., to be Lieutenant (Supernumerary). Dated 25th November, 1882.

1st Cumberland, Captain Samuel Jackson Binning to be Major. Dated 25th November, 1882.

Lieutenant William Routledge to be Captain. Dated 25th November, 1882.

1st Denbighshire, Herbert Sisson, Gent., to be Lieutenant (Supernumerary). Dated 25th November, 1882.

1st Dorsetshire, Lieutenant Charles John Gundry Still resigns his Commission. Dated 25th November, 1882.

1st Forfar (Dundee), Captain Thomas Anns resigns his Commission. Dated 25th November, 1882.

1st Haddington, Lieutenant-Colonel Peter Dods is granted the honorary rank of Colonel. Dated 25th November, 1882.

Captain Charles Scott resigns his Commission; also is granted the honorary rank of Major, and is permitted to continue to wear the uniform of the Corps on his retirement. Dated 25th November, 1882.

Honorary Quartermaster David Shirriff resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 25th November, 1882.

1st Kent, Charles Hoar, Gent., to be Lieutenant (Supernumerary). Dated 25th November, 1882.

6th Lanarkshire, William Howard Gray, Gent., to be Lieutenant. Dated 25th November, 1882.

7th Lanarkshire, Captain John Osborne Stewart resigns his Commission. Dated 25th November, 1882.

3rd Lancashire, Captain George Turner Hardman resigns his Commission. Dated 25th November, 1882.

4th Lancashire, Captain John Shaw Darlington resigns his Commission. Dated 25th November, 1882.

11th Lancashire, Edward Garlick, Gent., to be Quartermaster. Dated 25th November, 1882.

14th Lancashire, George Frederic Smith, Gent., to be Lieutenant. Dated 25th November, 1882.

2nd London, Lieutenant David Wilson resigns his Commission. Dated 25th November, 1882.

1st Middlesex (Victoria), Lieutenant George Reed Mann to be Captain. Dated 25th November, 1882.

2nd (South) Middlesex, Lieutenant Dudley Thomas Ewen resigns his Commission. Dated 25th November, 1882.

4th Middlesex (West London), Captain Alfred Templeton Hawkins resigns his Commission. Dated 25th November, 1882.

5th (West) Middlesex, Lieutenant George Towerzey resigns his Commission. Dated 25th November, 1882.

14th Middlesex (Inns of Court), The second Christian name of Lieutenant Willink is *George*, and not as stated in the London Gazette of 22nd November, 1881.

18th Middlesex, Lieutenant Francis Reynolds Yonge Radcliffe resigns his Commission. Dated 25th November, 1882.

20th Middlesex (Artists'), Alfred Sacheverel Coke, Gent., to be Lieutenant (Supernumerary). Dated 25th November, 1882.

1st *Oxfordshire (Oxford University)*, Lieutenant Alan Murray Mackinnon to be Captain. Dated 25th November, 1882.

The undermentioned Gentlemen to be Lieutenants:—

James Rowland Williams. Dated. 25th November, 1882.

Thomas Francis Fremantle, jun. Dated. 25th November, 1882.

2nd *Oxfordshire*, Lieutenant-Colonel Henry Samuel Hall is granted the honorary rank of Colonel. Dated 25th November, 1882.

2nd *Volunteer Battalion, the Prince Albert's (Somersetshire Light Infantry)*, Cyril William Lance, Gent., to be Lieutenant. Dated 25th November, 1882.

5th *Staffordshire*, Theophilus Basil Percy Levett, Gent., late Lieutenant, Coldstream Guards, to be Lieutenant (Supernumerary). Dated 25th November, 1882.

1st *Suffolk*, Surgeon and Honorary Surgeon-Major John Mitford Ling resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 25th November, 1882.

6th (West) *Suffolk*, Acting Surgeon John Sinclair Holden, M.D., to be Surgeon. Dated 25th November, 1882.

1st *Sutherland (Highland)*, Clarence Granville Sinclair, Esq., late Lieutenant, Scots Guards, to be Captain. Dated 25th November, 1882.

1st *Warwickshire (Birmingham)*, Lieutenant Henry Symonds resigns his Commission. Dated 25th November, 1882.

1st *Westmoreland*, Lieutenant John Banks to be Captain. Dated 25th November, 1882.

5th *West Riding of Yorkshire*, Lieutenant Harry Firth resigns his Commission. Dated 25th November, 1882.

Commission signed by the Lord Lieutenant of the City and County of the City of Edinburgh, and Liberties thereof.

Sir Thomas Jamieson Boyd, Knt., to be a Deputy Lieutenant. Dated 14th November, 1882.

TENDERS FOR LOANS ON TREASURY BILLS.

1. THE Lords Commissioners of Her Majesty's Treasury hereby give notice that Tenders will be received at the Chief Cashier's Office at the Bank of England, on Monday, the 4th proximo, at one o'clock, for Treasury Bills to be issued under the Act 40 Vic., cap. 2, to the amount of £1,296,000.

2. The Bills will be in amounts of £1,000, £5,000, or £10,000. They will be dated the 7th day of December, 1882, and will be payable at three or six months after date (at the option of the persons tendering), viz.:—on the 7th March, or 7th June next, respectively.

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

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

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

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

Treasury Chambers, November 23, 1882.

PUBLIC HEALTH ACT, 1875.

BYE-LAWS AS TO HOUSES LET IN LODGINGS.

WHEREAS application has been made to the Local Government Board by the Mayor, Aldermen, and Citizens of the city of Gloucester, being the Urban Sanitary Authority for the said city, to declare, by notice to be published in the London Gazette, the enactment contained in the 90th section of the Public Health Act, 1875, to be in force within the said city.

Now, therefore, we, the Local Government Board, do hereby give notice and declare, that the said enactment is in force within the city of Gloucester aforesaid.

Given under the Seal of Office of the Local Government Board this 21st day of November, 1882.

L. S.

J. F. Rotton,

Assistant-Secretary,

Acting on behalf of the Local Government Board, under the authority of their General Order, dated the 26th day of May, 1877.

NOTICE TO MARINERS.

(No. 232.)—NORTH SEA.

Hook of Holland—Buoy Lighted by Gas at Entrance.

WITH reference to Notice to Mariners No. 126, of 3rd July, 1882, on placing experimentally a buoy (small size) lighted by gas, at the entrance to the Hook of Holland Canal:—

The Netherlands Government has given further notice, dated 21st October, 1882, that the above-mentioned buoy, also the black outer buoy A of the West Gat have been withdrawn, and that in place thereof there is now moored a buoy (Pintsch system, large size) lighted by gas.

The light is a white light, elevated 12 feet above the sea, and should be visible in clear weather from a distance of about 6 miles.

The buoy of iron, surmounted with staff and lantern, painted black, and marked Waterweg A., Rotterdam, in white letters, is moored in 21 feet at ordinary low water.

Position, lat. 51° 59' 5" N., long. 4° 4' 15" E.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
10th November, 1882.

This Notice affects the following Admiralty Charts:—Mouths of the Maas, No. 122. Also, Admiralty List of Lights in the North Sea, 1882, page 14; and North Sea Pilot, Part IV, 1878, page 153.

NOTICE TO MARINERS.

(No. 233.)—SPAIN—NORTH COAST.

Sumaya Light Re-exhibited, Beacon with Reflected Light on Urola River Bar.

THE Spanish Government has given notice, that on 20th October, 1882, the light on Mount Atalaya (La Malaya), west side of Sumaya (Zumaya) Inlet Entrance, would be re-exhibited; also that a reflected light would be shown from the beacon on Urola River Bar.

The light is of the fifth order, showing fixed green towards the land between the bearings of N.W. $\frac{1}{2}$ W. and E. $\frac{1}{2}$ N. and fixed white in other directions; it is elevated 130 feet above high water, and should be visible in clear weather from a distance of 10 miles. The white light is of less power than is usual with lights of the fifth order, as the greater part of it is concentrated to illuminate the bar beacon.

The lighthouse, 39 feet high and octagonal in shape, with keeper's dwelling attached on the northern side, is painted grey; lantern black; it is situated about 200 yards within the outer edge of the reef extending from the shore.

The beacon, in the form of a truncated cone, and buff coloured, is surmounted by a globe, 23 feet above high water, and cylinder painted white; it is situated 180 yards E. $\frac{1}{2}$ N. from Sumaya Lighthouse, and the channel over Urola River Bar is 87 yards eastward of the beacon.

[The bearings are magnetic. Variation 18° Westerly in 1882.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
10th November, 1882.

This notice affects the following Admiralty Charts:—British Islands to Mediterranean, No. 1; Bayonne to Oporto Harbour, No. 2728. Also, Admiralty List of Lights on the north and west coasts of France, Spain, &c., 1882, No. 265 and Sailing Directions for the west coasts of France, Spain, and Portugal, 1881, pages 110, 111.

NOTICE TO MARINERS.

(No. 234.)—MEDITERRANEAN.—IONIAN SEA—
SANTA MAURA ISLAND.

Shoal South-west of Cape Dukato.

INFORMATION has been received from Lloyd's Agents at Patras, dated 24th October, 1882, that the Commander of the Hellenic steam-vessel "Cephalonia," has reported the existence of a shoal in a position dangerous to shipping, lying about half a mile from Cape Dukato, the south-west point of Santa Maura Island—in the direct line between Cape Dukato and Cape Aterra, Cephalonia Island.

This shoal, assumed to be of recent volcanic formation, is stated to be about half a mile in circumference, with a depth of 13 to 14 feet over it.

Position approximate on the Admiralty chart, lat. 38° 33' 0" N., long. 20° 33' 0" E.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
10th November, 1882.

This Notice affects the following Admiralty Chart:—Santa Maura, Ithaca, and Cephalonia Islands, No. 203. Also, Mediterranean Pilot, Vol. III, 1880, page 291.

NOTICE TO MARINERS.

(No. 235.)—GULF OF ST. LAWRENCE.
CAPE BRETON ISLAND.

(1.) *Bell Buoy off Fourché Head.*

THE Government of the Dominion of Canada has given notice, dated 1st October, 1882, that a bell buoy of iron, surmounted by a staff and cage and coloured red, has been moored in 10 fathoms water, about half a mile S.S.E. from Fourché Head, south-east coast of Cape Breton Island.

Position, lat. 45° 42' 50" N., long. 60° 12' 20" W.

This buoy is for the purpose of guiding fisher-

men to the entrance of Fourché Inlet in thick weather, and will be kept in position during the season of navigation.

NOVA SCOTIA—SOUTH COAST.—SEAL ISLAND.

(2.) *Automatic Signal Buoy Southward of Blonde Rock.*

Also, dated 1st October, 1882, that an automatic signal buoy, sounding a 10-inch whistle, has been placed half a mile S. $\frac{1}{2}$ W. from Blonde Rock, southward of Seal Island:—

The buoy, coloured black and marked with the letter B in white, is moored in 12 fathoms water.

Position, lat. 43° 19' 50" N., long. 65° 59' 5" W.

BAY OF FUNDY—EAST COAST.

(3.) *Automatic Signal Buoy Westward of Lurcher Shoal.*

Also, dated 1st October, 1882, that an automatic signal buoy, sounding a 10-inch whistle, has been placed one-third of a mile west of Lurcher Shoal, east side of entrance to the Bay of Fundy:—

The buoy, coloured red and marked with the letter L in white, is moored in 13 fathoms water.

Position, lat. 43° 50' 5" N., long. 66° 30' 0" W.

[The bearings are magnetic. Variation (1.) 24½°, (2.) 17½°, (3.) 17½° Westerly in 1882.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
10th November, 1882.

This Notice affects the following Admiralty Charts:—

(1.) Gulf of St. Lawrence, No. 2516; Cape Breton Island, No. 2727. Also, St. Lawrence Pilot, Vol. II, 1881, page 233.

(2.) and (3.) Halifax to Delaware River, No. 2670; Bay of Fundy, sheet I, No. 352; Baccaro Point to Pubnico Harbour, No. 339 (2 only); Pubnico Harbour to Yarmouth, No. 2537 (3 only); Yarmouth to Petit Passage, No. 2538 (3 only). Also, Sailing Directions for S.E. Coast of Nova Scotia and Bay of Fundy, 1875, pages 153, 168.

NOTICE TO MARINERS.

(No. 236.)—CHINA—EAST COAST.
MIN RIVER APPROACH.

Sunken Rock Seaward of Woga Channel.

INFORMATION has been received from Captain G. Robinson, H.M.S. "Encounter," of the existence of a sunken rock lying about 4 miles seaward of Woga Channel, approach to Min River from the north-eastward.

This rock (Europe Rock), on which the steam-vessel "Europe" struck on 5th September, 1882, and became a total wreck, is stated, on the authority of the Master of that vessel, to consist of two small pinnacles, with a depth of about 5 feet over them at low water, lying with the following bearings and distances:—

Highest (northern) part of islet, lying 7½ miles N.N.E. $\frac{1}{2}$ E. from Sharp Peak, N. $\frac{1}{2}$ W., distant 3½ miles.

Pinnacle (Tiger's Claw) islet, S.W. by W. $\frac{1}{4}$ W., distant 4½ miles.

Pagoda (not marked on plan) on high land about 5½ miles N.N.W. from Sharp Peak, W. by N. $\frac{1}{2}$ N.

Position approximate, lat. 26° 11' 0" N., long. 119° 43' 55" E.

NOTE.—The position of Europe Rock is indicated at low water by ripples or breakers. About two minutes before the "Europe" struck, Round Islet was observed to have become open of the eastern point of Woufou Island.

[The bearings are magnetic. Variation 1° Westerly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
10th November, 1882.

This Notice affects the following Admiralty Charts:—Hong Kong to Liau-tung Gulf, No. 1262; Formosa and Japan, No. 2412; Port Matheson to Ragged Point, No. 1761; Min River, No. 2400. Also, China Sea Directory, Vol. III, 1874, page 275.

NOTICE TO MARINERS.

(No. 237).—NORTH SEA.—HELIGOLAND.

(1.) *Sellebrunnen Buoy—Alteration in Position.*

THE Trinity House, London, has given notice, dated 30th October, 1882, that the following alteration has been made in the position of Sellebrunnen Buoy (surmounted with staff and St. Andrew's Cross), Heligoland.

The buoy has been moved N. by W., 8 cables from its former position, and now lies in 12 fathoms at low water spring tides, with the following mark, bearings, and distances.

Bull Beacon, seen between the old and new lighthouses, rather nearer the old, S. by E., Ely.,
Nathurn Buoy (new position), south, distant two miles.

N.W. beacon, S.S.E. $\frac{1}{4}$ E., distant $4\frac{1}{2}$ miles.

(2.) *Nathurn Buoy—Alteration in Position.*

Also, dated 30th October, 1882, that the following alteration has been made in the position of Nathurn Buoy, Heligoland.

The buoy (surmounted with staff and diamond) has been moved N.N.W., 3 cables from its former position, and now lies in 9 fathoms at low water spring tides, with the following mark, bearings, and distances:—

N.W. and middle beacons in line, S.E. $\frac{1}{4}$ S.

Sellebrunnen Buoy (new position), north, distant 2 miles.

Fog signal station, S. by E. $\frac{1}{4}$ E., distant $1\frac{1}{10}$ miles.

NOTE.—The fog signal station at Heligoland is situated on the summit of the north-west end (Nathurn) of the island, 165 feet above high water.

[The bearings are magnetic. Variation 14½° Westerly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
10th November, 1882.

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a; Baltic Sea, No. 2842a; Eider River to Blaavand Point, No. 1887; Elbe, Weser, and Jade Rivers, No. 1875; Heligoland, No. 126. Also, Admiralty List of Lights in the North Sea, 1882, No. 198; and North Sea Pilot, Part IV, 1878, pages 203–205.

NOTICE TO MARINERS.

(No. 238).—SOUTH AMERICA.—BRAZIL.—RIO DE JANEIRO HARBOUR.

(1.) *Fixed Red Light on Fort Villegagnon.*

THE Brazilian Government has given notice, that on 1st October, 1882, a light was exhibited from an iron column, 21 feet high, on the eastern point of Villegagnon Island, western side of Rio de Janeiro Harbour.

The light is a fixed red light, visible through an arc of 225°, or between the bearings of N. 28° W. and S. 73° E. It is elevated 59 feet

above the sea, and should be visible in clear weather from a distance of seven miles.

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

Position, lat. 22° 54' 40" S., long. 43° 9' 25" W.

(2.) *Alteration in Calhabouco Point Light.*

Also, that on 1st October, 1882, the following alteration was made in the light exhibited on Calhabouco Point, western side of Rio de Janeiro Harbour:—

The light is a fixed light, showing green seaward as far as a line between the lighthouse and the hospital on Jurujuba Point; and red northward of that line.

[The bearings are magnetic. Variation, 4° Westerly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
10th November, 1882.

This Notice affects the following Admiralty Charts:—Victoria to Santa Catharina, No. 530; Rio de Janeiro Harbour, No. 541. Also, Admiralty List of Lights in South America, 1882, page 6, No. 37; and South America Pilot, Part I, 1874, page 130.

NOTICE TO MARINERS.

(No. 239).—BALTIC.—GULF OF BOTHNIA.—COAST OF SWEDEN.

(1.) *Fixed Red Light on Gase Sten Islet.*

THE Swedish Government has given notice, dated 16th October, 1882, that a third light is now exhibited on the north-west part of Gase Sten (Gästen) islet, north-westward of Svartklubb lighthouse:—

This light, shown from the north side of the northern lighthouse (building), is a fixed red light, visible in the channel to the northward.

LULEO APPROACH.

(2.) *Light on Germundsö Islet.*

Also, dated 13th October, 1882, that a light is now exhibited from the south gable of the lighthouse (building) on the east side of Germundsö Islet, approach to Luleo (Luleå):—

The light shows a flashing white light with two flashes between the bearings of N. 17° W. and N. 8° W.; a fixed white light between N. 8° W. and N. 2° W.; a flashing red light with one flash between N. 2° W. and N. 2° E.; and a fixed red light from N. 2° E. to N. 8° E. The white light should be visible in clear weather from a distance of 10 miles, the red light from a distance of 9 miles.

The illuminating apparatus is dioptric, or by lenses, of the fourth order.

Position approximate, lat 65° 25' 50" N., long. 22° 14' 30" E.

These lights will be shown annually from 1st August to 15th November.

[The bearings are magnetic. Variation 5½° Westerly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
10th November, 1882.

This Notice affects the following Admiralty Charts:—Gulf of Bothnia, No. 2252; South Quarken to Hornsland, No. 2296 (1 only); Tome Point to Tavö Gulf, No. 2302 (2 only). Also, Admiralty List of Lights in the North Sea, &c., 1882, page 54, No. 525a; and Bothnia Pilot, 1855, pages 55, 85.

NOTICE TO MARINERS.

(No. 240.)—NORTH SEA.—EAST SCHELDE RIVER.

(1.) *Intended Fixed Light at Strijenham.*

THE Netherlands Government has given notice, that in the beginning of November, 1882, a light will be exhibited on the southern sea wall of the Steeland Polder, north bank of East Schelde River:—

The light will be a fixed white light.

The structure, consisting of a wooden watch-house with lamp-post, is situated 66 yards eastward of the sluice, and westward of Strijenham (Nieuw Strijen) Bight.

Position, lat. $51^{\circ} 31' 20''$ N., long. $4^{\circ} 8' 35''$ E.

Further notice will be given of the date of exhibition of this light, with other particulars.

(2.) *Buoy lighted by Gas in Goeree Gat.*

Also, dated 28th October, 1882, that a buoy lighted by gas has been temporarily placed for experiment in the Channel of Goeree Gat:—

The light is a fixed white light.

The buoy is moored about one cable E.N.E. from Bokke Gat outer light-vessel, in 19 feet water.

Position, lat. $51^{\circ} 52' 5''$ N., long. $3^{\circ} 57' 40''$ E.

[The bearing is magnetic. Variation 16° Westerly in 1882.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

11th November, 1882.

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a (1 only); Dover and Calais to Orfordness, No. 1406 (1 only); Schelde River, No. 120 (1 only); Mouths of the Maas, No. 122 (2 only, temporarily). Also, Admiralty List of Lights in the North Sea, 1882, pages 10, 12; and North Sea Pilot, Part IV., 1878, pages 117, 142.

NOTICE TO MARINERS.

(No. 241.)—ENGLAND.—EAST COAST.

THAMES RIVER ENTRANCE.

(1.) *Buoy and Light-Vessel Marking Wreck in Sea Reach.*

THE Trinity House, London, has given notice, dated 3rd November, 1882, that a buoy has been placed 25 fathoms N.N.E., from the steam vessel "Thomas Lea," sunk in Sea Reach, Thames River Entrance:—

The buoy, painted green and marked wreck, lies in 23 feet at low water spring tides, with the following mark, bearings, and distance:—

The new church spire at Southend New Town in line with the flagstaff on the pier head, north, Easterly.

East River Middle Buoy, S.S.E., distant one cable.

A wreck-marking vessel has been placed 40 forty fathoms S.S.W. from the wreck, exhibiting marks by day and lights at night—in accordance with the regulations—indicating that she should be passed on that side on which two balls or two lights are shown.

(2.) *Buoy Marking Wreck in Yarmouth Road.*

Also dated 3rd November, 1882, that a buoy has been placed 15 fathoms eastward of a vessel (name unknown) sunk in the fairway, Yarmouth Road:

The buoy, painted green and marked wreck, lies in $10\frac{1}{2}$ fathoms at low spring tides, with the following marks, bearings, and distances:—

The silk factory chimney at Yarmouth just open northward of Britannia Pier Head, N.W., Northerly.

No. 25171.

B

The Trinity Look-out on the south end of the officers' houses at the Royal Naval Asylum, W. $\frac{1}{2}$ N.

St. Nicholas Light-vessel, S. $\frac{1}{2}$ W., distant one mile.

The masts and spars of the wreck are being removed.

[The bearings are magnetic. Variation $17\frac{1}{2}^{\circ}$ Westerly in 1882.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

11th November, 1882.

This Notice temporarily affects the following Admiralty Charts:—

(1.) North Foreland to the Nore, Light, No. 1607; Gravesend to the Nore, No. 2458; Sea Reach, No. 1185. Also, Admiralty List of Lights in the British Islands, 1882, page 16; and North Sea Pilot, Part IV, 1878, page 2.

(2.) Orfordness to Cromer, No. 1630; Yarmouth and Lowestoft Roads, 1543. Also, North Sea Pilot, Part III, 1882, page 165.

NOTICE TO MARINERS.

(No. 242.)—IRISH CHANNEL.—ISLE OF MAN—NORTH-EAST COAST.

Ramsey Bay—Fixed Red Lights on Landing Pier.

INFORMATION has been received from the Isle of Man Harbour Commissioners, dated 12th October, 1882, that two lights are now exhibited from the extremity of a low water landing pier, in course of construction, Ramsey Bay:—

The lights are fixed red lights, placed vertically. Similar lights will be exhibited when the pier is completed.

The pier, constructed of iron, is situated about 600 yards southward of Ramsey Harbour entrance; on completion (probably during the summer of the year 1883), its entire length will be 720 yards, and it will terminate in 12 feet at low water ordinary spring tides.

NOTE.—During the progress of the works, vessels should pass the line of direction of the pier, at the distance of at least one cable eastward of the lights, to avoid the submerged piles seaward of them.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

11th November, 1882.

This Notice affects the following Admiralty Chart:—Isle of Man, No. 2094. Also, Admiralty List of Lights in the British Islands, 1882, page 44; and Sailing Directions for the West Coast of England, 1876, page 253.

NOTICE OF INTENDED DISTRIBUTION OF NAVAL PRIZE MONEY.

Department of the Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, November 21, 1882.

NOTICE is hereby given to the Officers, Seamen, and Marines, and to all persons interested therein, that the distribution of the tonnage bounty, &c., awarded for the Arab slave dhow "Samhah," captured on the 11th May, 1881, by Her Majesty's ship "Dryad," will commence on Friday, the 1st proximo, in the Prize Branch of the Department of the "Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, New-street, Spring-gardens, S.W."

Agents and other persons holding powers of attorney, prize orders, assignments, or other instruments, by virtue of which they may be

legally entitled to claim the share of any captor serving in the above-named ship, are requested to present the same at this office.

Any Officer, Seaman, Marine, or other person who may desire to receive his share from the Collector of Customs or of Inland Revenue within the United Kingdom, is required to intimate the same by letter to be addressed "On Prize Business, to the Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, London, S.W." (enclosing his certificate of service, or an attested copy thereof, excepting in the case of Commissioned Officers),—in which letter his own place of residence is to be precisely stated, as well as the place of the nearest Collector of Customs, or of Inland Revenue, from whom it would be convenient to receive such share of prize money.

The following are the shares due to an individual in the several classes:—

	£	s.	d.
Flag	15	3	6
Captain	44	0	1
Third class	10	2	0
Fourth class	6	14	8
Fifth class	4	0	9
Sixth class	3	7	4
Seventh class	2	7	2
Eighth class	1	6	11
Ninth class	0	13	5
Tenth class	0	6	8

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 Wigan Borough, in the county of Lancaster, 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 in the Council Chambers, Borough Court, Kings-street, Wigan, on Thursday, the 30th day of November, 1882, 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 Wigan Borough aforesaid.

Adam Young.

J. A. Godley.

Inland Revenue, Somerset House,
London, November 22, 1882.

NOTICE is hereby given, that a separate building, named Rehoboth Chapel, situate at Baird-street, in the township of Bowling, in the county of York, in the district of Bradford, being a building certified according to law as a place of religious worship, was, on the 3rd day of November, 1882, 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, 1882.

John Darlington, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the United Methodist Free Chapel or Church, situate at Foundry-row, Benfieldside, in the parish of Lanchester, in the county of Durham, in the district of Lanchester, being a building certified according to law as a place of religious worship, was, on the 13th

November, 1882, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 15th day of November, 1882.

George Alder, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the New Wesleyan Chapel, situate at Binbrook, in the parish of Binbrook, in the county of Lincoln, in the district of Louth, being a building certified according to law as a place of religious worship, was, 3rd November, 1882, duly registered for solemnizing marriages therein, pursuant to the Act 6th and 7th Wm. 4, cap. 85, being substituted for the building known as the Wesleyan Methodist Chapel, now disused.—Witness my hand this 7th day November, 1882.

J. Wm. Wilson, Superintendent Registrar.

District of West Derby, in the County of Lancaster.

Bye-laws as to Tramways.

THE Local Board of West Derby, being the Local Authority of the District of West Derby, in the county of Lancaster, and the Promoters of the Tramways within the said district, do hereby, pursuant to the Tramways Act, 1870, at a Meeting of the said Local Board, held on the 13th day of November, 1882, make the following Bye-laws and Regulations:—

1. Penalty.

Any person infringing any of the following Bye-laws shall be subject to a penalty of not exceeding forty shillings:

2. Rate of Speed.

The rate of speed to be observed for tramway traffic shall in no case exceed eight miles an hour; and each journey shall be performed at an average speed of six miles an hour, except in case of accident or unavoidable obstruction.

3. Distance between Carriages.

Every tramway-carriage shall be so driven that the horses, or first horse in the case of more than one, shall be kept at least ten yards from the vehicle in front of it, except at junction points.

4. Stations and Stopping Places.

It shall be lawful for the said Local Board from time to time, in such streets as they may think expedient, to appoint and vary junctions and stations and other places where the carriages shall start from, or stop for the purpose of taking up and setting down passengers, and where horses may be changed, and to make such reasonable regulations as they may think fit for fixing the time during which such carriages shall be allowed to remain at any such place, and for enforcing order at any such place. No carriage using a tramway shall stop, except at such junctions, stations, starting, stopping and other places as aforesaid, for the taking up and setting down of passengers, changing of horses, or otherwise, unless when necessary to preserve the distance required by Bye-law No. 3. Every owner, driver, or conductor who shall wilfully disregard or not conform himself to the regulations shall be deemed guilty of a breach of these Bye-laws.

5. Impeding Traffic.

No person shall in any way wilfully impede or interfere with the traffic on a tramway, and shall

6. Obstructing Officers, &c., of Lessees.

No passenger shall wilfully obstruct or impede any officer or servant of the lessees, in the execution of his duty upon or in connection with any carriage or tramway.

7. Smoking.

No passenger shall smoke inside any carriage, and no driver or conductor shall smoke in or on any carriage.

8. Offensive Language.

No person shall swear or use obscene or offensive language whilst in or upon any carriage, or commit any nuisance in or upon or against any carriage, or wilfully interfere with the comfort of any passenger.

9. Intoxicated Persons.

A person in a state of intoxication shall not be allowed to mount or enter upon any carriage, and if found in or upon any carriage shall be immediately removed by or under the direction of the conductor.

10. Dogs.

No dog or other animal shall be allowed in or on any carriage. No person shall take a dog or other animal into or upon any carriage after having been requested not to do so by the conductor. Any dog or other animal taken into or on any carriage in breach of this Regulation shall be removed by the person in charge of such dog or other animal from the carriage immediately upon request by the conductor, and in default of compliance with such request may be removed by or under the direction of the conductor.

11. Damaging Carriages.

No person shall wilfully cut, tear, soil, or damage the cushions or the linings, or remove or deface any number, plate, printed or other notice, in or on the carriage, or break or scratch any window of, or otherwise wilfully damage any carriage. Any person acting in contravention of this Regulation shall be liable to the penalty prescribed by these Bye-laws and Regulations, in addition to the liability to pay the amount of any damage done.

12. Dirty or Offensive Persons.

A person whose dress or clothing might in the opinion of the conductor soil or injure the linings or cushions of the carriage, or the dress or clothing of any passenger or a person who in the opinion of the conductor might for any other reason be offensive to passengers shall not be entitled to enter, mount, or remain in or on any carriage, and may be prevented from entering or mounting any carriage and shall not mount or enter any carriage after having been requested not to do so by the conductor, and if found on or in any carriage shall on the request of conductor leave the carriage upon the fare if previously paid, being returned.

13. Payment of Fares.

Each passenger shall, upon demand, pay to the conductor or other duly authorized officer of the lessees, the fare legally demandable for the journey.

14. Tickets.

Each passenger shall show his ticket (if any) when required so to do to the conductor, or any duly authorized servant of the lessees, and shall also when required so to do, either deliver up his ticket or pay the fare legally demandable for the distance travelled over by such passenger.

15. Luggage.

Personal luggage (including the tools of artisans, mechanics, and daily labourers) shall be placed on the front or driver's platform (unless otherwise permitted by the conductor), and not in the interior or on the roof of any carriage. The conductor may decline to take into or upon the carriage any luggage which from its size or otherwise, is or may not in his opinion be suitable for conveyance in or upon the carriage.

16. Explosives—Offensive Articles.

No person shall bring or retain in or upon any carriage any article or thing of an explosive or otherwise dangerous character, nor any article or thing of an offensive character, or which is or may in the opinion of the conductor be a nuisance or annoyance to the passengers, or any of the passengers travelling in or on such carriage.

17. Entering full Carriages.

When a carriage contains the full number of passengers which it is licensed to contain a notice to that effect shall be placed in conspicuous letters and in a conspicuous position on the carriage. When any carriage contains the full number of passengers which it is licensed to contain, no additional person shall enter, mount, or remain in or on any such carriage when warned by the conductor not to do so. The conductor shall not permit any passenger beyond the licensed number to enter, mount, or remain in or upon any part of a carriage. Any passenger refusing to leave shall be deemed guilty of a breach of these Bye-laws.

18. Travelling on Steps, &c.

No passenger or other person not being a servant of the lessees shall be permitted to travel on the steps or platforms of any carriage, or stand either on the roof or in the interior, or sit on the outside rail or on the roof of any carriage.

19. Firearms.

No person shall travel in or on any carriage with firearms.

20. Entering and Leaving Carriages.

Every passenger shall enter and depart from a carriage by the hindarmost or conductor's platform and not otherwise.

21. Conductors to enforce Bye-laws.

The conductor of each carriage shall, to the best of his ability, enforce these Bye-laws and Regulations, and prevent any breach thereof.

22. Conductor.

The expression "Conductor" shall include any officer or servant in the employment of the lessees and having charge of a carriage.

23. Publication of Bye-laws.

There shall be placed and kept placed in a conspicuous position inside of each carriage in use a printed copy of these Bye-laws and Regulations.

24. Date of Commencement of Bye-laws.

These Bye-laws shall come into force on the 1st day of February, 1883.

The Common Seal of the Local Board of West Derby was hereto affixed in the presence of

Chas. F. Finney, Chairman of the said Local Board.

A true copy of the above Bye-laws was laid before the Board of Trade on the 18th day of November, 1882, and any objections or representations with respect to such Bye-laws may be brought before the Board of Trade within two calendar months from such date.

By order,

Radcliffe, Layton, and Steel, Clerks to the Local Board of West Derby.

Public Offices, Green-lane, West Derby,
18th November, 1882.

In the High Court of Justice.—Chancery Division.

Mr. Justice Chitty.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Grey's Brewery Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the High Court of Justice, Chancery

Division, was, on the 21st day of November, 1882; presented to Her Majesty's High Court of Justice, by George Mitton, of No. 27, Camomile-street, Bishopsgate, in the city of London, Printer, Engraver, and Manufacturing Stationer, a creditor of the said Company; and that the said petition is directed to be heard before his Lordship Mr. Justice Chitty, on the 2nd day of December, 1882; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.

Wm. B. Croft, Mildmay-chambers, Union-court, Old Broad-street, E.C., Solicitor for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Santa Cruz Sulphur and Copper Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the High Court of Justice, Chancery Division, was, on the 22nd day of November, 1882, presented to Her Majesty's High Court of Justice by William Henry Langhorne of Gascoyne-road, South Hackney, in the county of Middlesex, and G. Rhodes, of Torrington-square, in the said county of Middlesex, respectively contributories of the said Company; and that the said petition is directed to be heard before Mr. Justice Chitty, at the Rolls-yard, Chancery-lane, in the county of Middlesex, on Saturday, the 2nd day of December, 1882; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding

up of the said Company under the above Acts should appear at the time of hearing by himself or by his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charges for the same.—Dated this 23rd day of November, 1882.

Alfred S. Jonas, 80, Bishopsgate-street Within, E.C., Solicitor for the Petitioners.

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

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the New Tharsis Sulphur Company Limited.

NOTICE is hereby given, that a petition for the winding up of the said Company by the Chancery Division of the High Court of Justice, was, on the 21st day of November, 1882, presented to Her Majesty's High Court of Justice by the above-named Company; and that the said petition is directed to be heard before his Lordship the Vice-Chancellor Sir James Bacon, at his Court, Lincoln's-inn, in the county of Middlesex, on the 2nd day of December, 1882; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the said Acts should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.

Michael Abrahams and Co., 8, Old Jewry, London, E.C., and 23, Rue Taitbout, Paris, Solicitors for the Petitioners.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 22nd day of November, 1882.

ISSUE DEPARTMENT.

	£		£
Notes issued	35,344,560	Government Debt	11,015,100
		Other Securities	4,734,900
		Gold Coin and Bullion	19,594,560
		Silver Bullion	—
	<u>£35,344,560</u>		<u>£35,344,560</u>

Dated the 22nd day of November, 1882.

F. May, Chief Cashier

BANKING DEPARTMENT.

	£		£
Proprietors' Capital	14,553,000	Government Securities	10,381,057
Rest	3,101,011	Other Securities	22,638,546
Public Deposits (including Ex-		Notes	9,678,986
chequer, Savings Banks, Com-		Gold and Silver Coin	841,709
missioners of National Debt, and			
Dividend Accounts)	3,603,070		
Other Deposits	22,058,778		
Seven Day and other Bills	224,438		
	<u>£43,540,297</u>		<u>£43,540,297</u>

Dated the 23rd day of November, 1882.

F. May, Chief Cashier.

SUPPLEMENT TO

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday, the 11th day of November, 1882.

The undermentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday, the 21st day of November, 1882.

Name, Title, and Principal Place of Issue.							Average Amount.
Canterbury Bank	...	...	Canterbury...	...	Hammond and Co.	...	£ 14,464

W. H. COUSINS, Registrar of Bank Returns.

Inland Revenue, Somerset House, November 23, 1882.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 22nd November, 1882.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Germany ... ..	...	...	...	20,324	32,150	52,474
France	1,110	...	1,110	263,812	...	263,812
Spain	3,058	...	3,058	...	6,054	6,054
Greece ... ..	...	...	...	73,840	...	73,840
Morocco	94	220	314	18,312	3,292	21,604
Australia... ..	23,077	11,085	34,162	...	...	...
Brazil ... ..	...	5,088	5,088	...	...	...
United States ... ..	...	...	...	1,506	45,958	47,464
Other Countries	3,080	683	3,763	3,741	2,400	6,141

Aggregate of the Importations } registered in the Week ... }	30,419	17,076	47,495	381,535	89,854	471,389
Declared Value of the said } Importations }	£ 119,195	£ 67,119	£ 186,314	£ 82,260	£ 19,805	£ 102,065

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.	Ounces.	Ounces.	British.	Foreign.	Ounces.	Ounces.
Germany... ..	...	110	3,096	3,296	...	2,008	43,200	45,208
Portugal	12,850	...	...	12,850	...	...	...	...
Mexico, South America (except Brazil), and West Indies ...	8,224	...	...	8,224	25,161	...	...	25,161
Other Countries	153	60	...	213	2,411	1,920	...	4,331

Aggregate of the Exportations } registered in the Week ... }	21,227	170	3,096	24,493	27,572	3,928	43,200	74,700
Declared Value of the said } Exportations }	£ 82,600	£ 669	£ 12,000	£ 95,269	£ 7,582	£ 804	£ 10,000	£ 18,386

Statistical Department, Custom House, London,
November 23, 1882.

S. SELDON.

THE CONTAGIOUS DISEASES (ANIMALS) ACT, 1878.

RETURN of the NUMBER of PLACES in GREAT BRITAIN upon which Contagious or Infectious Disease (except Sheep-Scab) has been reported to have existed during the Week ended November 18th, 1882, with particulars relating thereto.

PLEURO-PNEUMONIA.

	Farms or other Places.			Cattle Attacked.		Diseased Cattle.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Cattle Attacked.
ENGLAND.											
COUNTY.*											
Chester	1	..	1	..	3	3	..	..	..	..	..
Durham	3	..	3	..	..	..	..	..	..	..	..
Essex	1	2	3	..	2	2	..	..	..	..	..
Hants	1	..	1	..	..	..	..	..	..	..	..
Kent (ex. Metropolis).	..	2	2	..	2	2	..	..	..	..	..
Lancaster	5	..	5	..	..	..	..	..	..	..	..
Leicester	1	..	1	..	..	..	..	..	..	..	..
Middlesex (ex. Metropolis).	3	..	3	..	2	2	..	..	..	..	..
Norfolk	1	..	1	..	..	..	..	..	..	..	..
Northumberland	1	..	1	..	..	..	..	..	..	..	..
York, West Riding.	2	2	4	..	2	2	..	..	..	..	..
The Metropolis	1	2	3	..	7	7	..	..	..	..	..
SCOTLAND.											
COUNTY.*											
Edinburgh ..	1	..	1	1	..	1	..	..	..	1	1
Forfar	1	..	1	1	..	1	..	..	..	1	1
Perth	1	..	1	..	1	1	..	..	..	..	..
TOTAL ..	23	8	31	2	19	21	..	..	..	2	2

GLANDERS.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
ENGLAND.											
COUNTY.*											
Buckingham ..	1	..	1	..	..	..	..	..	..	..	..
Hants	1	..	1	..	..	..	..	..	..	..	..
Lancaster	1	..	1	..	..	..	..	..	..	..	..
Lincoln, Parts of Lindsey.	1	..	1	..	..	..	..	..	..	..	..
Middlesex (ex. Metropolis).	2	..	2	1	1	1	..	..	1	..	..
Sussex	1	..	1	..	..	..	..	..	..	..	..
York, West Riding.	..	1	1	..	1	..	..	..	1	..	..
The Metropolis	4	5	9	..	11	11	..	..	..	..	..
SCOTLAND.											
COUNTY.*											
Lanark .. ..	..	1	1	..	39	17	..	..	22	..	..
TOTAL ..	11	7	18	1	52	29	..	..	24	..	..

FARCY.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
ENGLAND.											
COUNTY.*											
Middlesex (ex. Metropolis).	1	..	1	1	..	..	..	..	1	..	..
The Metropolis	4	6	10	5	10	9	..	..	6	..	..
TOTAL ..	5	6	11	6	10	9	..	..	7	..	..

SWINE-FEVER.

	Farms or other Places.			Swine Attacked.		Diseased Swine.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Swine Attacked.
ENGLAND.											
COUNTY.*											
Bedford	2	..	2	..	4	4	..	..	..	..	..
Berks	2	1	3	6	36	42	..	..	..	..	..
Buckingham ..	3	..	3	..	1	1	..	..	..	..	..
Cambridge (ex. Liberty of the Isle of Ely).	2	1	3	..	7	5	2	..	..	..	..
Chester .. ..	..	3	3	..	3	1	2	..	..	..	..
Derby .. ..	..	1	1	..	1	1	..	..	..	..	..
Devon	1	1	2	..	2	1	1	..	..	..	..
Dorset	1	1	2	..	3	2	1	..	..	..	..
Essex	7	2	9	..	80	62	18	..	..	..	..
Gloucester ..	2	3	5	..	8	5	3	..	..	..	..
Hants	2	2	4	18	41	55	4	..	..	1	17
Hertford	2	2	4	..	14	14	..	..	..	..	..
Huntingdon ..	1	3	4	..	11	2	7	..	2	..	..
Kent (ex. Metropolis).	3	2	5	22	11	27	6	..	..	1	22
Lancaster	6	14	20	..	30	17	10	..	3	..	..
Leicester	2	1	3	..	2	..	2	..	..	..	..
Lincoln, Parts of Kesteven.	5	..	5	..	..	..	..	..	..	..	..
Middlesex (ex. Metropolis).	..	1	1	..	5	..	2	..	3	..	..
Norfolk	1	1	2	..	2	1	1	..	..	..	2
Northampton (ex. Soke of Peterborough).	5	7	12	2	17	12	4	..	3	1	2
Oxford	2	..	2	..	..	..	..	..	..	..	..
Salop	7	1	8	..	5	5	..	..	..	..	..
Somerset .. ..	..	2	2	..	11	10	1	..	..	..	..
Stafford	2	3	5	..	12	8	4	..	..	..	..
Sussex	5	1	6	..	38	31	7	..	..	..	..
Warwick	1	..	1	..	1	1	..	..	..	..	..
Wilts .. ..	..	1	1	..	2	2	..	..	..	..	..
Worcester	2	4	6	..	4	4	..	..	..	..	..
York, West Riding.	2	5	7	..	6	5	1	..	..	..	..
WALES.											
COUNTY.*											
Glamorgan ..	1	3	4	3	5	3	..	..	..	..	..
Montgomery ..	3	1	4	..	2	2	..	..	..	..	..
SCOTLAND.											
COUNTY.*											
Edinburgh ..	1	..	1	..	9	9	..	..	..	..	..
Lanark	3	..	3	..	8	7	1	..	..	..	..
TOTAL ..	76	67	143	51	381	344	77	..	11	3	43

FOOT-AND-MOUTH DISEASE.

	Farms or other Places.			Animals Attacked.		Diseased Animals.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Animals Attacked.
ENGLAND.											
COUNTY.*											
Bedford	3	3	6	76	23	..	..	13	86	..	..
Buckingham ..	2	..	2	33	1	..	..	20	14	..	..
Cambridge (ex. Liberty of the Isle of Ely).	..	2	2	..	32	..	..	..	32	..	..
Derby	2	..	2	1	1	..	..	..	2	..	..
Essex	4	12	16	77	152	..	..	..	229	..	..
Hertford .. ..	..	1	1	..	9	..	..	..	9	..	..
Huntingdon ..	1	4	5	4	12	..	..	1	15	..	..
Leicester	8	6	14	73	67	..	5	80	55	..	..
Lincoln, Parts of Holland.	2	2	4	14	22	..	..	..	36	..	..
.. Parts of Kesteven.	..	2	2	..	16	..	..	..	16	..	..
Norfolk	64	39	103	352	478	..	..	555	775	..	..
Northampton (ex. Soke of Peterborough).	5	6	11	12	36	..	..	6	42	1	3
Notts	10	..	10	67	..	..	..	37	30	..	..
Rutland	1	..	1	5	8	..	..	..	13	..	..
Stafford	1	..	1	5	..	..	..	5	..	..	..
Suffolk	13	6	19	218	164	..	6	55	321	1	60
Surrey (ex. Metropolis).	..	1	1	..	2	..	..	..	2	..	..
Sussex .. ..	..	1	1	..	7	..	..	..	7	..	..
Warwick	1	2	3	1	6	..	..	..	7	1	1
York, North Riding.	2	..	2	17	..	..	2	..	15	..	..
.. West Riding.	..	2	2	..	16	..	..	..	16	..	..
Liberty of the Isle of Ely.	1	6	7	4	67	..	1	..	70	..	..
Soke of Peterborough.	..	3	3	..	31	..	..	4	27	..	..
The Metropolis	2	1	3	20	24	..	..	..	44	..	..
TOTAL ..	122	104	226	1,479	1,174	..	14	776	1,863	3	64

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

Veterinary Department, Privy Council Office, 24th November, 1882.

In Parliament.—Session 1883.

Crown Lands and Forests.

(Power to grant Leases of Lands for Roads and Approaches in the Royal Forests; Facilities for Enfranchisement of Copyhold Lands belonging to the Crown, Purchase and Extinguishment of Fuel Rights; Power to grant Leases of Foreshores for Oyster and Mussel Fisheries; Lands for Church and School purposes at Rhyl; to disturnpike certain Roads; Amendment of Acts and other purposes.)

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

1. To alter and amend parts of the Act passed in the tenth year of the reign of King George IV, cap. 50 (relating to the management and improvement of Crown lands), and particularly Section 97 of that Act, and to enable the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, or one of them (hereinafter called "the

Commissioners"), to grant leases of portions of the lands forming part of any of the royal forests for the purpose of making roads and approaches.

2. To purchase and acquire by compulsion or agreement the rights possessed by certain persons to fuel-wood from the New Forest, in the county of Southampton, and to extinguish such rights and other rights and interests within such last-mentioned forest.

3. To enable the Commissioners to grant leases of any part of the seashore under their management, for the purpose of an Oyster and Mussel Fishery.

4. To afford greater facilities for the enfranchisement of copyhold lands belonging to the Crown, which are subject to subsisting mortgages, and to afford other facilities in dealing with such lands, and to define certain powers under Section 5 of the Crown Lands Act, 1851.

5. To alter and amend the conditions of a certain grant of Crown land dated the 29th December, 1836, and made under the powers of the Act of the tenth year of the reign of His

Majesty King George IV, cap. 50, for the purpose of erecting a church and dwelling-house for the officiating clergyman at Rhyl, in the county of Flint, and to vest a portion of such lands in the persons in whom the Rhyl National School is vested, for school purposes, and to declare that certain lands shall be glebe, subject to the law relating to glebes.

6. To repeal, alter, and amend wholly or in part an Act passed in the 15th and 16th years of the reign of Her present Majesty, cap. 45, intitled "An Act for making a Turnpike Road between Stone Creek and Sunk Island Church, in the county of York, and between Sunk Island Church and Patrington Haven, and for consolidating with such roads the present Turnpike Road from Sunk Island Church to Ottringham, and for constructing quays and wharves at Stone Creek, and to disturnpike the turnpike roads thereby authorised to be constructed and the turnpike road transferred by that Act to the trustees for carrying the said Act into effect, and to repeal, alter, and extinguish wholly or in part the several tolls, rates, and charges authorised to be levied under such last-mentioned Act, and to transfer the management and maintenance of the several roads so proposed to be disturnpiked to the respective highway, local, or other authorities of the several parishes and places in or through which the said roads run or pass, and to authorise and require such highway, local, or other authorities to maintain and keep in repair the respective portions of the roads in such several parishes and places, and for that purpose to levy rates and charges.

Dated this 13th day of November, 1882.

By order,

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

In Parliament.—Session 1883.

New Forest Highways.

(To provide for the Repair and Maintenance of Highways.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to provide for the repair and maintenance of highways in the townships of Ashley Walk, Broomy Burley, Rinefield, and Denny Lodge, in the county of Hants.

November 10th, 1882.

T. W. Gorst, Solicitor, Office of Woods, &c., 1 and 2, Whitehall-place, London.

In Parliament.—Session 1883.

Forest of Dean Highways.

(To provide for the Repair and Maintenance of Highways.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to provide for the repair and maintenance of highways in the townships of East Dean and West Dean, in the county of Gloucester.

November 10th, 1882.

T. W. Gorst, Solicitor, Office of Woods, &c., 1 and 2, Whitehall-place, London.

In Parliament.—Session 1883.

CHEETHAM'S PATENT FOR IMPROVEMENTS IN SELF-ACTING TEMPLES FOR LOOMS.

(Confirmation of Patent.)

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

To continue and confirm certain Letters Patent,

No. 25171.

C

bearing date the 8th day of August, 1879, granted to William Chetham, of Salford, near Manchester, in the county of Lancaster, Machinist, for the term of fourteen years, for the invention of "Improvements in Self-Acting Temples for Looms."

To authorise the said Letters Patent, or a duplicate thereof, to be stamped with the proper stamp showing the payment of the stamp duty thereon of £50, and to be produced at the office of the Commissioners of Patents for the said Commissioners of Patents, or their clerk to stamp such Letters Patent or duplicate, specifying the date of such production, and to endorse on such Letters Patent or duplicate a certificate of the production of the same duly stamped, and to endorse a like certificate upon the Warrant for such Letters Patent, filed in the said office.

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

Dated this 22nd day of November, 1882.

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

In Parliament.—Session 1883.

East Essex Railway.

(Railway from Mistley to Weeley; Vesting of Portion of Mistley, Thorpe, and Walton Undertaking in new Company; Abandonment of that Undertaking and Dissolution of Company; Working Agreements with Great Eastern and Tendring Hundred Railway Companies; Running Powers over Portions of their Railways; 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 referred to as "the Company"), and to confer on the Company the following, or some of the following powers, viz:—

To make and maintain the railway hereinafter described, in the county of Essex, with all necessary stations, approaches, works, and conveniences connected therewith, that is to say:—

A railway commencing in the parish of Mistley by a junction with the Harwich Branch of the Great Eastern Railway, about one furlong eastward of the bridge carrying the said branch over the tramway to Mistley Quays, and terminating by a junction, in the parish of Weeley, with the Tendring Hundred Railway, about half a mile eastward of the rifle butts at Weeley, adjoining that railway, which said intended railway will pass from, in, through, or into the parishes of Mistley, Bradfield, Wix, Tendring, Thorpe-le-Soken, Beaumont, and Weeley, or some of them.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such highways, footpaths, streams, and railways as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railway and works, or any of them, or of the intended Act.

To purchase, and take by compulsion and by agreement, lands, houses, tenements, and hereditaments for the purposes of the said railway and works and of the intended Act, and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To levy tolls, rates, and charges upon or in respect of the intended railway and works, and to confer exemptions from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

The intended Act will also contain powers for effecting the following objects, or some of them, viz. :—

To transfer to and vest in the Company, upon such terms and conditions as have been or may be agreed upon or settled by arbitration, the works, lands, and other property, estate, and effects, rights, powers, and privileges, agreements, and benefits of agreements of the Mistley, Thorpe, and Walton Railway Company, and of any person and persons claiming under that Company, free from all debts, liabilities, and obligations; and the Act will provide for the dissolution of the Mistley, Thorpe, and Walton Railway Company, and the winding up of their affairs.

To authorize the Company, or the Tendring Hundred Railway Company, or the Great Eastern Railway Company, or either of them, to lay a second line of rails on that portion of the Tendring Hundred Railway which is situated between the junction therewith of the intended railway and the junction therewith of the Clacton-on-Sea Railway, and to acquire lands in the parish of Weeley and Thorpe for that purpose, and for station purposes at Thorpe.

To enable the Company, on the one hand, and the Great Eastern and Tendring Hundred Railway Companies, or either of those Companies, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the intended railway, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic thereon, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, transmission, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the fixing, collection, division, and appropriation of the tolls and other revenue arising from that traffic; and the Act will confirm any agreement already made, or which, previously to the passing of the intended Act, may be made touching any of the matters aforesaid.

The Act will or may provide for the transfer to and vesting in the Great Eastern Railway Company (hereinafter called "the Great Eastern Company") of the undertaking of the Company upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the Act: for empowering the Great Eastern Company to substitute their own shares or stock for shares or stock of the Company; to provide for the exercise and fulfilment by the Great Eastern Company of all the rights, powers, privileges, and obligations of the Company, whether with reference to the acquisition of lands, the construction and maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or otherwise; and to provide for the conversion into shares or stock of the Great Eastern Railway Company of the shares or stock in the capital of the Company, whether before or after the same shall have been paid up in full; and the Act may provide for the eventual dissolution of the Company.

To authorize the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of their capital or funds from time to time interest or dividends on the capital of the Company, for such period and subject to such restrictions as may be prescribed by the Act, and the Act will empower the Great Eastern Company to guarantee and pay interest on the share and loan capital of the Company, or

on any part thereof, and to appoint directors and to vote at meetings of the Company.

The Act will vary or extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will also, so far as may be necessary, alter, vary, or repeal some of the provisions of the Great Eastern Railway Act, 1862, and of any other Act relating to the Great Eastern Railway Company; the Tendring Hundred Railway Act, 1859, and of any other Act relating to the Tendring Hundred Railway Company; the Mistley, Thorpe, and Walton Railway Acts, 1863 and 1864, and of any other Acts relating to the Mistley, Thorpe, and Walton Railway Company.

Maps, plans, and sections of the said intended railways and works, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of the lands and houses intended to be taken for the purposes thereof, 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 in Chelmsford; and 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 intended railway and works are proposed to be made, or in which any lands and houses intended to be taken are situate, and a copy of the said Gazette notice, will, on or before the same day, be deposited for public inspection in the case of each parish with the parish clerk, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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

Dated this 17th day of November, 1882.

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

Board of Trade—Session 1883.

Strand District Electric Lighting.

(Power to Produce, Supply, and Store Electricity for Lighting, and other Purposes, and for those Purposes to break up Public and Private Streets and other Places in the District of the Strand District Board of Works, in the County of Middlesex, and to Erect, Lay Down, Provide and Maintain Wires and other Apparatus and Works, acquire Land and other Rights, and supply Lamps, Meters, and Fittings; Powers to the Local Authority and others and Agreements with them; Power to Demand and Recover Rents and Charges, and to make Regulations as to Fittings; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the Metropolitan (Brush) Electric Light and Power Company Limited, whose registered office is situate at No. 110, Cannon-street, in the city of London. (hereinafter called "the Company") to the Board of Trade, on or before the 21st day of December next, under the provisions of the "Electric Lighting Act, 1882," for a Provisional Order for the following purposes:—

To authorise and empower the Company to supply and store electricity as defined by the said Act, for all or some of the public and private purposes as defined by the said Act within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes in the said area, and to lay down, set up, maintain, renew, or remove either above or under ground, or otherwise pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid within the said area, and all other works to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands or interests, or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works and appliances, for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description, required for the purposes aforesaid.

To authorise the Company to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Company on the one hand, and the Local Authority on the other hand, to enter into agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths and public places as aforesaid, and if necessary to authorise such Local Authority to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of the "Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply, hereinafter mentioned, that by the Electric Lighting Act, 1882, are conferred upon undertakers, as defined by such Act, 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 those Acts, and to confirm or give effect to any agreement with any local authority or other corporation or person relative to the said Order, or the undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires, or the Board of Trade may prescribe with respect to all or any matters in connection with the proposed undertaking.

To authorise the Company to take, collect, and recover, rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect, is the district of the Strand District Board of Works, in the county of Middlesex.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works, are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

King-street, Bedford-street, Covent Garden Market, Bow-street, Russell-street, Wellington-street, Catherine-street, Drury-lane, Wych-street, Pickett-street, Strand, Norfolk-street, Waterloo Bridge, Carey-street, Chancery-lane, Victoria Embankment.

The street, roads, or places not repairable by the local authority, which the Company propose to take power to break up, are as follows:—

Covent Garden Market.

The railway which the Company propose to take power to break up, pass or cross over or under, is as follows:—

The Metropolitan District Railway.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Provisional Order, when applied for, 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, and of Mr. C. Goodman, 407, Strand, in the county of Middlesex.

Every local or other public authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," within two months from the date hereof.

Dated this 24th day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors and Parliamentary Agents.

Board of Trade.—Session 1883.

Southampton Electric Lighting.

"Electric Lighting Act, 1882."

(Power to produce, supply, and store Electricity for lighting and other purposes, and for those purposes to break up public and private streets, and other places in the Borough of Southampton, in the County of Hants, and to erect, lay down, provide, and maintain wires and other apparatus and works, acquire land and other rights, and supply lamps, meters, and fittings. Powers to the Local Authority and others, and Agreements with them. Power to demand and recover rents and charges, and to make Regulations as to fittings. Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the United Electric Light and Power Company, Limited whose registered office is situate at St. Stephen's Chambers, Telegraph-street, in the city of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of "The Electric Lighting Act, 1882," for a Provisional Order for the following purposes:—

To authorise and empower the Company to supply and store electricity, as defined by the said Act, for all or some of the public and private

purposes as defined by the said Act, within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, in the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid, within the said area, and all other works, to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands, or interests, or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorise the Company to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Company on the one hand, and the Local Authority on the other hand, to enter into agreements as to the supply of electricity, and as to the breaking-up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and if necessary to authorise such Local Authority to exercise the powers with respect to the breaking-up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of "The Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned, that by "The Electric Lighting Act, 1882," are conferred upon undertakers as defined by such Act, 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 those Acts, and to confirm or give effect to any agreement with any Local Authority or other corporation, or person, relative to the said Order, or the undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires, or the Board of Trade may prescribe, with respect to all or any matters in connection with the proposed undertaking.

To authorise the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is the borough of Southampton, in the county of Hants.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works, are all the streets and other places within the said area of supply, and among such

streets and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

London-road south of Carlton-crescent, Carlton-crescent, Bellevue-road, Above Barstreet, High-street, Bridge-street, Bernard-street, Oxford-street, Terminus-terrace south of Oxford-street, Canute-road from Terminus-terrace to Floating Bridge-road, Town Quay, French-street, St. Michael's-street, St. Michael's-square, West-street, Bargate.

The railways and tramways which the Company propose to take power to break up are as follows—

The London and South Western Railway, the Tramways of the Southampton Dock Company, and of the Southampton-street Tramways Company.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order, when applied for, and of the Provisional Order when made, will be furnished at the price of 1s. for each copy to all persons applying for the same at the office of the undersigned, Walter Webb and Co., 23, Queen Victoria-street, in the city of London, and at Messrs. Gutch and Cox's, 150, High-street, Southampton, in the county of Hants.

Every local or other public authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the date hereof.

Dated this 22nd day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, London, E.C., Solicitors and Parliamentary Agents.

In the Board of Trade.—Session 1883.

The Electric Lighting Act, 1882.

Darlington Electric Lighting.

(Application by the Corporation of Darlington for Powers to Supply Electricity for Public and Private Purposes within the Borough; Powers to Erect Works and to place Electric Lines and other Apparatus in, over, or along Public and Private Streets, and other Places and Buildings, and to cross and break open Railways and Tramways; to Appropriate and Acquire Land and Buildings; to Purchase, Hire, Manufacture, Sell, and Let Engines, Lamps, Meters, Burners, &c.; to Make and Recover Rents and Charges; to Make Bye-laws; to Acquire Licenses; Agreements with Companies and Persons for Supplying Electricity, and other Provisions.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Darlington, in the county of Durham (hereinafter called "the Corporation") intend to apply to the Board of Trade on or before the 21st day of December next, for a Provisional Order under the Electric Lighting Act, 1882, to be confirmed by Parliament next Session, for the following objects (that is to say):—

1. To confer upon the Corporation, acting by the Council as the Urban Sanitary Authority of the borough of Darlington (hereinafter called "the borough") all necessary powers and autho-

rities for the production or generation, storage, and supply of electricity, and to empower them with, and subject to the powers conferred on undertakers by the said Act, and by the Lands Clauses Acts and Gas Works Clauses Acts incorporated with that Act, to supply electricity for all public and private purposes, or for such limited purposes or limited period only as may be defined in the intended Order within the area of the borough.

2. To empower the Corporation, for the purposes aforesaid, to lay down, place and erect, and from time to time to remove or alter the position of mains, pipes, tubes, electric lines, wires, conductors, insulators, pillars, posts and other apparatus in, on, over, under, along, or by the side of, and for that purpose to enter into or upon, open, break up, and otherwise interfere with, all streets, roads, lanes, highways, and passages, and other places repairable by the Corporation within the borough, and all other streets, roads, lanes, and passages, and all houses, buildings, lands, county and other bridges, and other property (public and private) within the borough, and to alter the position of any pipes, wires, and other works laid in, along, or under such streets, roads, and other places. And also to pass or cross over, under, or along, and break up or otherwise interfere with the following railways and tramways without or with the consent of the Board of Trade (that is to say):—All the railways and lines of railway within the borough, of the North Eastern Railway Company, the tramways within the borough, of the proprietors of the Darlington Tramways.

3. To erect, construct, provide and maintain, and from time to time to alter, enlarge, renew, discontinue, or remove, all engines, machines, batteries, generators, accumulators, meters, apparatus, stations, works, buildings, plant, machinery, appliances, materials, and things, used or required in the production, generation and supply of electricity.

4. To authorise the Corporation to acquire licenses for the use of any patented or protected processes, inventions, methods, engines, machinery, apparatus, materials, and other things used for, and in connection with, the production, generation, storage, or supply of electricity.

5. To empower the Corporation to purchase, hire or manufacture engines, machines, batteries, electric lines, generators, accumulators, meters, lamps, burners, fittings, and other apparatus used for, and in connection with, the supply of electricity for the purposes of the intended Order, and to sell, let or hire or otherwise dispose of the same to consumers and others.

6. To empower the Corporation to appropriate any lands or buildings, and other property now belonging to or held by them, and to purchase by agreement, lease, or acquire and to hold lands and buildings, and rights and easements in and over the same, for the purposes of the intended Order.

7. To authorise the Corporation to enter into agreements for or with respect to the supply of electricity, for any purposes for which they are empowered to supply the same with any local or road authority, Company, body, and person and (with the consent of the Board of Trade) to transfer to any Company, body, or person, all or any of the powers conferred on them by the intended Order or the said Act.

8. To authorise the Corporation to make, levy, and recover rents and charges for the supply of electricity, and for the use of lamps, burners, electric lines, wires, fittings, and apparatus let on hire, or supplied by them to consumers.

9. To enable the Corporation to make, alter,

rescind, and enforce bye-laws, rules, and regulations for regulating the use and preventing the misuse and waste of electricity, and otherwise in relation to the supply of electricity, and for other the purposes of the intended Order, and to impose penalties for the breach of the same.

10. And provisions will, or may, be inserted in the intended Order prescribing the limits within which, the period for which, the conditions under which, or the purposes for which, a supply of electricity by the Corporation is to be compulsory or permissive; for securing a regular and efficient supply of electricity; for securing the safety of the public from personal injury, fire or otherwise; for limiting or prescribing the charges to be made in respect of the supply of electricity; for authorising the inspection and inquiry from time to time by the Board of Trade, and with regard to the exercise of the powers and the performance of the duties by the Corporation, and otherwise in relation to the undertaking as may be necessary or expedient.

11. A published map, showing the boundaries of the proposed area of supply, 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 in the Exchequer-buildings in the city of Durham, and with the town clerk of Darlington, at his office at Darlington, on or before the 30th day of November, 1882.

12. The draft of the intended Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the Draft Order, when so deposited, and of the intended Order, when made, will be deposited at the offices of the undersigned, and can be there obtained, at the price of one shilling for each copy, by all persons applying for them.

13. Every local or other public authority, Company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," on or before the 24th day of January, 1883.

Dated this 22nd day of November, 1882.

Hugh Dunn, Town Clerk, Darlington.

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

Board of Trade.—Session 1883.

Camberwell and Penge Electric Lighting.

(Power to produce, supply, and store Electricity for Lighting and other Purposes, and for those Purposes to break up Public and Private Streets and other Places in the Parish of St. Giles Camberwell, in the County of Surrey, and the Hamlet of Penge, in the County of Kent, and to erect, lay down, provide, and maintain Wires and other Apparatus and Works, acquire Land and other Rights, and supply Lamps, Meters, and Fittings; Powers to the Local Authorities and others, and Agreements with them; Power to demand and recover Rents and Charges, and to make Regulations as to Fittings; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the Metropolitan (Brush) Electric Light and Power Company Limited, whose registered office is situate at No. 110, Cannon-street, in the city of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the "Electric

Lighting Act, 1882," for a Provisional Order for the following purposes :—

To authorize and empower the Company to supply and store electricity, as defined by the said Act, for all or some of the public and private purposes, as defined by the said Act, within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing-paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes in the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid within the said area, and all other works to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands or interests or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorize the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorize the Company to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Company, on the one hand, and the Local Authorities, on the other hand, to enter into agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and, if necessary, to authorize such Local Authorities to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of the "Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned, that by the Electric Lighting Act, 1882, are conferred upon undertakers as defined by such Act, 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 those Acts, and to confirm or give effect to any agreement with any Local Authority or other Corporation or person relative to the said Order or the undertaking proposed to be authorized thereby, and to make all such other regulations and conditions as the said Act authorizes or requires, or the Board of Trade may prescribe, with respect to all or any matters in connection with the proposed undertaking.

To authorize the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect, is the parish of St. Giles

Camberwell, in the county of Surrey, and the hamlet of Penge, in the county of Kent.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area) that is to say :—

Camberwell-road, Camberwell New-road, Ryelane, Peckham-road, Southampton-street, Church-street, Camberwell-green, Queen's-road, High-street, Peckham, Old Kent-road, New Church-road, Commercial-road, Wyndham-road, Leipsic-road, Oakfield-road, Dulwich-road (part of), the Palace-road, Denmark Hill.

The railways, tramways, and canals which the Company propose to take power to break up, pass, or cross over or under are as follows—

The London, Chatham, and Dover Railway, the London, Brighton, and South Coast Railway, the West End and Crystal Palace Junction Railway, the London Tramways, the Grand Surrey Canal, the Old Canal.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of 1s. for each copy to all persons applying for the same, at the office of the undersigned, Walter Webb and Co., 23, Queen Victoria-street, in the city of London, and of Mr. G. H. Coghlan, No. 110, Camberwell-road, in the county of Surrey.

Every Local or other Public Authority, Company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the date hereof.

Dated this 24th day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors and Parliamentary Agents.

In Parliament.—Session 1883.

Festiniog Local Board.

(Application to the Local Government Board for a Provisional Order for powers to purchase the undertaking of the Blaenau Festiniog Gas Company, Limited; to confirm Agreement; to manufacture and supply Gas within the district of the Festiniog Local Board, and to levy rates and charges; Incorporation of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Local Government Board, on or before the 23rd day of December next, by the Local Board for the district of Festiniog, in the county of Merioneth (hereinafter called "the Local Board"), pursuant to the Public Health Act, 1875, for a Provisional Order under and subject to the provisions of the Gas and Waterworks Facilities Act, 1870, for all or some of the following purposes, that is to say :—

To authorise the Local Board to purchase and the Blaenau Festiniog Gas Company, Limited (hereinafter called "the Company") to sell (upon such terms and conditions as may be agreed upon, or as, failing agreement, may be determined by arbitration), and to convey, assign, or otherwise

assure, the undertaking, lands, works, mains, plant, property, and effects of the Company; to confirm any agreement or contract already entered into or hereafter to be entered into between the Local Board and the Company for that purpose; and to vest in the Local Board the said undertaking, lands, works, mains, plant, property, and effects; and to authorise the Local Board to raise money and to do all other necessary acts and things for carrying out and completing such purchase.

To authorise the Local Board, upon the land hereinafter described, to maintain, repair, and from time to time to enlarge, alter, and pull down and re-erect and renew the existing gasworks of the Company, and works connected therewith, with all necessary buildings, gasholders, receivers, purifiers, retorts, meters, and apparatus, works and conveniences for the manufacture and storage of gas and residual products arising therefrom, and at such works to manufacture and store gas, coke, culm, tar, oil, ammoniacal liquor, and other residual products, and the several matters and things producible from the residual products arising or resulting from the manufacture of gas or matters connected therewith; also to sell gas, coke, culm, tar, oil, ammoniacal liquor and other residual products, and the several matters and things producible from residual products.

The land hereinbefore referred to is as follows (that is to say):—

All that piece or parcel of ground, containing about $35\frac{1}{2}$ perches, belonging to and in the occupation of the Company, and used by them as the site of their gasworks, situate, lying, and being in the parish of Festiniog, in the county of Merioneth, abutting on the north upon, and bounded on that side for a distance of 18 feet, by land belonging to Evan Parry Jones, and abutting on the south upon, and bounded on that side for a distance of 63 feet, by land belonging to the said Evan Parry Jones, and abutting on the south-west and west upon, and bounded on that side for a distance of 185 feet, by land belonging to the said Evan Parry Jones, and abutting on the east upon, and bounded on that side for a distance of 178 feet, by land belonging to the Festiniog and Blaenau Railway.

To demand, take, and recover rents, rates and charges for the sale and supply of gas, and the sale and hire of gas meters and fittings, and to confer, vary, or extinguish exemption from the payment of such rents, rates, and charges.

To purchase or take on lease by agreement from time to time, and to hold in fee, by demise or otherwise, lands within the limits of the intended Provisional Order, and to sell or lease any lands, works, and property used for the manufacture or storage of gas within the same limits.

To fix and define the limits for the supply of gas by the Local Board.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Provisional Order, and to confer other rights and privileges. The intended Provisional Order will incorporate with itself all or some of the provisions of the Gas Works Clauses Act, 1847, the Gas Works Clauses Act, 1871, the Gas and Waterworks Facilities Act, 1870, and the Gas and Waterworks Facilities Act (1870) Amendment Act, 1873.

And notice is hereby given, that on or before the 30th day of November, 1882, a copy of this advertisement, and a map showing the land pro-

posed to be acquired and used for the manufacture of gas and of residual products arising in the manufacture of gas, will be deposited for public inspection with the Clerk of the Peace for the county of Merioneth, at his office at Dolgelly, in the said county, and will also be deposited in the office of the Local Government Board, Whitehall, London.

And notice is hereby also given, that on and after the 23rd day of December, 1882, printed copies of the draft Provisional Order can be obtained by all persons applying for the same at the price of 1s. each, at the office of the Local Board at Festiniog, in the said county of Merioneth, or at the office of Messrs. Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster.

All persons desirous of making any representation to the Local Government Board, or of bringing before them any objection respecting the said application, may do so by letter addressed to "The Secretary of the Local Government Board, Whitehall, London, S.W.," to be lodged with the said Board on or before the 15th day of January, 1883, and copies of such objections must at the same time be sent to the Local Board, at the offices of Mr. G. H. Ellis, Solicitor for the Local Board. In forwarding such objections to the Local Government Board, the objectors or their agents should state that a copy of such objections has been forwarded to the Local Board or their agents.

And notice is hereby further given, that printed copies of the said Provisional Order, when made by the Local Government Board, will be deposited for public inspection with the said Clerk of the Peace, at his said office as aforesaid, and that printed copies of the said Provisional Order when made can be obtained at the aforesaid office of the Local Board, or at the aforesaid office of Messrs. Wyatt, Hoskins, and Hooker, by all persons applying for the same, at the price of 1s. for each copy, or at such price as the Local Government Board may direct.

Dated this 10th day of November, 1882.

G. H. Ellis, Festiniog, Solicitor.

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

Board of Trade.—Session 1883.

Electric Lighting Act, 1882.

Blackburn Electricity.

(Power to produce, supply, and store electricity for lighting and other purposes. Power to break up streets and to erect, lay down and provide and maintain wires and other apparatus and works, acquire lands and other rights, and supply lamps, meters, and fittings. Power to enter into agreements. Rents, rates, and charges. 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 21st day of December next, for a Provisional Order under the Electric Lighting Act, 1882, to authorise the Mayor, Aldermen, and Burgesses of the Borough of Blackburn, in the County of Lancaster, whose address is the Town Hall, Blackburn aforesaid (hereinafter called the Corporation.)

To produce, generate, supply, distribute, and store electricity, as defined by the said Act, for all the public and private purposes, as defined by the said Act, within the area hereinafter mentioned, and for those purposes to enter upon, break open, and interfere with all streets and roads repairable by the Corporation, and public places, ways, footpaths, railways, canals, towing paths, tramways, bridges, culverts, sewers, gas

and water mains and pipes, and telegraph and pneumatic tubes and pipes, in the said area, and to make, maintain, lay down, set up, renew or remove, either above or underground or otherwise, works, stations, buildings, pipes, tubes, wires, posts, apparatus, or other matters or things required for enabling the Corporation to produce, generate, supply, store, convey, transmit, or distribute electricity for the several public and private purposes aforesaid, within the said area, and all other works to carry into effect the objects of the proposed undertaking.

To enable the Corporation, for the purposes of the Order, to purchase, hold, acquire, or take on lease any lands or interests or easements in land, and to utilise in any way that may be deemed expedient or necessary for the purposes of the Order any lands or works in the possession of the Corporation, or which they are already authorised to purchase or acquire, and to erect, maintain, use, and work upon any such lands all necessary stations, together with all storehouses, engines, engine-houses, buildings, machinery, apparatus, works, and appliances for the production, generating, storage, and distribution of electricity, and the manufacture and storage of lamps, meters, fittings, and appliances in connection therewith.

To authorise the Corporation to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorise the Corporation to enter upon any houses, buildings, lands and premises supplied by them with electricity for any purpose relative to such supply.

To authorise the Corporation to take, demand, collect, and recover rates, rents, and charges and to prescribe the same and to provide for the revision thereof from time to time.

To authorise the Corporation to purchase, take, hold, work, and use exclusively or otherwise patent rights, licences, and authorities, under letters patent, for themselves or any person or Company licensed or supplied by them for the use of any inventions, patented or protected processes, inventions, machinery, apparatus, methods, materials, and other things.

The area of supply will be the district of the Borough of Blackburn, as constituted under the provisions of the Acts relating to Municipal Corporations, and of any local acts relating to the said Borough.

The railways and tramways which the Corporation propose to take power to break up are those belonging to the following Companies, namely:—The Lancashire and Yorkshire Railway Company, The London and North-Western Railway Company, The Lancashire Union Railway Company, The Blackburn and Over Darwen Tramways Company.

The Canal which the Corporation will be empowered to cross is that belonging to the Leeds and Liverpool Canal Company.

To vary or extinguish all existing rights or privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Order and to confer other rights and privileges.

To incorporate with the Provisional Order and extend and apply to the proposed undertaking and works all or some of the provisions of "The Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, 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 those Acts, and to make all such other regulations and conditions as

the said Act authorises or requires, or the Board of Trade may prescribe with respect to all or any matters in connection with the proposed undertaking.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, 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, William Edward Louis Gaine, at the Town Hall, Blackburn, in the County of Lancaster, and at the office of the undersigned, Tahourdins and Hargreaves, at 1, Victoria-street, in the City of Westminster.

Every Local or other Public Authority, Company, 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 Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," within two months from the date hereof.

Dated this 18th day of November, 1882.

W. E. L. Gaine, Town Clerk, Blackburn.
Tahourdins & Hargreaves, 1, Victoria-street, Westminster.

In Parliament—Session 1883.

The Standard Bank of British South Africa, Limited.

(Provisions for the establishment of a Colonial Register, and for the registration and transfer of Shares therein—Alteration and Amendment of Memorandum of Association—Amendment and Extension of Powers, notwithstanding the Acts 25 and 26 Vict., cap. 89, and 30 and 31 Vict., cap. 131.)

NOTICE is hereby given, That an application is intended to be made by the Standard Bank of British South Africa, Limited, to Parliament, in the next Session, for leave to bring in a bill to confer the powers and effect the purposes following, or some of them, that is to say:—

To authorise and provide for the establishment by the Standard Bank of British South Africa, Limited, of colonial or other registers, or a colonial or other register of members in Africa (within the meaning of the Standard Bank of British South Africa, Limited, Act, 1881), and for the registration therein of the name of any person who is or who shall agree to become a member of the Company, and for the entry therein of the transfer of the share or shares, or interest held in the Company by any member, or his personal representative, notwithstanding the Acts 25 and 26 Vict., cap. 89, and 30 and 31 Vict., cap. 131.

To alter and amend the Memorandum of Association of the Company, so far as may be necessary to carry out the objects aforesaid.

To vary or extinguish all rights, powers, and privileges relating in any way to the Company, or conferred by the said Acts, or either of them, or the Memorandum of Association which might impede or interfere with the objects of the Bill, and to confer all such rights, powers, and privileges as may be necessary or expedient for carrying the said objects into effect.

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

Dated this 16th day of November, 1882.

Flux, Son, and Co., 3, East India Avenue,
E.C., Solicitors and Parliamentary
Agents for the said Standard Bank of
British South Africa, Limited.

In Parliament—Session 1883.

North West Metropolitan Tramways.
(Incorporation of Company; Construction of Tramways; Gauge; Power to use Steam or other Mechanical or Motive Power; Provisions as to User, Repair, &c., of Streets; Tolls; Agreements with Local and Road Authorities; Working and other Agreements with the London Street Tramways Company; Amendment of Acts.)

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

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 wholly in the parish of St. Marylebone, commencing at a point in Great Portland-street, in a line with the face of the buildings on the south side of Market-place, and passing thence in a northerly direction along Great Portland-street, and terminating at a point in that street opposite the north-west corner of the Portland-road station of the Metropolitan Railway Company.

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

In Great Portland-street for a length of $1\frac{1}{2}$ chain between the northern side of Market-place and the southern side of Great Castle-street. For a length of 2 chains between the northern side of Langham-street and a point 2 chains in a northerly direction. For a length of 4 chains between the northern side of Weymouth-street, and a point 4 chains in a northerly direction. For a length of 2 chains between points respectively $\frac{1}{2}$ chain south of the north face of Portland-road Station, and 2 chains to the south of the same.

Tramway No. 2, wholly in the parishes of St. Marylebone and St. Pancras, commencing at the point of termination of Tramway No. 1, passing in a northerly direction across Marylebone-road, into and along Albany-street, thence over the York and Albany bridge of the Regent's Canal, and terminating at the junction of Park-street with Albert-road.

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

In Albany-street, for a length of 2 chains from a point opposite the south-east corner of William-street to a point 2 chains in a southerly direction. For a length of 2 chains from a point $\frac{1}{2}$ chain south of the face of buildings on the south side of Cumberland-street west to a point 2 chains south of the same. For a length of 2 chains from a point opposite Redhill-street to a point 2 chains in a northerly direction. For a length of 2 chains from a point 0.25 chain south of the face of buildings on the south side of Park-

village-mews in a southerly direction. For a length of $2\frac{1}{2}$ chains from a point $\frac{1}{2}$ chain from the face of buildings on the south side of Gloucester-gate, measuring in a northerly direction.

Tramway No. 3, wholly in the parish of St. Pancras, commencing at the point of termination of Tramway No. 2, passing in a north-easterly direction along Park-street and into and along High-street in a north-westerly direction, and terminating at a point 50 feet from the face of the south abutment of the bridge crossing the Regent's Canal.

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

For a length of 2 chains from a point 2.75 chains to the north-east of Arlington-road. For a length of 2 chains between points respectively opposite the north-west corner of James-street and 2 chains to the north-west of that point.

Tramway No. 3a, wholly in the parish of St. Pancras, commencing by a junction with Tramway No. 3 at a point 60 links from the western corner of the building at the junction of Park-street with High-street, measured in a south-easterly direction, and terminating by a junction with the existing tramway at a point opposite the "Britannia" public-house and the west corner of Park-street.

Tramway No. 4, wholly in the parishes of St. Pancras and St. John, Hampstead, commencing at a point in Chalk Farm-road $1\frac{1}{2}$ chain south-east of the north-west corner of Grange-road, thence in a westerly direction along the said Chalk Farm-road, and terminating at a point in Adelaide-road in a line with the east face of the "Adelaide" Tavern.

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

In Chalk Farm-road for a length of 2 chains between points respectively opposite the north-west corner of Grange-road and 2 chains to the west of that point. For a length of 2 chains between points respectively opposite the south-west corner of Ferdinand-street and a point 2 chains west of that point. For a length of 2 chains between points respectively 1 chain to the east of a point opposite Croggsland-road and 2 chains to the west of that point.

Tramway No. 5, wholly in the parish of St. John, Hampstead, commencing at the termination of Tramway No. 4, and continuing along Adelaide-road in a westerly direction, passing thence along the Upper Avenue-road to a point at or near the junction of Upper Avenue-road with Finchley-road.

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

In Adelaide-road for a length of 2 chains between points respectively $7\frac{1}{2}$ chains to the west of a point opposite Bridge-road and 2 chains to the west of that point. For a length of 2 chains between points respectively 6 chains to the west of a point opposite Eton-road and 2 chains to the west of that point. For a length of 2 chains between points respectively 3.75 chains to the west of a point opposite Eton-place and 2 chains to the west of that point. For a length of 2 chains between points respectively 2.40 chains to the west of a point opposite King's College-road and 2 chains to the south west of that point. In Upper Avenue-road for a length of 2 chains between points respectively, 1.40 chain to the north-west of a point opposite Adelaide-road north and 2 chains to the north-west of that point. For a length of 2 chains between points respectively 1 chain to the south-east and 1 chain to the north-west of a point opposite Finchley-road.

Tramway No. 6, wholly in the parish of Saint John, Hampstead, commencing at the termination of Tramway No. 5, and passing thence along the centre of Finchley-road, and terminating at a point at or near the junction of Finchley-road and West End-lane.

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

For a length of 2 chains between points respectively 1.50 chains to the north-west of a point opposite Victoria-road and 2 chains to the north-west of that point. For a length of 2 chains between points respectively 0.25 chain from the north face of Netherall-road and a point 2 chains in a north-westerly direction. For a length of 2 chains between points respectively 2.60 chains from a point opposite the Lithos-road and a point 2 chains in a north-westerly direction. In Finchley-road and West End-lane, for a length of 2 chains between points respectively $\frac{1}{2}$ chain, measuring in a south-easterly direction, from the termination of Tramway No. 6 and a point 2 chains, measuring in a south-easterly direction from that point.

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.	Names of Road.	On which side of Road.	Points between which
No. 2	Albany-street.	Both	From a point opposite the south side of William-street to a point 2 chains in a southerly direction. From a point $\frac{1}{2}$ chain south of the face of buildings on the south side of Cumberland-street west to a point 2 chains south of the same. From a point opposite Redhill-street for a length of 2 chains in a northerly direction. From a point opposite the south face of Park Village-mews for a length of $2\frac{1}{4}$ chains in a southerly direction.
No. 3	Park-street.	West side.	From a point opposite Arlington-road to a point $2\frac{1}{2}$ chains in a south-westerly direction, and to a point $2\frac{1}{2}$ chains in a north-easterly direction.
No. 3	High-street.	Both	From a point $1\frac{1}{2}$ chains south-east of the face of the south abutment of the bridge over the Regent's Canal, to a point 2 chains south-east of same.

Tramway.	Name of Road.	On which side of Road.	Points between which
No. 5	Adelaide-road.	Both	From a point 6 chains east of the north face of Eton-road to a point 2.00 chains east of same. From a point 1.80 chain east of the east side of Primrose Hill-road to a point 2 chains east of same. From a point opposite the south-east corner of Merton-road to a point 2 chains east of same. From a point 2 chains west of the south-east corner of King's College-road to a point 2 chains west of same.
No. 5	Upper Avenue-road.	Both.	From a point 1 chain north-west of the north-west corner of Adelaide-road to a point north-west of same.
No. 6	Finchley-road.	Both.	From a point 1.50 chain from the north west corner of Victoria-road in a north-westerly direction to a point 2 chains north-west of same point. From a point 0.25 chain from the north corner of Netherall-terrace, in a north-westerly direction to a point 2 chains north-west of same point. From a point 2 chains north-west of the north-west corner of Lithos-road to a point 2 chains north-west of same. From the junction of West End-lane with Finchley-road, for a length of 2 chains in a south-easterly direction, and to a point $\frac{1}{2}$ chain in a north-westerly direction.

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 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, 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 fixed or moveable mechanical or motive power, in addition to or in substitution for animal labour.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove and otherwise interfere with, streets, turn-

pike 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, 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 authorise 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 empower the Company on the one hand, and the London Street Tramways Company on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management and maintenance by the contracting Companies, or either of them, of their respective tramways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission and delivery of traffic upon, or coming from, or destined for the tramways of the contracting Companies, or either of them, the supply and maintenance of stock and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective tramways and works of the contracting Companies, or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid.

To 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 incorporate with the Bill, 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 Bill, 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 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 Middlesex, at his office at the Sessions House, Clerkenwell-green, in the said county, and that a copy of so much of the said plans, sections and book of reference as relates to each of the parishes and extra-parochial places 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 St. Marylebone, with the Clerk of the Vestry of St. Marylebone, at his

office at the Court House Marylebone-lane, W.; as relates to the parish of St. Pancras, with the Clerk of the Vestry of St. Pancras, at his office at the Vestry Hall, Pancras-road, St. Pancras, N.W.; as relates to the parish of St. John, Hampstead, with the Clerk of the Vestry of St. John, Hampstead, at his office at the Vestry Hall, Haverstock-hill, Hampstead, N.W.; 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 17th day of November, 1882.

Quick and Bidder, 13, George-street, Mansion House, E.C., Solicitors for the Bill.
C. J. Hanly, 27, Great George-street, Westminster, S.W., Parliamentary Agent.

In the Board of Trade.—Session 1883.

Scarborough Electric Lighting.

(Application by the Corporation of Scarborough for Powers to supply Electricity for Public and Private Purposes within the Borough; Powers to Erect Works, and to place Electric Lines and other Apparatus in, over, and along Public and Private Streets and Buildings; to Appropriate and Acquire Land and Buildings; to Purchase, Sell, and Let Engines, Lamps, Meters, Burners, &c.; to Make and Recover Rents and Charges; to Make Bye-laws; to Acquire Licenses; Agreements with Companies and Persons for Supplying Electricity, and other Provisions.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Scarborough, in the North Riding of the county of York (hereinafter called "the Corporation"), intend to apply to the Board of Trade on or before the 21st day of December next, for a Provisional Order under the Electric Lighting Act, 1882, to be confirmed by Parliament next Session, for the following objects, that is to say:—

1. To confer upon the Corporation all necessary powers and authorities for the production or generation, storage, and supply of electricity, and to empower them with, and subject to, the powers conferred on Undertakers by the said Act, and by the Lands Clauses Acts and Gas Works Clauses Acts incorporated with that Act, to supply electricity for all public and private purposes, or for such limited purposes or limited period only as may be defined in the intended Order, within the area of the borough of Scarborough (hereinafter called "the borough").

2. To empower the Corporation for the purposes aforesaid to lay down, place, and erect, and from time to time to remove or alter the position of, mains, pipes, tubes, electric lines, wires, conductors, insulators, pillars, posts, and other apparatus in, on, over, under, along, or by the side of, and for that purpose to enter into or upon, open, break up, and otherwise interfere with all streets, roads, lanes, highways, passages, and other places repairable by the Corporation within the borough, and all other streets, roads, lanes, and passages, and all houses, buildings, lands, bridges, and other property (public and private) within the borough, and to alter the position of, and otherwise interfere with, any pipes, telegraph, telephonic and other wires, apparatus, and works, in, on, over, or under the same.

3. To erect, construct, provide and maintain,

and, from time to time, to alter, enlarge, renew, remove, or discontinue, all engines, machines, batteries, generators, accumulators, meters, apparatus, stations, works, buildings, plant, machinery, appliances, materials, and things used or required in the production, generation, and supply of electricity.

4. To authorise the Corporation to acquire licenses for the use of any patented or protected processes, inventions, methods, engines, machinery, apparatus, materials, and other things used for, and in connection with the production, generation, storage, or supply of electricity.

5. To empower the Corporation to purchase or hire engines, machines, batteries, electric-lines, generators, accumulators, meters, lamps, burners, fittings, and other apparatus used for, and in connection with the supply of electricity, for the purposes of the intended Order, and to sell, let on hire, or otherwise dispose of the same, to consumers and others.

6. To empower the Corporation to appropriate any lands or buildings, and other property now belonging to, or held by them, and to purchase by agreement, lease, or acquire, and to hold lands and buildings, and rights and easements in and over the same, for the purposes of the intended Order.

7. To authorise the Corporation to enter into agreements for, or with respect to the supply of electricity, for any purposes for which they are empowered to supply the same, with any Company, body, or person, and (with the consent of the Board of Trade) to transfer to any Company, body, or person, all or any of the powers conferred on them by the intended Order or the said Act.

8. To authorise the Corporation to make, levy, and recover rents and charges for the supply of electricity, and for the use of lamps, burners, electric-lines, wires, fittings, and apparatus let on hire or supplied by them to consumers.

9. To enable the Corporation to make, alter rescind, and enforce bye-laws, rules, and regulations for regulating the use and preventing the misuse and waste of electricity, and otherwise in relation to the supply of electricity, and for other the purposes of the intended Order, and to impose penalties for the breach of the same.

10. And provisions will or may be inserted in the intended Order prescribing the limits within which the period during which the conditions under which or the purposes for which a supply of electricity by the Corporation is to be compulsory or permissive; for securing a regular and efficient supply of electricity; for securing the safety of the public; for limiting or prescribing the charges to be made in respect of the supply of electricity; for authorising the inspection and inquiry from time to time by the Board of Trade; and with regard to the exercise of the powers and the performance of the duties by the Corporation, and otherwise in relation to the undertaking as may be necessary or expedient.

11. A published map, showing the boundaries of the proposed area of supply, and the streets and other places in, over, or along which it is proposed to place any electric lines and other works, 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 North Riding of the county of York, at his office at Northallerton, and with the Town Clerk of Scarborough, at his office at the Town Hall, on or before the 30th day of November instant.

12. The draft of the intended Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and

printed copies of the Draft Order, when so deposited, and of the intended Order, when made, will be deposited at the Town Clerk's office in the Town Hall, Scarborough, and at the offices of the undersigned, and can be there obtained at the price of one shilling for each copy to all persons applying for them.

13. Every local or other public authority, Company 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," on or before the 25th day of January, 1883.

Dated this 23rd day of November, 1882.

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

In Parliament.—Session 1883.

South Hayling Bridge.

(Incorporation of Company; Construction of Opening Bridge over Langstone Channel between Hayling Island and Southsea, with Approach Roads thereto on both sides; Compulsory Purchase of Lands; Acquisition and Extinction of Ferry and Ferry Rights; Powers to Limited Owners; Agreements with and Contribution by Corporation of Portsmouth Justices of the Peace for the County of Southampton and other bodies and persons; Power to Levy Tolls, Rates, and Duties, and Exemption from Tolls, Rates and Duties; Leasing of Bridge Undertaking, or of the Tolls, Rates and Duties; Special Powers and Provisions for Levying of Rates in Aid upon Landowners and others, and of Borrowing Money upon Security of such Rates; Incorporation of parts of the Railways Clauses Consolidation Act, 1845; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session for leave to introduce a Bill and to pass 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 Southampton (that is to say):

1. An opening bridge across the Langstone Channel, to be situate wholly in the parishes of South Hayling and Portsea, connecting the Island of Hayling with Southsea, which bridge will commence at or about high-water mark on the foreshore of Hayling Island, at a point distant 13 chains, or thereabouts, measured in a straight line in a southerly direction from the south-western corner of the Norfolk Lodge public-house, in the parish of South Hayling, and will terminate at or about high-water mark on the west side of the Langstone Channel aforesaid, in the parish of Portsea, at a point distant 12½ chains, or thereabouts, measured in a straight line in a southerly direction from the south-eastern corner of the ferry house.
2. An approach road (approach road No. 1) wholly in the parish of South Hayling, and branching off from and commencing by a junction with the present road, between the Sinah Farm and the Norfolk Lodge public-house, at or near a point in the last-mentioned road distant 20 chains, or thereabouts,

measured in a straight line in a westerly direction from the Sinah Farm aforesaid, and terminating by a junction with the bridge hereinbefore described at the eastern end of that bridge.

3. An approach road (approach road No. 2) wholly in the parish of Portsea, commencing in the road leading from Southsea to Cumberland Fort, at a point in that road distant 4 chains, or thereabouts, measured in a straight line in an easterly direction from the south-east corner of the borough of Portsmouth sewage-pumping station, and terminating by a junction with the bridge hereinbefore described at the western end of that bridge.

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.

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 the before-mentioned parishes which it may be necessary to cross, stop up, alter or divert in executing the purposes of the Bill.

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 Bill.

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 existing ferry over the Langstone Channel known as Sinah 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 Langstone Channel.

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 last-mentioned Act upon landowners as defined therein.

To make provision for the repair and maintenance of the said bridge and approach roads respectively and the works connected therewith, or part or parts thereof, by the bodies or persons liable to the repair of the highways in the parishes in which the same are respectively situate, or by such other bodies or persons as may be prescribed or provided for by the Bill in that behalf.

To authorise the Company on the one hand, and the Mayor, Aldermen, and Burgesses of the borough of Portsmouth (hereinafter called "the Corporation") and the Justices of the Peace for the county of Southampton (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 Bill, and to confirm any such

contracts and agreements which may have been or may be entered into prior to the passing of the Bill.

To authorise and enable owners, lessees and occupiers of lands in Hayling Island, the Corporation, the Justices, and any other Corporation, public body, Commissioners, persons or person 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, his, or her corporate or other funds, moneys, rates, revenues or income for that purpose, and to raise money for the like purpose on the security of their, his, or her property or revenues, or of any rates, tolls, dues, or charges which they, he, or she 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 use 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 bridge undertaking, and the tolls, rates, and charges to be levied in respect thereof.

To authorise and empower the Company to raise moneys by levying a rate or rates in aid of the undertaking upon the owners, lessees, and occupiers of lands, houses, and other property in Hayling Island, and to borrow money upon the security of such rate or rates.

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 Bill, or which would in any manner interfere with the objects of the Bill, and to confer, vary, and extinguish other rights and privileges.

The Bill will or may incorporate, and with or without alterations or modifications, all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and to the temporary occupation of lands.

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 Southampton, at his office at Winchester, and also with the parish clerks of the said parishes of South Hayling and Portsea at their respective residences.

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 13th day of November, 1882.

Sole, Turner, and Knight, 68, Aldermanbury, London, Solicitors for the Bill.

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

Board of Trade—Session 1883.

Beccles Corporation Electric Lighting.

Provisional Order under the Electric Lighting Act, 1882.

Application to the Board of Trade, under the Electric Lighting Act, 1882, for power to construct Works and to supply Electricity for Public and Private Purposes; to levy Rates, break up Streets, &c.

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough

of Beccles, in the county of Suffolk (hereinafter called the Corporation), intend to apply to the Board of Trade, pursuant to the Electric Lighting Act, 1882, 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 authorise the Corporation to manufacture, generate, produce, and store electricity, and to supply the same for public and private purposes, as defined in the said Act, within and throughout the whole of the borough of Beccles, or such part or parts thereof as may be deemed expedient and as shall, subject to the authority of the Board of Trade and of Parliament, be specified and defined in the intended Provisional Order, and to enter upon, break up, open, or interfere with streets, roads, public places, ways, footpaths, railways, canals, towing paths, navigations, rivers, streams, brooks, bridges, culverts, sewers, gas and water mains and pipes, and all or any other tubes or pipes, and for the purposes of such supply to confer upon the Corporation all or some of the powers contained in the said Act.

To levy and recover rates and charges for and in respect of the purposes of the intended Provisional Order, and the expenses incurred in connection with the obtaining thereof as provided by the said Act.

To empower the Corporation, subject to the provisions of the said Act, to acquire or take and hold on lease or otherwise by agreement, such lands, or interests, or easements in lands, as may be required for the purposes of the intended Provisional Order.

To purchase, acquire, erect, use, and work steam, water, gas, or other engines, batteries, machinery, or power for producing, storing, and supplying electricity, and to construct all such works, acquire such licences for the use of any patented or protected processes, inventions, machinery, apparatus, methods, materials, or other things, enter into such contracts, and generally do all such acts and things as may be necessary and incidental to such manufacture, generating, production, storage, and supply of electricity.

The following is a list of the streets not repairable by any local authority, and of the railways and tramways which will or may be subject or liable to be broken up or interfered with under the powers of the intended Provisional Order:—

Frederick's-place.

Road leading from Station-road through property late belonging to the Trustees of George Fenn, deceased, to Ingate-road.

Road belonging to Messrs. Bouttell and Darby, leading from Ravensmeor to Station-road.

Caxton-road.

The Great Eastern Railway main line, branches, and sidings in the Borough of Beccles.

The Provisional Order will contain all such provisions as may be required by the said Electric Lighting Act, 1882, or by the Board of Trade, or by Parliament, concerning the breaking-up of streets, whether or not repairable by a local or other authority or body, and concerning interference with railways and tramways, canals and navigable rivers, and also as to the conditions of supply, price, nature, and amount of supply, obligation to supply and other matters, and as to the period for which the Provisional Order is granted, and for securing the safety of the consumer and the public from injury by shock, fire, or otherwise, and for enforcing the performance by the Corporation of their duties in relation to the supply of electricity.

On or before the 30th day of November instant, a copy of this notice as published in the London

Gazette, and a map, showing the proposed limits of supply, will be deposited for public inspection at the office of the Board of Trade, Whitehall; with the clerk of the peace for the county of Suffolk, at his office at Ipswich; and with the town clerk of Beccles, at his office.

The draft of the intended Provisional Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies thereof when so deposited, and of the Provisional Order when made will be obtainable at the price of one shilling each, at the office of the town clerk in Beccles, and in London at the office of Mr. Alexander James Murray, Solicitor, of No. 1, Clement's Inn, Strand, W. C.

Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the proposed application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," on or before the 21st day of January, 1883.

Alex. J. Murray, Agent for G. B. Angell, Beccles.

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

Board of Trade.—Session 1883.

South Shields Corporation Tramways.

(Application to the Board of Trade for a Provisional Order under the Tramways Act, 1870, for the Alteration of the gauge of the Tramways authorised by the South Shields Corporation Tramways Order, 1881; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by or on behalf of the Mayor, Aldermen, and Burgesses of the borough of South Shields, in the parish of Jarrow, in the county of Durham, acting by the council of the said borough (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 sanction and prescribe with respect to the tramways authorised by and constructed or to be constructed under the South Shields Corporation Tramways Order, 1881, a gauge of 3 feet 6 inches instead of that of 4 feet 8½ inches as now authorised.

To fix the maximum width of the carriages to be used on the said tramways.

To incorporate with and extend and apply to the Provisional Order some of the provisions of the Tramways Act, 1870, and to amend and alter the same, and to repeal, amend, or alter some of the provisions of the South Shields Corporation Tramways Order, 1881, confirmed by the Tramways Orders Confirmation (No. 1) Act, 1881.

And notice is hereby further given, that a copy of this advertisement as published in the London Gazette will, on or before the 30th day of November, 1882, be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office in the Exchequer-buildings, in the city of Durham, and also with the Promoters, at the office of the town clerk, 35, Market-place, South Shields, and also with the parish clerk of the said parish of Jarrow, at his residence in Jarrow, in the said county.

The draft of the said Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed

copies of the draft Order when deposited, and of the Order when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them at the offices of the undersigned.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade or of bringing before them any objection respecting the application may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1883, and copies of their objections must at the same time be sent to the Promoters, at the offices of the undersigned; and in forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 23rd day of November, 1882.

Joseph M. Moore, Town Clerk, 35, Market-place, South Shields.

John M. Clabon, 21, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1883.

Londonderry and Enniskillen Railway (Amalgamation).

(Amalgamation with the Great Northern Railway Company (Ireland); Dissolution of Londonderry and Enniskillen Railway Company; Provision with respect to Capital fraudulently created in the Londonderry and Enniskillen Railway Company.)

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 purposes:—

To provide for amalgamating with, transferring to, and vesting in the Great Northern Railway Company (Ireland) (herein called the Great Northern Company) the undertaking of the Londonderry and Enniskillen Railway Company (herein called the Company), and all the real and personal property, estate, and effects, and all rights, powers, privileges, and authorities of the Company freed from all pecuniary claims on or debts of the Company other than claims or liabilities in respect of land taken by the Company for the purposes of their undertaking, and to provide for the dissolution of the Company and the winding up of its affairs.

To enable the Great Northern Company to raise for the purpose of such amalgamation, transfer, or sale additional capital in their undertaking by the creation and issue of debenture stock and rent charge stock, or by such other means as the Bill shall define, and with such priority of dividend or interest over all or any of the other stocks or shares of the Great Northern Company, as the Bill shall define.

To provide for the apportionment of the purchase money or other consideration amongst mortgagees and debenture stockholders, and among the several classes of share and stockholders of the Company in such manner as may be defined in the Bill; or for the conversion of the existing loan and share capital of the Company into shares, or stock, or mortgages, or debenture stocks of the Great Northern Company.

Or the Bill may provide that from and after a date to be specified therein, the rent payable to the Company shall be paid and distributed by the Great Northern Company to and among the stock and shareholders of the Company and the

persons entitled thereto according to their respective rights and interests therein, and for transferring the management of the affairs of the Company to the Great Northern Company on such terms and conditions as may be prescribed by the Bill, and for relieving the Company and the directors of the Company from all responsibility in respect thereof.

To define the liability of the Company to the holders of certificates of stock in the undertaking of the Company which have been fraudulently or irregularly issued or dealt with, and to provide either for the cancellation or the recognition of the certificates and of the stock so issued, and for relieving the Company from any liability in respect thereof except so far as may be defined by the Bill, and to sanction the application of the revenue of the Company to the purchase of such stock.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will, so far as may be deemed necessary for the purposes aforesaid, amend, enlarge, or repeal the powers and provisions of "The Londonderry and Enniskillen Railway Consolidation Act, 1852," "The Irish North Western Act, 1864," "The Great Northern Railway Ireland Acts, 1877, 1879, and 1881," and any other Act or Acts relating to the Company and the Great Northern Company, or either of them.

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, 1882.

*Kearsey, Son, and Hawes, 35,
Old Jewry, E.C.;*
*Crawford and Lockhart, Bel-
fast;*
*Dyson and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.*

In Parliament.—Session 1883.

Finchley Local Government District.

(Further Powers and Provisions as to Sewerage and Drainage, and otherwise for the Improvement and Good Government of the District; Power to Make and Enforce Bye-laws and Regulations; Amendment of Acts, and other matters.)

NOTICE is hereby given, that the Local Board for the district of Finchley, in the county of Middlesex, acting as the Urban Sanitary Authority of the said district, under the Public Health Act, 1875 (hereinafter called "The Local Board"), 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 amend and extend the provisions of the Public Health Act, 1875, with reference to sewerage and drainage, and to sewers and drains, and to confer further powers upon the Local Board with reference thereto respectively; and to make better provision for the drainage of existing and new houses and premises within the district or any part thereof, and as to water-closets and the supply of water thereto, and for preventing the flow or passage of sewage or other offensive or injurious matter into any river, stream, or water-course; and to authorise or give effect to regulations or bye-laws relating to the matters aforesaid, and to impose penalties for breach thereof, and for other offences connected with the interference with or injury to sewers and drains within the district.

To make provision for the recovery of Private Improvement and other rates, and expenses and

commission and interest thereon, and other expenses of the Local Board in connection therewith, and to empower the Local Board to take payment of the same by instalments, and to authorise arrangements with owners (including persons having limited interests) with reference to the matters aforesaid, or any of them.

And to make further provision for the improvement, management, and good government of the district. To amend or incorporate with the intended Act, with or without amendment or alteration, all or some of the provisions of the several Public Acts following:—The Public Health Act, 1875, the Rivers Pollution Prevention Act, 1876, and any Acts altering, amending, or affecting the said Acts, or any of them.

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

Dated this 10th day of November, 1882.

*Stevens and Co., 22, Bedford-row, London,
Solicitors and Parliamentary Agents.*

In Parliament.—Session 1883.

Metropolitan Street Improvements Act, 1877
(Amendment).

(Repeal or Alteration of Sections 32 and 33 of the Metropolitan Street Improvements Act, 1877, as to Accommodation to be Provided for Labouring Classes; Confirmation of Purchases, &c., under that Act.)

NOTICE is hereby given that the Metropolitan Board of Works (who are in this Notice referred to as "the Board") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes, or some of them, viz.:—

1. To amend, alter, or repeal Sections 32 and 33 of "The Metropolitan Street Improvements Act, 1877," or either of them, so far as they apply to the new streets and street improvements authorised by that Act, and therein described (Section 4) under the title of "West End new streets and Street Improvements," and to make provision as to the accommodation in dwellings of some of the persons belonging to the labouring classes referred to in the said 33rd section.

2. To confer upon the Board further powers for taking and dealing with the houses of the class referred to in the said sections, and as to the acquisition of all estates and interests therein.

3. To confirm (if need be) any purchases, sales, or other dispositions of land, houses, or property under the provisions of the said Act, and any agreement or agreements, and any notices served or proceedings taken or pending, or payments made by the Board with relation thereto, and to render the same valid and effectual notwithstanding that some of the provisions of the said sections, or one of them, may not have been complied with.

4. To explain and define the meaning of the said sections, or one of them.

5. To vary and extinguish any rights or privileges which would interfere with the objects aforesaid.

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 15th day of November, 1882.

*J. E. Wakefield, Clerk of the Metropolitan
Board of Works, Spring Gardens,
Charing Cross, London, S.W.*

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

In Parliament—Session 1883.

Lancashire Plateway.

(Incorporation of Company; Construction of Plateways (that is to say, Railways with Plates or Rails specially constructed as described in the body of this notice) between Liverpool, Warrington, Manchester, Ashton, Stalybridge, Oldham, Rochdale, Bury, Bolton, St. Helen's, Wigan, Chorley, Preston, Blackburn, Church, Accrington, and Burnley; Purchase of and Special Provisions as to Taking of, or Dealing with Lands and Houses; Stopping up Roads, &c.; Provisions as to Collection, Distribution, and Conveyance of Traffic; Purchase, Hire, &c., of Engines, Wagons, and Vehicles, Horses, and other Motive Power; Tolls; Payment of Interest out of Capital; Agreements with Local and other Authorities, &c.; Exemptions from Locomotives Acts.)

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

To incorporate a Company for the purpose (amongst others) of laying down and maintaining in the county Palatine of Lancaster plateways, that is to say, railways the plates or rails whereof shall be so specially constructed as to admit of the passage thereon of rolling stock capable of travelling on ordinary country roads and the streets of towns, and also, if thought expedient, or the Bill shall so prescribe, of ordinary railway rolling stock, and to enable the Company so to be incorporated (in this notice called "the Company") to make and maintain the plateways and works hereinafter mentioned, or some of them, or some part or parts thereof, all in the said county, together with all necessary and convenient bridges, viaducts, rails, plates, permanent way, cuttings, embankments, tunnels, sidings, turntables, junctions, warehouses, depôts, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

Plateway No. 1. Commencing in the city and parish of Liverpool, on the eastward side of Chaloner street, at a point 1 chain or thereabouts, measured in a southerly direction from the junction of the eastern side of Chaloner street with the southern side of Jordan street, and terminating in the township of West Derby and parish of Walton on the Hill, at a point $\frac{1}{4}$ chain or thereabouts, measured from and at right angles to the western side of Lindley street, such point being $1\frac{1}{4}$ chains or thereabouts, measured in a north-easterly direction from the south-eastern corner of Acton street, at its junction with Lindley street, which intended Plateway No. 1 will be made or pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Liverpool, Walton on the Hill, West Derby, and Toxteth Park.

Plateway No. 2. Commencing in the township of West Derby and parish of Walton on the Hill, by a junction with the intended Plateway No. 1, at its termination as above described, and terminating in the township of Stretford, and parish of Manchester, at a point on the south-western side of Stamford street, $1\frac{1}{2}$ chains or thereabouts, measured along the said street in a south-easterly direction from its junction with Henrietta street, which intended Plateway No. 2

will be made, or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Walton on the Hill, Childwall (township and parish), Huyton, Prescott (township and parish), Warrington (township and parish), Winwick with Hulme, Winwick, Eccles, Flixton (township and parish), Newchurch otherwise Newchurch Kenyon, Stretford, Manchester, West Derby, Wavertree, Huyton with Roby, Little Woolton, Tarbock, Cron-ton, Widnes, Bold, Penketh, Great Sankey, Burtonwood, Poulton with Fearnhead, Woolston with Martinscroft, Croft with Southworth otherwise Southworth with Croft, Houghton Middleton and Arbury, Culcheth, Rixton cum Glazebrook otherwise Glazebrook cum Rixton, Barton, otherwise Barton upon Irwell, Urmston, Chorlton cum Hardy, and Farnworth in Widnes.

Plateway No. 2a. Commencing in the township of Great Sankey and parish of Prescott by a junction with the intended Plateway No. 2 at a point 16 chains or thereabouts measured in a north-westerly direction from the bridge carrying the railway of the Cheshire Lines Committee now in course of construction, over the St. Helens Canal, and also 22 chains or thereabouts measured in a south-westerly direction, from Bewsey Old Hall, and terminating in the township and parish of Warrington at or near Bewsey road at a point $3\frac{1}{2}$ chains or thereabouts measured along the said road in a north-westerly direction from the bridge carrying the said railway of the Cheshire Lines Committee over that road, which intended Plateway No. 2a will be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Prescot, Warrington (township and parish), Great Sankey, and Burtonwood.

Plateway No. 3. Commencing in the township of Stretford and parish of Manchester, by a junction with the intended Plateway No. 2, at a point 2 chains or thereabouts measured in a northerly direction from the north-western angle of the boundary wall of the house known as Holly Mount, Seymour grove, and terminating in the township of Oldham and parish of Prestwich cum Oldham, at or near the house known as and numbered 64, Falcon street, which intended Plateway No. 3 will be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Manchester, Ashton under Lyne (township and parish), Prestwich cum Oldham, Stretford, Chorlton cum Hardy, Withington, Burnage, Busholme, Levenshulme, Newton, Gorton, Droylsden, and Oldham.

Plateway No. 3a. Wholly in the township and parish of Ashton under Lyne, commencing by a junction with the intended Plateway No. 3, at or near the northern boundary fence of the Ashton under Lyne and Stalybridge Branch of the Lancashire and Yorkshire Railway, at a point 31 chains or thereabouts measured along the said railway in a westerly direction from the centre of the bridge carrying the Oldham road over the said railway, and terminating at or near the northern end of the western parapet wall of the bridge carrying the said

Oldham road over the Oldham, Ashton, and Guide Bridge Junction Railway.

Plateway No. 3b. Wholly in the township and parish of Ashton under Lyne, commencing by a junction with the intended Plateway No. 3, at or near to the eastern side of the Oldham road 11 chains or thereabouts, measured in a northerly direction from the north-east door of the church known as Christ Church, and terminating at or near to the northern boundary fence of the Ashton under Lyne and Stalybridge Branch of the Lancashire and Yorkshire Railway, 7 chains or thereabouts, measured along the said railway in an easterly direction from the centre of the bridge carrying the said railway over Clarence street.

Plateway No. 4. Commencing in the township of Oldham and parish of Prestwich cum Oldham by a junction with the intended Plateway No. 3 at its termination as above described, and terminating in the township of Castleton, in the parish of Rochdale, in a field in the occupation of Thomas Henson, at a point $1\frac{1}{2}$ chains or thereabouts, measured in a north-easterly direction from the north-eastern corner of the block of buildings known as France Hill Farm, and there forming a junction with the intended Plateway No. 9, hereinafter described, which intended Plateway No. 4 will be made or pass from, in, through, or into, the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Prestwich cum Oldham, Rochdale, Oldham, Royton, Crompton, Butterworth, and Castleton.

Plateway No. 5. Commencing in the township of West Derby and parish of Walton on the Hill by a junction with the intended Plateway No. 1, at its termination as above described, and terminating in the township and parish of Walton on the Hill, at a point 3 chains or thereabouts measured in a north-easterly direction from the entrance gates of Stanley Park, which gates are situate at the junction of Priory road, Anfield, with Arkles lane, and there forming a junction with the intended Plateway No. 6 hereinafter described, which intended Plateway No. 5 will be made, or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Childwall, West Derby, Everton, Walton on the Hill (parish and township), and Wavertree.

Plateway No. 5a. Commencing in the township of West Derby and parish of Walton on the Hill, by a junction with the intended Plateway No. 5, at a point 9 chains or thereabouts, measured in a south-westerly direction from the centre of the bridge carrying the Wavertree road over the London and North Western Railway, at or near to Edgehill Station, such point being also $4\frac{1}{2}$ chains or thereabouts, measured from the south-westerly corner of the Wavertree Gasworks of the Liverpool United Gaslight Company, and terminating in the township of Wavertree, in the parish of Childwall, by a junction with the intended Plateway No. 2, at a point $2\frac{1}{2}$ chains or thereabouts, measured in a southerly direction from the south-east corner of a house known as and numbered 1, Cadogan street, which intended Plateway No. 5a will be made, or pass from, in, through, or into the parishes, townships, extra-parochial or other

places following, or some of them (that is to say):—Walton on the Hill (parish and township), West Derby, Childwall, and Wavertree.

Plateway No. 5b. Commencing in the township and parish of Walton on the Hill, by a junction with the intended Plateway No. 5, at a point $5\frac{1}{2}$ chains or thereabouts, measured in a north-easterly direction, from the north-east corner of the house known as and numbered 15, Abbey road, and terminating in the township of West Derby and parish of Walton on the Hill by a junction with the intended Plateway No. 7, at a point 15 chains or thereabouts measured in a north-westerly direction from the bridge carrying the Edgehill and Bootle Branch of the London and North Western Railway over Townsend lane, such point being also 12 chains or thereabouts measured in a north-westerly direction from the residence known as Breck house, Townsend lane, which intended Plateway No. 5b will be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Walton on the Hill (parish and township), and West Derby.

Plateway No. 6. Commencing in the township of Kirkdale and parish of Walton on the Hill, at a point in or near to the eastern side of Regent road, opposite the north-eastern corner of the Huskisson Branch Dock No. 2, and terminating in the township and parish of Walton on the Hill, at the point hereinbefore described as the termination of the said Plateway No. 5, and there forming junctions with that plateway and also with Plateway No. 7, hereinafter described, which intended Plateway No. 6 will be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Walton on the Hill (township and parish), Kirkdale and Everton.

Plateway No. 7. Commencing in the township and parish of Walton on the Hill, at the point hereinbefore described as the termination of the intended Plateways Nos. 5 and 6, and forming junctions therewith, and terminating in the township of Ashton in Makerfield, in the parish of Winwick, at a point in or about the centre of Ashton Heath, $12\frac{1}{2}$ chains or thereabouts, measured in a south-easterly direction from the south-east corner of the public-house known as the Eagle and Child, at the junction of Heath road with Mill street, which intended Plateway No. 7 will be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Walton on the Hill (parish and township), Huyton, Prescott, Winwick, West Derby, Croxteth Park, Knowsley, Kirkby, Windle, Eccleston, Parr, Haydock, and Ashton in Makerfield.

Plateway No. 8. Commencing in the township of Ashton in Makerfield, in the parish of Winwick, by a junction with the intended Plateway No. 7 at its termination as above described, and terminating in the township of Great Lever and parish of Middleton, near the eastern side of the Bradford road, at a point 6 chains or thereabouts measured in a south-easterly direction from the junction of the said Bradford road with Weston street, which intended Plateway No. 8 will be made, or pass from, in, through, or into

the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Winwick, Leigh, Deane, Middleton, Ashton in Makerfield, Golborne, Lowton, Pennington, West Leigh, Ather-ton, Tyldesley cum Shakerley, Middle Hul-ton, Little Hulton, Farnworth, and Great Lever.

Plateway No. 9. Commencing in the township of Farnworth and parish of Deane, by a junction with the intended Plateway No. 8, at a point $9\frac{1}{2}$ chains or thereabouts, measured in a north-easterly direction from the house known as Wilkin Hall, and 12 chains or thereabouts, measured in a southerly direction, from a dwelling-house known as Harper Green, and terminating in the town-ship of Spotland, in the parish of Rochdale, at or near the south-western side of Bridge-field street, at a point thereon $1\frac{1}{2}$ chains or thereabouts, measured in a south-easterly direction from the centre of Oakenrod bridge, which intended Plateway No. 9 will be made, or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Deane, Middleton (township and parish), Bolton le Moors, Radcliffe (township and parish), Bury (township and parish), Rochdale, Farnworth, Great Lever, Darcy Lever, Little Lever, Heap, Pilsworth, Birtle cum Bamford, Castleton, and Spot-land.

Plateway No. 10. Commencing in the town-ship of Ashton in Makerfield and parish of Winwick, by a junction with the intended Plateway No. 7 at its termination as above described, and terminating in the township and parish of Chorley, at a point $3\frac{3}{4}$ chains or thereabouts, measured in a north-westerly direction from the barn door on the north side of the house known as Cabbage Hall, situate in Halliwell lane, such point being also $1\frac{1}{2}$ chains or thereabouts, measured in a north-easterly direction from Halliwell lane, which intended Plateway No. 10 will be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Winwick, Wigan (town-ship and parish), Standish (township and parish), Chorley (township and parish), Ashton in Makerfield, Pemberton, Ince in Makerfield, Standish with Langtree, Haigh, Worthington, Coppull, and Duxbury.

Plateway No. 10a. Wholly in the town-ship of Ashton in Makerfield and parish of Winwick, commencing by a junction with the intended Plateway No. 8, at a point 17 chains or thereabouts measured in a south-westerly direction from the south-western-most corner of Edge Green, such point being 23 chains or thereabouts measured in a north-westerly direction from the west side of a house known as Hollin Hall, and terminating by a junction with the intended Plateway No. 10, at a point $15\frac{1}{2}$ chains or thereabouts measured in a north-easterly direction from the north-east corner of a barn situate at the east end of the buildings known as Mill Cottages, such point being $10\frac{3}{4}$ chains or thereabouts measured in a south-easterly direction from the south-west corner of a house known as New Barn.

Plateway No. 10b. Commencing in the town-ship of Pemberton and parish of Wigan, by a junction with the intended Plateway No. 10,

at a point 5 chains or thereabouts, mea-sured in an easterly direction from the easternmost corner of a house known as Hindley Hall, and terminating in the town-ship and parish of Wigan, at a point on the western side of the towing path of the Leeds and Liverpool Canal, $1\frac{1}{2}$ chains or thereabouts, measured in a southerly direc-tion from the centre of the bridge, known as the Seven Stars Bridge, carrying the road at the western end of Wallgate over the Leeds and Liverpool Canal.

Plateway No. 11. Commencing in the township and parish of Chorley by a junc-tion with the intended Plateway No. 10 at its termination as above described, and terminating in the township and parish of Penwortham on the eastern side of the road leading from the Penwortham bridge over the River Ribble to Middleforth Green at a point 8 chains or thereabouts measured in a southerly direction along the said road from the southern end of the said bridge, which intended Plateway No. 11 will be made, or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Chorley (township and parish), Leyland (township and parish), Blackburn, Penwortham (township and parish), Brindle (township and parish), Whittle le Woods, Clayton le Woods, Cuerden, Farington, Walton le Dale, and Heapey.

Plateway No. 11a. Commencing in the town-ship of Walton le Dale and parish of Blackburn by a junction with the intended Plateway No. 11 at a point on the Preston line of the Lancashire and Yorkshire Rail-way 1 chain or thereabouts, measured in a southerly direction along the said railway from the place where the said railway crosses the Mains Brook, about a quarter of a mile south of the River Ribble, and ter-minating in the township of Walton le Dale and parish of Blackburn, at or near the south-western side of the road leading from Preston to Walton le Dale, at a point 5 chains or thereabouts measured in a south-easterly direction from the south-eastern end of Fishwick Bridge, carrying the said road over the River Ribble, which intended Plateway No. 11a will be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Blackburn, Penwortham (township and parish), and Walton le Dale.

Plateway No. 12. Commencing in the town-ship and parish of Chorley, by a junction with the intended Plateway No. 10, at its termination as above described, and ter-minating in the township of Burnley and parish of Whalley, at a point on or near to the boundary fence across the northernmost end of the street or road known as Rectory road, such point being $\frac{3}{4}$ of a chain or thereabouts, measured in a westerly direc-tion from the dwelling-house known as and numbered 89 Royal terrace, Rectory road, which intended Plateway No. 12 will be made, or pass, from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Chorley (township and parish), Leyland, Brindle (township and parish), Blackburn (township and parish), Whalley, Whittle le Woods, Heapey, Wheelton, With-

nell, Hoghton, Pleasington, Livesey, Lower Darwen, Rishton, Oswaldtwistle, Church, Clayton le Moors, Altham, Huncoat, Hapton, Padiham, Habergham Eaves, Burnley, and Ightenhill Park.

Plateway No. 12a. Commencing in the township of Church and parish of Whalley, by a junction with the intended Plateway No. 12 at a point on the boundary wall on the southern side of the private road of Henry Petre, Esq., leading from the Dunkenhallg swing-bridge over the Leeds and Liverpool Canal to Dunkenhallg Colliery, such point being $\frac{1}{2}$ chain or thereabouts, measured from the north-west angle of the Dunkenhallg Colliery Company's office at Church, and terminating in the township of Old Accrington and parish of Whalley, at or near the

western boundary wall of the grounds of the house known as Hyndburn House, at a point thereon, 5 chains or thereabouts, measured in a northerly direction along the said wall, from the northern side of the junction of the Accrington road, which intended Plateway No. 12a will be made, or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Whalley, Church, and Old Accrington.

And it is intended by the Bill to take, for or in connection with the purposes aforesaid, certain lands being, or reputed to be, commons or commonable lands, of which the following are particulars and the estimated quantities proposed to be taken, viz.:—

Plateway for which the lands will be taken.	Name by which lands are known.	Where the lands are situate.	Quantity within limits of deviation.			Estimated quantity to be taken.		
			a.	r.	p.	a.	r.	p.
Plateway No. 2.	Lingley Green.	In the township of Great Sankey and parish of Prescott.	1	2	32	—	—	—
Plateway No. 8.	Edge Green.	In the townships of Golborne and Ashton in Makerfield, in the parish of Winwick.	1	2	20	—	—	—
Plateways Nos. 7, 8, 10.	Ashton Heath.	In the township of Ashton in Makerfield, in the parish of Winwick.	6	1	8	1	2	0
Plateway No. 12	Stone Moor	In the township of Hapton, in the parish of Whalley.	0	1	14	—	—	—

To authorise the Company to deviate laterally from the lines of the intended plateways 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, and whether within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845, and to make such special provision as Parliament may prescribe with respect to the crossing of a certain ship canal from the River Mersey to or near Manchester, proposed to be authorised in the ensuing Session, by the proposed plateways or any of them, and the lines in and the levels at which the respective works shall be constructed.

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, wires, telegraphic or other electric apparatus, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways, within the parishes, townships, extra-parochial and other places, as aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up, for the purposes of the intended works, or any of them, or of the Bill, and to appropriate and use the same, or the subsoil and under surface thereof for the purposes of the intended works, and to appropriate and use the under surface of any lands, streets, roads, squares, passages, and places under, along, or across which any of the proposed works are intended to be made.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, and other property, for the purposes of the intended plateways and works, and of the Bill, and notwithstanding the 92nd section

or any other section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same or any other statutory enactment, to empower the Company to purchase and take by compulsion or agreement any lands, vaults, cellars, arches, or other offices, or parts of or attached to or belonging to any houses, buildings, manufactory, or other premises, without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises, and to take and acquire easements for carrying the intended plateways and works under any house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or any parts thereof, or the site thereof respectively, without being required or compelled to purchase any such house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or the site thereof, and to vary and extinguish all rights and privileges, in any manner connected with such lands, houses, buildings, manufactories, and property.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, or works which may be rendered insecure or affected by any of the intended works, and which houses, buildings, or works may not be required to be taken for the purposes thereof.

To empower the Company to stop up and discontinue for public traffic the following streets, and roads or some of them, or some part or parts thereof respectively (that is to say):—

In the city and parish of Liverpool—New Brick-street, Jordan-street, Greenland-street, Flint-street, New Hall-street, New Bird-street, and Crump-street.

In the parish of Walton-on-the-Hill and the city of Liverpool—Barnet-street, Boyton-

street, Acton-street, Lindley-street, Spekeland-road, Spekeland-vale, Spekeland-grove, Alexandra-road, Studholme-street, and the street or road running from Regent-road to Bootle-road, otherwise Derby-road, at about 3 chains northward from, and nearly parallel to, Sandhills-road.

In the parish of Manchester and township of Withington—the westernmost cross-road connecting Mauldeth-road with Urlington-road.

In the parish of Warrington and township of Poulton with Fearnhead—the road leading from Fearnhead-lane to Nook House.

In the parish of Manchester and township of Burnage—Rink-street.

In the parish of Ashton-under-Lyne—Rayner's-lane.

In the parish of Prestwich-cum-Oldham and borough of Oldham—Goddard-street, Hanover-street, Coldhurst-street, and the continuation thereof situate between Rochdale-road and Chadderton-road.

In the parish and borough of Rochdale—Watkin-street.

In the parish and borough of Blackburn—Pringle-street, and certain other streets or roads situate between Pringle-street and the road known as Audley-range.

And all or any streets and roads, passages, or places communicating with any of the streets or roads above specifically mentioned, and to vest in the Company the sites and soil of the streets and roads, passages and places, or parts thereof respectively so to be stopped up.

To empower the Company to stop up and discontinue for public use, and to extinguish all public and other rights of way, and other rights over or affecting any road or highway, the lands abutting on each side of which have been or may be acquired by the Company, or which roads or highways are shown on the plans hereinafter mentioned as intended to be stopped up, in whole or in part.

To authorise the Company to hold or to sell, convey, demise, and lease or otherwise dispose of, lands, tenements, and hereditaments purchased or acquired under the powers of the Bill, and so far as may be necessary or expedient to exempt such lands, tenements, and hereditaments, and the Company in respect thereof, from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To empower the Company to collect and distribute and to convey to and from their plateways and works, stations, warehouses, sidings, and premises, goods, merchandise, articles, animals, matters, and things of any description, and for those purposes, or any of them, to purchase, hire, manufacture, let, sell, or dispose of engines, wagons, trucks, carts, vehicles, and machines, to provide, purchase, or hire horses or any other motive power, and to exercise all such powers, and do all such acts, as may be necessary or expedient.

And the Bill will or may incorporate with itself, with or without modification, all or some of the provisions of the Railways Clauses Consolidation Act 1845, and the Railways Clauses Act 1863.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended plateways and works, and for or in respect of any work done or services performed by the Company whether on or in connection with their plateways, works, stations, depôts, or lands, or

otherwise, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of capital or any funds of the Company from time to time interest or dividend on any shares or stock of the Company.

To empower the Company and any local authority, Corporation, body, or person to enter into and carry into effect contracts, agreements, or arrangements for or with respect to any of the matters aforesaid, or the exercise of any of the powers of the Bill by such local authority, corporation, company, body, or person, and, if thought fit, to confer upon such local authority, corporation, company, body, or person all necessary powers in that behalf, and to sanction and confirm any contract, agreement, or arrangement which may have been or may hereafter be entered into for all or any of the purposes in this notice mentioned.

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.

So far as may be necessary to exempt the Company and their undertaking from or to modify in their application to the Company or their undertaking, the provisions or some of the provisions of the Locomotives Act, 1861, and the Locomotives Act, 1865, and any other Act or Acts amending the same or affecting the use of steam or other motive power upon highways.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the works proposed to be authorised by the Bill, showing the situations and levels thereof, plans showing also the lands intended to be taken for the purposes of such works, and plans also of the other 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 for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in that county; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said works or any part thereof are or is intended to be made or will be situate, or in which any lands intended to be taken for the purposes of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 18th day of November, 1882.

Thornely and Dismore, 14, Water-street, Liverpool;

Bircham and Co., 46, Parliament-street, Westminster;

Solicitors for the Bill.

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

In Parliament—Session 1883.

East and West Yorkshire Union Railways.

(Incorporation of Company; Construction of Railways from Leeds and Ardsley to the Hull, Barnsley, and West Riding Junction Railway at Drax, with Junctions with other Railways, and a Branch to the Lofthouse Colliery; Compulsory Purchase of, and Special Powers as to Lands; Power to stop up Streets, &c.; Special Powers to Limited Owners; Running Powers against and Agreements with other Railway Companies; Tolls; Payment of Interest out of Capital, &c.; Amendment of Acts.)

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

1. To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, which will be wholly situate in the West Riding of the county of York, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

(1.) A Railway, No. 1, commencing in the parish of East Ardsley, at a point immediately to the north-east of the Great Northern Railway, at or near, and on the south-east side of the bridge carrying the road from Thorpe-on-the-Hill to East Ardsley, known as Mill-lane, over the last-mentioned Railway, and terminating in the parish of Rothwell, at or near the south-west side of the Aire and Calder Navigation, at a point distant 24 chains, or thereabouts, measured in a north-westerly direction from the bridge called Fleet Bridge, which carries the road from Fleet Mills to Oulton over the said Navigation.

(1a.) A Railway, No. 1a, wholly in the parish of East Ardsley commencing by a junction with the up running line of the Great Northern Railway, at a point about 15 chains south-eastward from the bridge above mentioned carrying Mill-lane over the said railway, and running thence in a south-easterly direction for about 5 chains to, and terminating by a junction with, the intended Railway No. 1.

(1b.) A Railway, No. 1b, wholly in the parish of East Ardsley, commencing by a junction with the down running line of the Great Northern Railway, at or near the south-east side of the bridge above mentioned carrying Mill-lane over the said railway, and terminating by a junction with the intended Railway No. 1 at a point about 38 chains south-eastward from the point of commencement of the said Railway No. 1 as above described, and about 5 chains north-eastward from the Great Northern Railway;

(2.) A Railway, No. 2, commencing by junctions with Railway No. 1 at the termination thereof as above described, and also with the intended Railway No. 4, hereinafter described, at the termination thereof, and terminating in the parish of Drax by a junction with the Railway No. 3, authorised by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880 (hereinafter referred to as "the Act of 1880") at a point about 5 chains south of the point at which Brigg-lane crosses the last-mentioned Railway;

(3.) A Railway, No. 3, commencing in the parish of Rothwell by a junction with the intended Railway No. 1, in a field called "Great Castlehead," in the occupation of William Dawson, and situate on the north side of and adjoining Castlehead-lane, at a point about 9 chains north of the last-mentioned lane, and terminating in the parish of Wakefield by a junction with the sidings of the Lofthouse Colliery at or near the northern end thereof.

(4.) A Railway, No. 4, wholly in the parish of Rothwell, commencing at a point immediately adjoining, and on the east side of, the Midland Railway, and about 12 chains north-west from the bridge carrying the said Railway over a public road near the western corner of the Oulton Brewery premises, and terminating by a junction with the intended Railway No. 2 at the commencement thereof as above described.

(4a.) A Railway, No. 4a, wholly in the parish of Rothwell, commencing by a junction with the north-easternmost line or siding of the Midland Railway, at a point about 9 chains south-eastward from the bridge above-mentioned in the description of Railway No. 4, and running thence in a south-easterly direction for about 6 chains, to, and terminating by a junction with, the intended Railway No. 4.

(5.) A Railway, No. 5, commencing in the parish of Rothwell, by a junction with the intended Railway No. 1, at a point about 10 chains west of Wood-lane, and about 14 chains north-westwardly from Rothwell parish church, and terminating on the south side of Wilson-street, Hunslet, in the parish of Leeds, at a point about 5½ chains east of the intersection of Meadow-lane and Wilson-street.

(5a.) A Railway, No. 5a, wholly in the parish of Leeds aforesaid, commencing by a junction with the intended Railway No. 5, at its termination as above described, and terminating near the junction of Meadow-lane and Hunslet-lane, and about 4 chains southward from the south end of Leeds bridge.

The said intended railways will be made or pass from, in, through, or into the following parishes, townships, extra-parochial and other places, or some of them, that is to say:—East Ardsley (township and parish), Wakefield, Wrenthorpe, Stanley-cum-Wrenthorpe, Lofthouse, Carlton, Lofthouse-with-Carlton, Thorpe, Rothwell (township and parish), Rothwell Haigh, Woodlesford, Styke Bank Quarry, Oulton, Oulton-with-Woodlesford, Swillington (township and parish), Great and Little Preston, Allerton Bywater, Kippax (township and parish), Ledstone, Ledsham (township and parish), Newton Fairburn, Fryston or Water Fryston, Ferry Fryston (township and parish), Monk Fryston (township and parish), Burton Salmon, Brotherton (township and parish), Hillam, Birkin (township and parish), West Haddlesey, Gateforth, Brayton (township and parish), Burn, Snaith, Carlton, Camblesforth, Drax (township and parish), Barlow, Long Drax, Middleton, Beeston, Hunslet, Holbeck and Leeds (township and parish), all in the West Riding of the county of York.

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

3. To empower the Company to stop up and discontinue for public traffic, or to cover over or enclose or otherwise interfere with the following

streets, roads, passages, and places in the parish and borough of Leeds, or some of them, or some part or parts thereof respectively, and to vest in the Company the sites and soil of the streets, roads, passages, and places, or parts thereof, so to be stopped up (that is to say): Lees-yard, Trafalgar-row, Neal's-yard, White-chapel-yard, Noah's-ark-court, Noah's-ark-yard, South-row, North-row, Butcher's-row, the roadway of and approaches to South-market, Harrison's-yard, Eagle-and-child-yard, Child-yard, Coultate's-yard, Bywater-street, School-street, Regent-street, Ivory-street, Well-street, Neesom-place, Diamond-street, Gold-street, Back-Gold-street, Diamond-row, Ebony-street, Myrtle-street, Cross Myrtle-street, and Myrtle-place; and also the road in the parish of Rothwell running northwards from the school, which is situate about 9 chains north-eastward from Rothwell parish church, and any other streets, roads, passages, places, and footways, the lands on each side of which may be acquired by the Company or which are shown on the plans to be deposited as hereinafter mentioned, as intended to be stopped up or interfered with in whole or in part.

4. To make provision as to the construction, ownership, maintenance, and user of the proposed Railway No. 2 and the Railway No. 1, authorised by the Church Fenton, Cawood, and Wistow Railway Act, 1882, at and within 30 chains in each case from the respective junctions thereof with the Railway No. 3, authorised by the Act of 1880.

5. 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, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

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

7. To authorise the Company to purchase, by compulsion or agreement, lands, houses, and other property for the purposes of the intended railways and works, or easements, rights, or interests in, over, or affecting the same, and, notwithstanding the 92nd Section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take by compulsion or agreement any land, vaults, cellars, arches, or other offices, or parts of, or attached to, or belonging to any house, building, manufactory, or other premises, without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

8. To enable and authorise any tenant for life of, or other person having a limited estate or interest in, any lands which would or might be benefited or improved in value by or would derive facilities or accommodation from the construction or working of the intended railways, or

any of them, or any part or parts thereof respectively, or from any stations, sidings, roads, approaches, buildings, works, or conveniences connected therewith, to subscribe to and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon, such lands, and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railways, or any of them, or any part thereof, or any such station, siding, road, approach, building, works, or conveniences, either without payment or other consideration, or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which have been or may be made between any such person and the Company, or any person or persons on their behalf respectively, with respect to any of the matters aforesaid.

9. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon and in respect of the portion hereinafter mentioned of the railway of the Hull, Barnsley and West Riding Junction Railway and Dock Company, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

10. To empower the Company, and any Company or persons for the time being working or using the railway of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages and wagons, officers and servants, whether in charge of engines and trains or for any other purpose whatsoever, and for the purposes of their traffic of every description.

So much of the Railway No. 3 authorised by the Act of 1880, as lies, or will lie, between the junction therewith of the intended Railway No. 2 and Drax Station, together with that station,

and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said portion of railway and station.

11. To empower the Company on the one hand, and the Hull, Barnsley and West Riding Junction Railway and Dock Company, the Midland Railway Company, the Great Northern Railway Company, and the Church Fenton, Cawood and Wistow Railway Company, or any or either of those Companies on the other hand, from time to time to enter into and carry into effect, vary and rescind contracts, agreements and arrangements with respect to the following matters, or any of them (that is to say):—

The point at which, the mode in which, and the terms and conditions upon which, any junction or junctions of the intended railways, or any of them, with the railways, or any of the railways of the said several Companies, or any of them, shall be made.

The alteration, reconstruction, use, management, and maintenance of any of the stations, platforms, sidings, works, and conveniences of the aforesaid Companies, or any of them.

The construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the railways of the said Companies, or any of them.

12. To empower the Company, on the one hand, and the Hull, Barnsley and West Riding Junction Railway and Dock Company, the Midland Railway Company, the Great Northern Railway Company, and the Church Fenton, Cawood, and Wistow Railway Company, or any or either of those Companies, on the other hand, from time to time to enter into and carry into effect, and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for, the railways of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

13. To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital or any funds of the Company from time to time interest or dividends on any shares or stocks of the Company.

14. And the Bill will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights or privileges.

15. And it is intended, so far as may be necessary or deemed expedient, for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the Local and Personal Acts hereinafter mentioned, or some or one of them (that is to say):—9 & 10 Vic., cap. 41, and all other Acts relating to or affecting the Great Northern Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company; 10 and 11 Vic., cap. 218, and all other Acts relating to or affecting the North Eastern Railway Company; 43 and 44 Vic., cap. 199; The Hull, Barnsley and West Riding Junction Railway and Dock (New Works) Act, 1882, and all other Acts relating to or affecting the Hull, Barnsley, and West Riding Junction Railway Company; and the Church Fenton, Cawood, and Wistow Railway Acts, 1879 and 1882.

16. And Notice is hereby also given that, on or before the 30th day of November instant, plans and sections of the railways and works proposed to be authorised by the Bill, showing the lines and levels thereof, with a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office, at Wakefield, in that Riding; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said railways or works, or any part thereof, are or is intended to be made, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-

parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 17th day of November, 1882.

Teale and Appleton, Leeds, Solicitors for the Bill.

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

In Parliament.—Session 1883.

Portsmouth Water.

(Powers to the Borough of Portsmouth Waterworks Company to maintain existing and to construct New Works and acquire Additional Lands; Agreements with Local Authorities; Extension of District; Further Powers and Provisions as to Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to effect the objects, or some of the objects, and to enable the Borough of Portsmouth Waterworks Company (hereinafter called the Company) to exercise the powers, or some of the powers, following, that is to say:—

To maintain and renew as part of their undertaking so much of their existing lines of mains or pipes as extend from their high service reservoirs at Portsdown Hill to Her Majesty's Dockyard at Portsmouth, and to Southsea respectively.

To construct and maintain two additional service reservoirs, each about 114 yards in length and 70 yards in width, on Portsdown Hill, on land lying east of and adjoining the Company's existing high level service reservoirs there, and to lay down and maintain mains or pipes from such intended reservoirs to the Company's existing mains or pipes in Farlington-road, near Farlington Farm.

To construct and maintain a service reservoir about 80 yards square, on land lying on the west side of and adjoining the road from Cosham to Waterloo, and opposite the George Inn in that road, and containing two acres or thereabouts, and to lay down and maintain mains or pipes from the Company's pumping station at Farlington, to the said reservoir.

To lay down and maintain mains or pipes from the Company's existing pumping station at Havant, to their existing and intended high level service reservoirs at Portsdown Hill aforesaid.

To alter and divert the stream or watercourse known as Bedhampton Stream, from a point thereon 70 yards or thereabouts north of the bridge known as Hermitage Bridge, carrying Havant-road over the said stream, to a point at or near the ford which crosses the stream below Bedhampton Mill, and to stop or fill up and discontinue the existing channel of the said stream, between the said point 70 yards north of Hermitage Bridge and the junction therewith of the Blueholes Stream.

To widen and improve the stream or watercourse known as Brockhampton Stream, between a point 100 yards or thereabouts north of the arch carrying West-street, Havant, over that stream, and a point 108 yards or thereabouts south of the said arch.

To lay down a drain or pipe, commencing at the said stream, 64 yards or thereabouts north of the said arch, and terminating by a junction with the same stream at a point 100 yards or thereabouts south of Havant Mill.

To stop or fill up and discontinue the existing

stream or drain which runs westward from a point on Brockhampton Stream, 64 yards or thereabouts north of the said arch, between the said point and the commencement of the diversion of the same stream, authorised by the Borough of Portsmouth Waterworks Act, 1879.

To divert and alter the existing footpath from the south end of the Meyrick-road to the level crossing of the railway near the Upper Bedhampton Mill, and to stop up and extinguish all rights of way over the portion of the said footpath so to be diverted.

To construct and maintain all such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, sluices, byewashes, weirs, gauges, reservoirs, wells, tanks, banks, walls, approaches, engines, machinery, and appliances, as may be necessary or convenient in connection with the before-mentioned works, or any or either of them.

The before-mentioned works will pass from, through, or into, or be situate in the several parishes or places of Havant, Brockhampton, Bedhampton, Farlington, Wymering, and Widley, all in the county of Southampton.

To deviate from the lines and levels of the proposed works, to any extent defined or authorised by the intended Act.

To purchase or acquire, compulsorily or otherwise, and to take on lease, and to hold and to take grants of easements over lands, houses, waters and water rights, in the parishes and places hereinbefore described or referred to for the purposes of the intended works; and also for other purposes connected with their undertaking, the lands and houses hereinafter described, that is to say:—

Certain lands, houses, and buildings in the parish of Havant, bounded on the south-east by Brockhampton Lane East, on the north by the houses and premises on the south side of West-street, and by the stream or drain proposed to be stopped or filled up as aforesaid, and on the west by the Company's property.

Certain other lands, houses, and buildings in the same parish, bounded on the south and east by the Company's property, on the west by Brockhampton Lane West, and on the north by the houses and premises on the south side of West-street.

Certain other lands in the same parish, forming part of the gardens and premises attached to certain houses on the south side of West-street, and westward of the bridge or arch which carries that street over the stream or drain proposed to be stopped or filled up, as aforesaid.

Certain other lands in the same parish, on the north side of and adjoining the tannery, in the occupation of Francis George Foster, and bounded on the other sides by the Company's property.

Certain lands in the parish of Farlington, lying on the south side of and adjoining the Company's engine-house and works at Farlington.

Certain lands in the parishes of Bedhampton and Havant, lying on the east and south-east sides of and adjoining the Company's property, and extending for a distance of 600 yards or thereabouts southward from the south end of Meyrick-road.

Certain lands in the parish of Bedhampton, bounded on the east by the railway, on the north by the road leading eastward from Bedhampton church, and on the west by the road leading southward from the said church.

Certain other lands in the same parish, bounded on the south by the said road leading eastward from Bedhampton church, and on the east by the road leading northward from the railway level crossing to the Havant road.

Certain other lands in the same parish, bounded on the south-east by the railway, and on the west by the said road from the level crossing to the Havant-road.

Certain other lands in the same parish, lying on the south-east side of and adjoining the railway, and on the north-west side of and adjoining Strode-road.

To collect, take and divert, and to appropriate and use, for the purposes of the Company's undertaking, the waters of any streams, brooks, or springs which may be found in, upon or under any lands to be acquired by the Company, by or under the intended Act, or now belonging to them, and to provide pumping engines and other works for those purposes.

To purchase so much of any property as they may require for the purposes of the intended Act, without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To retain and hold any lands for the time being belonging to them which it may be necessary or desirable to retain and hold for the protection of their works and property, or for other purposes connected with their undertaking, and from time to time to sell, let on lease, or otherwise dispose of, any such lands, upon and subject to such terms, reservations, conditions, and restrictions as they may think fit, and for the purposes aforesaid to alter and amend the provisions of the Lands Clauses Consolidation Act, 1845, with reference to superfluous lands.

To vary or extinguish any rights or privileges connected with any mills, lands, houses, rights or property proposed to be acquired under the intended Act, and any other rights or privileges inconsistent with the objects of the intended Act.

To empower the Company to supply water by measure, and to sell, or to let or provide on hire, meters, fittings, and other apparatus.

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, and for defining and regulating the supply of water by them, whether by meter or otherwise, and the terms and conditions of such supply.

To confer upon the Company, for the purpose of supplying water, the same powers of laying and maintaining mains, pipes, and apparatus in streets and roads laid out or made but not dedicated to the public, as they possess over public roads.

To alter and extend the limits within which the Company are authorised to supply water, and to include within such limits the extra-parochial district or parish of Waterloo, in the county of Southampton, and to authorise the Company to exercise within such extended limits all such powers with respect to the supply of water, and to the charging and recovering of water-rates and rents, and otherwise in relation thereto, as they are now authorised to exercise within their present limits of supply, or some part thereof.

To empower the Company and the Havant Urban Sanitary Authority, and the Havant Rural Sanitary Authority, to make and carry into effect agreements with reference to the diversions of streams and drainage works and watercourses hereinbefore referred to, and for the alteration, improvement, and diversion of such drainage works and watercourses, and to authorise and require those Boards respectively to contribute, out of any rates which they are authorised to levy, or out of any other funds belonging to them, towards the expense of such diversions, alterations, improvements and drainage works, in such proportions as shall be agreed upon between the Com-

pany and those Boards respectively; or, failing agreement, in such proportions as may be determined by arbitration or otherwise, in such manner as may be prescribed or authorised by the intended Act.

To enable the Company on the one hand, and any company, local board, sanitary authority, public body, officers, or persons, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements, for or with respect to the supply by the Company to any such company, local board, sanitary authority, or public body, officers or persons, of water in bulk or otherwise, for any public, sanitary, trading, or other purposes, and to authorise any such company, local board, sanitary authority, public body, officers or persons respectively, to apply their respective funds and to raise further moneys for the purpose of any such contract, agreement, or arrangement, and to sanction and confirm any such contract, agreement or arrangement already made, or which prior to the passing of the Bill may be made, with respect to the matters aforesaid.

To raise further money by the creation and issue of new shares or stock, or by borrowing on mortgage or by debenture stock, or partly in one mode and partly in the other, and in such proportions as may be prescribed or authorised by the intended Act, and to attach to such new shares or stock such preference or priority in the payment of dividend, and such other rights, privileges, and conditions as may be prescribed or authorised as aforesaid, and to fix and determine the scale of voting in respect of such new shares or stock, and if thought desirable to assimilate the scales of voting in respect of all the shares or stock in the Company's existing and proposed capital, and to alter for that purpose the scale of voting in respect of all or some of the shares or stock in the existing capital; and to empower the Company to apply to the purposes of the intended Act and to the general purposes of their undertaking the moneys proposed to be raised as aforesaid, and any other capital or moneys in their possession or control.

To alter the periods for holding the half-yearly meetings of the Company, and to make other provisions with reference thereto.

And it is also intended to incorporate with the intended Act, either wholly or in part, the Waterworks Clauses Acts, 1847 and 1863, the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and the provisions of the Railways Clauses Consolidation Act, 1845, with reference to roads, and to the temporary occupation of lands.

To amend, extend, or repeal, so far as may be necessary for the purposes of the intended Act, the Borough of Portsmouth Waterworks Act, 1857, the Borough of Portsmouth Waterworks Act, 1861, the Borough of Portsmouth Waterworks Act, 1868, the Borough of Portsmouth Waterworks Act, 1873, the Borough of Portsmouth Waterworks Act, 1879, and the Cosham, Havant, and Emsworth Water Order, 1872, and any Act or Acts relating to the Company.

On or before the 30th day of November, 1882, plans and sections of the proposed works, and plans showing also the lands, houses, and property to be taken under the powers of the intended Act, with a book of reference to such plans; and a copy of this Notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Southampton, at his office, in Winchester, in that county, and that on or before the same day, a copy of so much of such plans, sections, and book of reference, as relates to each of the parishes in which

any of the works intended to be made, or in which any lands intended to be taken, acquired, or held, are situate, with a similar copy of this Notice, will be deposited for public inspection, with the parish clerk of each such parish at his residence.

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

Dated this 14th day of November, 1882.

R. W. Ford and Son, 31, St. Thomas-street, Portsmouth, Solicitors for the Bill.

Ford and Ford, Howard-street, Victoria Embankment, Solicitors.

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

In Parliament—Session 1883,

Swansea Harbour.

(Extension of Time for the Completion of Works; Power to borrow Additional Moneys; Power to alter or annul Agreement with the Corporation of Swansea for a Lease confirmed by Swansea Harbour Act, 1876, and to enable the Swansea Harbour Trustees and the Corporation to enter into and carry into effect another Agreement in Substitution therefor; Amendment of Acts.)

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

To extend the period limited by the Swansea Harbour Act, 1874 (hereinafter called "the Act of 1874"), for the completion of the docks, railways, and works by that Act authorised.

To authorise and enable the Swansea Harbour Trustees (hereinafter called "the Trustees") to apply any funds belonging to them or under their control to the purposes of the Act of 1874, or of any of them, and to borrow on mortgage or otherwise further sums of money for the said purposes or any of them, and also for the general purposes of their undertaking.

To repeal or alter and amend Section 6 of the Swansea Harbour Act, 1876, and to empower the said Trustees and the Mayor, Aldermen, and Burgesses of the borough of Swansea (hereinafter called "the Corporation") to vary and amend or annul a certain agreement for a lease set forth in the first schedule to the last-mentioned Act annexed, and to empower the Trustees to grant, and the Corporation to accept, a lease upon such terms and conditions as may be agreed upon.

To alter, repeal, amend, extend, vary, or enlarge some or any of the powers and provisions of the several Acts hereinafter mentioned, that is to say:—The Swansea Harbour Act, 1854, the Swansea Harbour Act, 1857, the Swansea Harbour Act, 1859, the Swansea Harbour Act, 1860, the Swansea Harbour Act, 1861, the Swansea Harbour Act, 1862, the Swansea Harbour Act, 1864, the Swansea Harbour Act, 1866, the Swansea Harbour Act, 1873, the Swansea Harbour Act, 1874, the Swansea Harbour Act, 1876, the Swansea Harbour Act, 1880, or of any other Act or Acts relating to Swansea Harbour.

On or before the 21st day of December, 1882, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1882.

Francis James, Harbour Offices, Swansea, Solicitor.

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

In Parliament—Session 1883.

North-West Metropolitan Tramways.
(Incorporation of Company; Power to Construct Tramways in the Parishes of Saint Peter and Saint Paul, Hammersmith, Saint Mary Abbots, Kensington, Saint John, Hampstead, Saint Luke, Chelsea, Saint Marylebone, Paddington, Hendon, and Willesden, all in the County of Middlesex; Tolls; Incorporation and Amendment of Acts; and other purposes.)

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

To incorporate a Company (hereinafter called the Company), with power to make, form, lay down, maintain, and work the several tramways and other works, hereinafter described, or some of them, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith, that is to say:—

Tramway No. 1 will be laid in the parish of Willesden, commencing in Harrow-road 9 chains south-westerly from the western corner of the Royal Oak public-house, Harlesden-green, passing thence north-easterly along the Harrow-road and by the Royal Oak public-house aforesaid south-easterly along the Harrow-road, passing over the bridge, carrying the roadway over the Hampstead Junction Railway, and terminating in Harrow-road at the boundary of the parishes of Willesden and St. Mary Abbots, Kensington, 0·2 chain north-west of the junction of Greyhound and Hazel-roads with Harrow-road.

Tramway No. 1 will be laid as a double line, except in the following places, where it will be laid as a single line, viz., between points respectively, the commencement of Tramway No. 1 and 1·2 chains measured from the commencement along the tramway between points respectively the junction of Victor-road West with Harrow-road and 2·75 chains north-westerly of the junction of Victor-road East with Harrow-road, between points respectively 1·25 chains south-easterly of the junction of Victor-road East with Harrow-road and 1·7 chains south-easterly of the junction of Ravensworth-road with that road.

Tramway No. 2 will be laid in the parishes of St. Mary Abbots, Kensington, and Willesden, commencing at the termination of Tramway No. 1, in Harrow-road, passing thence easterly along Harrow-road, and terminating in Harrow-road at the junction of the parishes of Willesden, St. Mary Abbott's, Kensington, and St. Luke, Chelsea, and the junction of Kilburn-lane with Harrow-road.

Tramway No. 2 will be laid as a double line, except in the following places, where it will be laid as a single line, viz.: between points respectively 1·2 chains west and 4·1 chains east of the north-west corner of the Masons' Arms public-house; between points respectively 1·75 chains north-westerly, and 2 chains south-easterly of the centre of the gateway of the entrance to All Souls' Cemetery, Kensal-green; between the Masons' Arms public-house and the King William IV. public-house; between points respectively 1 chain westerly and 2·2 chains easterly of the south-west corner of the King William IV. public-house.

Tramway No. 3 will be laid in the parish of St. Luke's, Chelsea, commencing in Harrow-road, at the termination of Tramway No. 2, passing thence easterly along the Harrow-

road, and terminating in Harrow road at the boundary of the parishes of St. Luke's, Chelsea, and Paddington, 1·5 chains north-westerly of the junction of the Bravington-road with Harrow road.

Tramway No. 3 will be laid as a double line.

Tramway No. 4, commencing at the termination of Tramway No. 3 in the Harrow-road, passing thence south-easterly along Harrow-road, and terminating in the Harrow-road at the junction of Amberley-road with Harrow-road.

Tramway No. 4 will be laid as a double line.

Tramway No. 5, commencing in the Harrow-road at the termination of Tramway No. 4, passing thence south-easterly along the Harrow-road, over the bridge carrying the roadway over the Grand Junction Canal near the Lock Hospital, and terminating in Harrow-road at the junction of the roadway over Westbourne Bridge with Harrow-road.

Tramway No. 5 will be laid as a double line.

Tramway No. 6, commencing in the Harrow-road at the termination of Tramway No. 5, passing thence easterly along the Harrow-road, and terminating 6 chains south-westerly of the junction of Warwick-road with Harrow-road.

Tramway No. 6 will be laid as a double line.

Tramway No. 7, commencing in Harrow-road, at the termination of Tramway No. 6, passing thence north-easterly along Harrow-road, over the bridge, carrying the roadway over the Grand Junction Canal, and terminating in Harrow-road, 0·85 chain south-west of the junction of Warwick-road with Harrow-road.

Tramway No. 7 will be laid as a double line.

Tramway No. 8, commencing in Harrow-road, at the termination of Tramway No. 7, passing thence south-easterly along Harrow-road, and terminating in Harrow-road, 0·75 chain north-easterly of the junction of Hermitage-street with Harrow-road.

Tramway No. 8 will be laid as a double line, except in the following places, where it will be laid as a single line, viz.: In Harrow-road, between points respectively 3·8 chains north-west and 3·5 chains south-east of the junction of Porteous-road with Harrow-road.

Tramway No. 9, commencing in Harrow-road, at the termination of Tramway No. 7, passing thence crossing north-easterly Harrow-road into and along Howley-place, turning south-easterly into and along Park-place, then easterly into Harrow-road, and terminating at the terminus of Tramway No. 8.

Tramway No. 9 will be laid as a double line, except in the following places, where it will be laid as a single line, viz.: In Howley-place, between points respectively 2·6 chains and 6·8 chains measured from the commencement of Tramway No. 9. In Park-place 5 chains north-west and 3·6 chains south-east of the junction of Porteous-road with Park-place.

Tramway No. 10, commencing in Harrow-road at the termination of Tramways Nos. 8 and 9, passing thence easterly along Harrow-road, and terminating 1·2 chains east of the junction of Green-street with Harrow-road.

Tramway No. 10 will be laid as a double line.

Tramway No. 11, commencing in Harrow-road at the termination of Tramway No. 10, passing thence easterly along Harrow-road, and terminating in Harrow-road 2 chains west of the lamp-standard on the refuge

near the junction of Harrow-road with Edgware-road.

Tramway No. 11 will be laid as a double line. Tramways Nos. 4, 5, 6, 7, 8, 9, 10, and 11 will be laid in the parish of Paddington.

Tramway No. 12, commencing in Harrow-road at the termination of Tramway No. 11, passing thence easterly along Harrow-road into and along Edgware-road in a north-westerly direction, and terminating in Edgware-road, 0.25 chain north-west of the junction of Bell-street with Edgware-road.

Tramway No. 12 will be laid as a single line.

Tramway No. 13, commencing in Edgware-road at the termination of Tramway No. 12, passing thence north-westerly along Edgware-road, otherwise known as Maida-vale, and terminating in Edgware-road at the junction of the parishes of Paddington, St. Marylebone, and St. John, Hampstead, 2.2 chains south-east of the junction of Kilburn Park-road with Edgware-road.

Tramway No. 13 will be laid as a double line.

Tramways Nos. 12 and 13 will be in the parishes of Paddington and St. Marylebone.

Tramway No. 14, commencing in Edgware-road at the termination of Tramway No. 13, passing thence north-westerly along Edgware-road, and terminating in Edgware-road 3.9 chains north-west of the junction of Kilburn Park-road with Edgware-road, at the junction of the parishes of Paddington and Willesden, with the parish of St. John, Hampstead.

Tramway No. 14 will be in the parishes of Paddington and St. John, Hampstead, and will be laid as a double line.

Tramway No. 15, commencing in Edgware-road, at the termination of Tramway No. 14, passing thence north-westerly along Edgware-road, and terminating in Edgware-road at the junction of Cambridge-road with Edgware-road.

Tramway No. 15 will be laid as a double line.

Tramway No. 16 commencing in Edgware-road, at the termination of Tramway No. 15, passing thence north-westerly along Edgware-road, and terminating in Edgware-road at the junction of Cavendish-road with Edgware-road.

Tramway No. 16 will be laid as a double line.

Tramway No. 17, commencing in Edgware-road, at the termination of Tramway No. 16, passing thence north-westerly along Edgware-road and terminating 11.3 chains south-east of the junction of Cricklewood-road with Edgware-road, at the junction of the parishes of St. John, Hampstead, and Hendon, with Willesden parish.

Tramway No. 17 will be laid as a double line.

Tramways Nos. 15, 16, and 17 will be in the parishes of St. John, Hampstead, and Willesden.

Tramway No. 18, commencing in the Edgware-road at the termination of Tramway No. 17, passing thence north-westerly along Edgware-road, and terminating in the Edgware-road 0.5 chain south-east of the junction of Cricklewood-road with Edgware-road, near the Crown Hotel at Cricklewood.

Tramway No. 18 will be laid as a double line except in the following place, where it will be laid as a single line, viz.: between points respectively the termination of Tramway No. 18 and 1.5 chain from the said termination.

Tramway No. 18 will be laid in the parishes of Willesden and Hendon.

Tramway No. 19, commencing in Edgware-road by a junction with Tramway No. 16 0.7 chain south-east of the junction of Cavendish-road with Edgware-road, passing thence westerly across Edgware-road, into and along Cavendish-road, and terminating in Willesden-lane at the junction of Cavendish-road with Willesden-lane.

Tramway No. 19 will be laid as a single line, except in the following places, where it will be laid as a double line, viz.: between points respectively the commencement of Tramway No. 19 and 6 chains measured along the said tramway, between points respectively 2 chains easterly and 2 chains westerly of the junction of Mowbray-road with Cavendish-road, and between points respectively the point of termination of Tramway No. 19 and 3 chains measured along the tramway.

Tramway No. 19 will be laid in the parishes of Willesden and St. John, Hampstead.

Tramway No. 20, commencing in Willesden-lane at the termination of Tramway No. 19, passing thence north-easterly along Willesden-lane, and terminating in Willesden-lane opposite the western corner of the Spotted Dog public-house in Willesden-lane, 6.3 chains easterly of the junction of Lechmere-road with Willesden-lane.

Tramway No. 20 will be laid as a single line, except at the following places, where it will be laid as a double line, viz.: between points respectively the commencement of Tramway No. 20, and 6.2 chains south-easterly of the junction of Coverdale-road with Willesden-lane, between points respectively 6.8 chains and 13.10 chains north-westerly of the junction of Coverdale-road with Willesden-lane; between points respectively 16 chains and 20 chains easterly of the junction of Walm-lane with Willesden-lane; between points respectively 7 chains and 11 chains easterly of the said junction of lanes; between points respectively the junction of Walm-lane with Willesden-lane and the termination of Tramway No. 20.

Tramway No. 21, commencing at the termination of Tramway No. 20, passing thence westerly along Willesden-lane, through the village of Willesden, turning south-westerly into and along Church-road, south-easterly into and along Old Harrow-road, and terminating in Harrow-road, 2.4 chains north-west from the north-west corner of the Police Station in Harrow-road, near the junction of Old Harrow-road with Harrow-road.

Tramway No. 21 will be laid as a single line, except in the following places, where it will be laid as a double line, viz.: between points respectively 1.5 chains and 7.5 chains westerly of the junction Lechmere-road with Willesden-lane; between points respectively 6.6 chains and 10.6 chains westerly of the junction of Villiers-road with Willesden-lane; between points respectively 3.5 chains westerly of the junction of Belton-road with Willesden-lane, and 1.9 chains westerly of the junction Beaconsfield-road with Willesden-lane; between points respectively 1.7 chains easterly of the junction of Willesden-lane with Church-road, and 1 chain south-westerly of the junction of Heron-road with Church-road; between points respectively 6.4 chains 10.4 chains south-westerly of the junction of Mayo-road with Church-road; between points respectively 3 chains north-easterly and 3 chains south-easterly of the

junction of Church-road with Old Harrow-road; and between points respectively the termination of Tramway No. 21 and 4 chains measured from the termination of the said tramway.

Tramway No. 22, commencing in Harrow-road at the termination of Tramway No. 21, passing thence south-easterly along the Harrow-road, and terminating by a junction with Tramway No. 1, 2·5 chains measured from the commencement of Tramway No. 1.

Tramway No. 22 will be laid as a single line, except in the following places, where it will be a double line, viz.: between points respectively 9·3 chains north-westerly of the junction of Crown Hill-road with Harrow-road and the termination of Tramway No. 22.

Tramway No. 23, commencing in Harrow-road by a junction with Tramway No. 1, 8·7 chains measured from the commencement of Tramway No. 1 crossing Harrow-road, passing into and through Manor Park-road, and terminating in Harrow-road, 0·5 chain north-west of the junction of Manor Park-road with Harrow-road.

Tramway No. 23 will be laid as a single line, except in the following places, where it will be laid as a double line, viz.: between points respectively the commencement of Tramway No. 23 and 3 chains measured along that tramway; between points respectively from the junction of Tavistock-road with Manor Park-road and the termination of Tramway No. 23.

Tramway No. 24, commencing in Harrow-road, at the termination of Tramway No. 21, and the commencement of Tramway No. 22, passing thence north-westerly along Harrow-road, and terminating in Harrow-road, 1·5 chains south-east of the centre of the bridge carrying Harrow-road over the Midland and South Western Junction Railway.

Tramway No. 24 will be laid as a single line, except in the following places, where it will be laid as a double line, viz.: between 1 chain and 4 chains measured from the termination of Tramway No. 24, and 8 chains from the said termination and the commencement of the Tramway No. 24.

Tramways Nos. 20, 21, 22, 23, and 24 will be laid in the parish of Willesden.

Each of the said tramways hereinbefore mentioned is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

The following is a description of all the points between which the proposed tramways, or either of them, are intended to be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the road and the nearest rail of the tramway, namely:

Tramway No. 1.—In Harrow-road, on both sides thereof, between points respectively 0·2 chain north-west of the west corner of Champion Villa and 0·4 chain west of the north-west corner of the College Park Hotel; between points respectively 2·5 chains and 6·2 chains north-east of the said north-west corner of the College Park Hotel; between points respectively 2·75 chains north-west and 1·25 chains south-east of the junction of Victor-road East with Harrow-road; between points respectively the junction of Ravensworth-road with Harrow-road and 1 chain south-easterly of the said junction; between points respectively 1·7 chains south-easterly

of the junction of Ravensworth-road with Harrow-road and the termination of Tramway No. 1.

In Harrow-road, on the north side thereof, between points respectively 1 chain and 1·7 chains south-easterly of the junction of Ravensworth-road with Harrow-road.

Tramway No. 2.—In Harrow-road, on both sides thereof, between points respectively the commencement of Tramway No. 2 and 6·7 chains measured along that Tramway; between points respectively 4·1 chains and 10·8 chains easterly of the north-west corner of the Masons' Arms public-house; between points respectively 1 chain and 12·9 chains westerly of the south-west corner of King William IV. public-house; between points respectively 2·2 chains and 9·4 chains south-easterly of the south-west corner of King William IV. public-house.

Tramway No. 3.—In Harrow-road, on both sides thereof, between points respectively the termination of Tramway No. 3 and 4·5 chains measured from the termination of that Tramway.

Tramway No. 4.—In Harrow-road, on both sides thereof, between points respectively the commencement of Tramway No. 4 and 4 chains north-west of the junction of Carlton-road with Harrow-road.

Tramway No. 7, in Harrow-road, on both sides thereof, between points respectively the commencement of the Tramway No. 7 and the termination of Tramway No. 7.

Tramway No. 8, in Harrow-road, on both sides thereof, between points respectively 3·8 chains and 6·3 chains north-westerly of the junction of Porteous-road with Harrow-road; between points respectively 3·5 chains and 5·4 chains south-easterly of the junction of Porteous-road with Harrow-road; between points respectively 1·1 chain and 4·75 chains south-west of the junction of Hermitage-street with Harrow-road.

Tramway No. 9, in Harrow-road and Howley-place, on both sides thereof, between points respectively the commencement of Tramway No. 9 and 2·6 chains measured from the said commencement; in Howley-place, on both sides thereof, between points respectively 0·4 chain and 2·1 chains south-west of the junction of Park-place with Howley-place; in Park-place, on both sides thereof, between points respectively 0·25 chain and 2·1 chains south-east of the junction of Howley-place with Park-place; between points respectively 0·35 chain and 4·6 chains north-westerly of the junction of Harrow-road with Park-place.

Tramway No. 17, in Edgware-road, on both sides thereof, between points respectively 1·7 chain and 2·7 chains south-easterly of the junction of Christchurch-road with Edgware-road.

Tramway No. 19, in Cavendish-road, on both sides thereof, between points respectively 0·5 chain and 4·9 chains south-westerly of the junction of Cavendish-road with Edgware-road, between points respectively 2 chains north-easterly and 2 chains south-westerly of the junction of Mowbray-road with Cavendish-road, between points respectively the termination of Tramway No. 19, and 3 chains measured along the said tramway.

Tramway No. 20, in Willesden-lane, on both sides thereof, between points respectively the commencement and termination of Tramway No. 20.

Tramway No. 21, in Willesden-lane and Church-road, and Old Harrow-road, on both sides thereof, between points respectively 0·4 chain easterly of the junction of Lechmere-road with Willesden-lane, and 3·9 chains south easterly of the junction of Church-road, with Old Harrow-road. In Old Harrow-road, on both sides thereof, between points respectively 2·8 chains and 5·5 chains, measured from the termination of Tramway No. 21. In Harrow-road, on the north-east side thereof, between points respectively the termination of Tramway No. 21, and 2·8 chains measured from the termination.

Tramway No. 22, in Harrow-road, between points respectively 9·3 chains north-west of the junction of Crown Hill-road with Harrow-road and the termination of Tramway No. 22.

Tramway No. 23, in Manor Park-road, between points respectively 1·4 chain and 3 chains from the commencement of Tramway No. 23, and between points respectively the junction of Tavistock-road with Manor Park-road and the termination of Tramway No. 23.

Tramway No. 24, in Harrow-road, on the south-west side thereof, between points respectively the commencement of Tramway No. 24 and 3 chains measured from the commencement,

In Harrow-road, on both sides thereof, between points respectively 3 chains from the commencement of Tramway No. 24, and 4 chains, measured from the commencement, and between points respectively the termination of Tramway No. 24 and 4 chains measured from that point.

The tramways and works hereinbefore described will be situate in or pass through or into the parishes, townships, or places following, some or one of them, viz.: Saint Peter and St. Paul, Hammersmith; Saint Mary Abbots, Kensington; Saint John, Hampstead; Saint Luke, Chelsea; Saint Marylebone; Paddington; Hendon, and Willesden, all in the county of Middlesex.

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins another street, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued, would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as being opposite the centre of the street.

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

To empower the Company to acquire by agreement, or to take on lease, lands, buildings, and hereditaments, or rights or easements therein, for the purposes of the works authorised by the Bill, and for other the purposes of the Company, and to erect on some part or parts of the said lands, offices, stables, and buildings, and other conveniences, for the purposes of the Bill, and to dispose of, by way of sale, letting, or otherwise, any lands, buildings, and hereditaments acquired or erected by them.

To authorise the temporary occupation by the Company of land and buildings for the purposes of the Bill, and to incorporate all or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands, or to make other provisions with reference thereto.

To empower the Company from time to time,

and either temporarily or permanently, to enter upon, break up, and use, and to alter, divert, remove, and interfere with streets, roads, highways, rivers, bridges, and other thoroughfares, ways, footpaths, watercourses, sewers, drains, pavements, water, gas, or other pipes, and electric telegraph pipes, tubes, and apparatus within all or any of the parishes, townships, and extra-parochial or other places hereinbefore mentioned, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the intended tramways and works, or of substituting others in their place, or for other the purposes of the Bill.

To provide for the maintenance of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to provide for and regulate the user by the Company, for the purposes of the Bill, of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, and materials.

To enable the Company, when, by reason of the execution of any work in, or the alteration of any street, road, or thoroughfare through or along which any Tramway belonging to the Company is laid, it is necessary or expedient to remove, alter, or discontinue the use of any such Tramway, or any part thereof, from time to time to make and lay down the same, or any adjacent or convenient street, road, or thoroughfare in any of the aforesaid parishes, townships, and extra-parochial or other places, and to maintain so long as occasion may require, a temporary Tramway or Tramways, in lieu of the Tramway or part of a Tramway so required to be removed or discontinued to be used, or found expedient so to be.

To empower or require the Company to lay down, make, and maintain from time to time such junctions, curves, crossings, passing-places, sidings, turnouts, and other works, in addition to those before specified, as they find necessary for the due and satisfactory working of their tramways, or for facilitating the traffic of the streets in which the same are laid, or for providing access to any warehouses, stables, or works of the Company, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, passing-places, sidings, turnouts, and other works as may be defined and prescribed in or by the Bill.

To reserve to and confer upon the Company exclusive rights to use upon the said intended tramways all or any of their carriages with flange wheels or otherwise, suitable or adapted for running upon an edged or grooved rail or rails, or upon the said tramways.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the said intended tramways by persons, companies, or corporations, other than the Company, with carriages having flanged wheels, or otherwise suitable or adapted for running upon an edged or grooved rail or rails, or upon the said tramways, and to authorise and give effect to agreements between the Company and any other persons, companies, and corporations, for the use of the tramways of the Company by such other persons, companies, and corporations, with such carriages as aforesaid, and to confer all necessary powers in that behalf, and to confirm any agreement or agreements in reference thereto.

To make provision for regulating the passage

of traffic along or across any streets, roads, and other thoroughfares, through or along which the said intended tramways will be laid, or any part or parts thereof, and along, over, or across such tramways, and for preventing obstructions to all or any of such traffic, and to authorise the making and enforcing, whether by the Company or the authority or authorities having the control of any such streets, roads, and thoroughfares, of 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 enable the Company, on the one hand, and any of the following bodies on the other hand, viz., the Metropolitan Board of Works, and any vestry, district board, trustees, body corporate or persons having the direction of the repair, or having the control or management of any streets, roads, or other thoroughfares in any of the aforesaid parishes, townships, and other places, to enter into agreements with reference to all or any of the purposes of the Bill, and with respect to the laying down, maintaining, renewing, repairing, working, and using of the said intended tramways and works, and the rails, plates, chairs, sleepers, pavements, and works connected therewith, within their respective districts, and with reference to the acquisition by, or transfer to any such parties of the powers of the Bill relating to any tramway or tramways, or other works to be laid down or executed within their respective districts, or of any such tramways when laid down by the Company, and for facilitating the passage of traffic and carriages over or along the same by means of animal power, and to confirm or give effect by the Bill to any such agreements which may have been or may be made before the passing of the Bill into an Act.

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

To confer upon the Company all such other powers, rights, and privileges as may be necessary or convenient for the purposes of their undertaking, and for carrying into effect the objects of the Bill, and to vary and extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects, and to confer, vary, or extinguish other rights and privileges.

To incorporate, if thought fit, with the Bill, with or without modification or amendment, all or some of the clauses and provisions of "The Tramways Act, 1870," "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Railways Clauses Consolidation Act, 1845."

And notice is hereby further given, that on or before the 30th day of November, 1882, plans and sections of the said intended tramways and other works proposed to be authorised by the Bill, with books of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the

said intended works, or any part thereof, will pass or be made, with a copy of the said Gazette notice, will be deposited as follows, viz.:

For the parish of Saint Peter and Saint Paul, Hammersmith, with the clerk of the Fulham District Board of Works, at his office at Walham-green, in the same county of Middlesex; for the parish of Saint Mary Abbots, Kensington, with the vestry clerk of that parish, at his office at the Town-hall, Kensington, in the same county; for the parish of Saint John Hampstead, with the vestry clerk of that parish, at his office at Haverstock-hill, in the same county; for the parish of Saint Luke, Chelsea, with the vestry clerk of that parish, at his office in the King's-road, Chelsea, in the same county; for the parish of Saint Marylebone, with the vestry clerk of that parish, at his office at the Court-house, Marylebone-lane, in the same county; for the parish of Paddington, with the vestry clerk of that parish, at his office at the Vestry-hall, Harrow-road, in the same county.

And as to all other parishes, with the parish clerk of each parish at his residence.

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

Dated this 17th day of November, 1882.

Elborough, and Dean, 51, Queen Victoria-street, London, Solicitors for the Bill.

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

In Parliament.—Session 1883.

Wroxall and District Water.

Incorporation of Company; Supply of Water to Parishes of Godshill, Newchurch, Brading, Shanklin, Yaverland, and St. Helens, in the Isle of Wight; Construction of Works; Acquisition of Lands; Impounding of Waters; Agreements with and Powers to Local Authorities and other Bodies, and the Isle of Wight Waterworks Company, the Isle of Wight Railway, and the Brading Harbour Improvement Railway and Works Companies; Levying of Rates and Charges, and other Provisions; 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, or some of the purposes, following, that is to say:—

To incorporate a Company (hereinafter called the Company), and to empower the Company to exercise all or some of the following powers, that is to say:—

To supply with water for domestic, trading, public, sanitary, and other purposes, the inhabitants of, and the public bodies and other companies and persons within, the parishes following, or some or part of them, that is to say:—Godshill, Newchurch, Brading, Shanklin, Yaverland, and St. Helens, in the Isle of Wight and county of Southampton.

To construct and maintain the following waterworks, namely:—

Work No. 1. A collecting or impounding reservoir, about 5 acres in extent, to be situate at Wroxall, in the parish of Newchurch, on land on the north-east side of and adjoining the Isle of Wight Railway, near Wroxall Station, and to be formed by an embankment 9 chains, or thereabouts, in length, parallel to the said railway between Wroxall Station and the occupation level crossing over the railway south of that station, and by two other embankments extending for distances of about three and a

half chains each or thereabouts, in a north-easterly direction from each end of such first-mentioned embankment.

Work No. 2. A small reservoir or tank, situate in the parish of Newchurch, on the northern side of and adjoining the public road between the farms known as Wroxall Cross and Wroxall Farm, and in the south-western part of a certain pasture field, formerly two fields, numbered respectively 1392 and 1393 on the Tithe Map of the said parish of Newchurch.

Work No. 3. A conduit, aqueduct, or line of pipes wholly in the parish of Newchurch, commencing at the reservoir or tank (Work No. 2), and terminating at the collecting or impounding reservoir (Work No. 1).

Work No. 4. A collecting or impounding reservoir, to be situate partly in the parish of Godshill and partly in the parish of Newchurch, and to be formed by an embankment 11 chains, or thereabouts, in length to be constructed across the Span Brook at a point thereon 11 chains, or thereabouts, south east of Great Span Farm, and the same distance, or thereabouts, north-east of Little Span Farm, and to extend for a distance of 20 chains, or thereabouts, southward from the said embankment.

Work No. 5. A conduit, aqueduct, or line of pipes wholly in the parish of Newchurch, commencing at the collecting or impounding reservoir (Work No. 4), and terminating at the collecting or impounding reservoir (Work No. 1).

Work No. 6. A conduit, aqueduct, or line of pipes, commencing in the parish of Newchurch at the collecting or impounding reservoir (Work No. 1), and terminating in the parish of Brading, at a point in the high road adjoining Bembridge Railway Station, opposite to the passengers' and carriage entrance gate and entrance to the said railway station.

Work No. 7. A conduit, aqueduct, or line of pipes, wholly in the parish of Brading, commencing by a junction with the conduit, aqueduct, or line of pipes (Work No. 6), at a point on the Isle of Wight Railway, 6 chains, or thereabouts, to the north of the bridge carrying the said railway over the high road from Sandown to Lake, and terminating in the service reservoir at Sandown of the Isle of Wight Water Works Company.

Work No. 8. A service reservoir, to be situate wholly in the parish of Brading, adjoining and on the south side of the public road leading north-westward from the Independent Chapel and British Schools in Brading, over Ashleydown to Newport, and $6\frac{1}{2}$ chains, or thereabouts, west of the said chapel and schools.

Work No. 9. A conduit, aqueduct, or line of pipes, commencing in the Parish of Yaverland by a junction with the conduit, aqueduct, or lines of pipes (Work No. 6), at a point on the Isle of Wight Railway $1\frac{1}{2}$ chains, or thereabouts, to the south of the bridge carrying the high road from Brading to Yaverland over the said railway, and terminating in the parish of Brading in the service reservoir (Work No. 8).

Work No. 10. A service reservoir, to be situate wholly in the parish of St. Helens, in the field numbered 501 on the Tithe Map of that parish, and 30 chains, or thereabouts, south of Saint Helens church.

Work No. 11. A conduit, aqueduct, or line of pipes wholly in the parish of St. Helens,

commencing by a junction with the conduit, aqueduct, or line of pipes (Work No. 6), at a point on the Brading Harbour Railway opposite the main signal-post at the west end of the platform of St. Helens Railway Station, and terminating in the service reservoir (Work No. 10).

Together with all proper and necessary embankments, filtering beds, softening tanks, dams, gauges, drains, sluices, weirs, catchpits, conduits, culverts, channels, wells, cuts, adits, aqueducts, tunnels, roads, approaches, fences, telegraphic and telephonic apparatus, pumps, 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, that is to say, Wroxall, Godshill, Newchurch, Brading, Yaverland, St. Helens, Gattton, Shanklin, Lake, Sandown, and Bembridge, all in the Isle of Wight and county of Southampton.

For the purposes of the intended Act, a portion of St. Helens Green or Common, in the said parish of St. Helens, estimated to contain 5 perches, or thereabouts, or an easement therein, is intended to be taken by the Company.

To enable the Company 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 Railways Clauses Consolidation 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 public and private roads, streets, highways, footpaths, and other places, bridges, canals, navigations, towing paths, quays, railways, tramways, rivers, streams, brooks, water-courses, sewers, drains and pipes, telegraphic and telephonic apparatus, 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 take, divert, impound, collect, store, and use and distribute the waters of the rivers or streams known as Yar River and Span Brook, and the tributaries thereof, and the springs, streams, and other waters upon or under the lands proposed to be acquired for the purposes, or under the powers of the intended Act, or which may be taken, impounded, intersected, or collected by means of the intended works, or any of them, some of which waters proceed or flow directly or derivatively into Brading Harbour, and supply the existing reservoir and works of the Isle of Wight Waterworks Company.

To purchase and acquire, by compulsion or agreement, to take on lease and to hold, lands, houses, springs, streams, waters, and other hereditaments and property, 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.

To supply water by measure, and to sell or let or provide on hire cisterns, tanks, meters, fittings, and other apparatus.

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, and to make and enforce, by penalties or otherwise, byelaws or regulations for giving effect to the provisions of the intended Act.

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 empower the Company to enter into and carry into effect agreements with the Isle of Wight Railway Company and the Brading Harbour Improvement Railway and Works Company, with reference to the laying down of mains or pipes, and the construction of works upon, along, or across the railways and works of the said Isle of Wight Railway and Brading Harbour Improvement Railway and Works Companies, and to confirm or give effect to any such agreement which may have been or may be entered into before the passing of the intended Act.

To enable the Company on the one hand, and the Isle of Wight Waterworks Company and any other company, or any vestry, 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, 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, local board, sanitary authority, public body, officers or persons respectively, notwithstanding anything contained in the Public Health Act, 1875, to take such supply, and to distribute the same, and 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 which may have been or may be made prior to the passing of the intended Act.

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.

To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the intended Act, all or some of the provisions of the Local and Personal Acts of Parliament following, or one of them (that is to say), the Isle of Wight Waterworks Act, 1861, and all other Acts relating to or affecting the Isle of Wight Waterworks Company, the Isle of Wight Eastern Section Railway Act, 1860, and all other Acts relating to or affecting the Isle of Wight Railway Company, the Brading Harbour Improvement Railway and Works Act, 1874, and all other Acts relating to or affecting the Brading Harbour Improvement and Railway Company, and all other Acts relating to or affected by the objects of the intended Act.

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 de-

posited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester, and that on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the intended works will be made or situate, or in which any lands or houses intended to be taken are situate, with a copy of this Notice, will be deposited with the parish clerk of such 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 14th day of November, 1882.

Arthur S. Estcourt, Newport, Isle of Wight, Solicitor.

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

In Parliament.—Session 1883.

Hartlepool Borough Extension.

(Extension of Borough boundary so as to include the Local Board Districts of Throston and Middleton and exclusion of other jurisdictions within extended area; Division of extended Borough into Wards; Increase or alteration of number of Aldermen and Councillors; Provisions as to Election, &c., of Mayor, Aldermen, and Councillors; Dissolution of Local Boards of Throston and Middleton and Burial Board for the township of Hartlepool, and transfer of their property and powers to Corporation; Constituting Corporation the Burial Board for extended Borough; Constituting School Board of existing Borough the School Authority of extended Borough; Dissolution or alteration and exclusion of jurisdiction of existing School Boards within the added area, and transfer of their property to the School Board of extended Borough; Extending jurisdiction of School Attendance Committee of Guardians of Hartlepool Union; Election of a new School Board; Apportionment of debts and liabilities of existing School Boards; For compensating Officers and Servants of dissolved Boards and other persons for loss of office, &c.; Sale of property transferred to Corporation; Agreements with County Justices as to management, maintenance, and repair of County and Hundred Roads and Bridges; For appointment of Deputy Town Clerk, Treasurer, and Borough Surveyor; Differential rating in added area; Power to Corporation to discontinue their Public Market and to lease or let Market and Market premises; To define what are Private Improvement Expenses, and further powers for apportionment, recovery, and payment of such Expenses; Provisions for Prevention of Spread of Infectious and Contagious Diseases, for Regulation of Dancing Saloons and other places, for Regulation of Slaughterhouses and Knackers' Yards, and preventing slaughter of animals elsewhere than in Public or Licensed Slaughterhouses and Yards; Transfer of Jurisdiction of County Justices with respect to Knackers' Yards to Corporation; Corporation may provide Public Slaughterhouses and Yards; For Suppression of Brothels and Disorderly Houses; Prohibiting Sale, &c., of Obscene Bills, &c.; Prevention of Disorderly Conduct and Nuisances, and of Improper Use and Discharge of Firearms in Public Places and on Seashore; for Regulating Sale of Coals; Powers to Corporation for Applying Funds of Corporation Local Boards and Burial Board for purposes of Bill, and for exercising Borrowing Powers of those bodies; Rating and Borrowing Powers, and Special Provisions as to Borough Fund, Borough

Rate, District Fund, and General District Rates; Provision as to Hartlepool Port Sanitary Authority; to Vary and Extinguish Rights and Privileges; Alteration, Amendment, &c., of Charters and 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 effecting the following objects, or some of them (that is to say):—

To extend the boundary of the municipal borough of Hartlepool (hereinafter referred to as "the existing borough"), and to include within it the Local Board districts of the Local Boards of Throston and Middleton-in-Stranton (otherwise Middleton), or one of them, or some part or parts thereof respectively, all in the county of Durham.

To extend and apply to and throughout the municipal borough as proposed to be extended (hereinafter referred to as the "extended borough"), with or without alteration or variation, as may be defined in the Bill, or prescribed by Parliament, all or some of the powers, rights, privileges, jurisdiction, authorities, and duties of the Corporation of Hartlepool (hereinafter referred to as "the Corporation") as a municipal body, and of the Corporation acting in execution of the Municipal Corporations Acts, the Public Health Acts, and the Acts for the time being affecting the Corporation as a municipal body and a sanitary authority respectively, and of any charter or charters, and of their officers, clerks, and servants, and of the Borough Court of Record, and of the Justices of the Peace, Recorder, and constables of the existing borough, and to make applicable to the extended borough all charters, enactments, bye-laws, regulations, and orders in force within or applicable to the existing borough; also, if deemed necessary or desirable, to confer upon the owners of property and residents within the extended borough all such rights of voting and other franchises, rights, and privileges as are now vested in the owners of property and residents within the existing borough, and to extend to them the benefits and privileges of all charities and trusts now enjoyed by the owners and residents within the existing borough.

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

To create wards out of the area of the existing borough, and out of the area intended to be added to the borough, or to divide the whole of the extended borough into wards.

To increase or alter the existing number of Aldermen and Councillors of the borough, and to apportion them among the wards so to be created, and to make new provisions for the qualification, election, and retirement of the Mayor, Aldermen, and Councillors.

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

To exempt lands, houses, hereditaments, and property within the area intended to be added to the existing borough, from all county, police, sewer, highway, and other rates to be made by and from the jurisdiction of the Justices of the Peace for the county of Durham, and the Local or Sanitary Authority or Burial Board, Highway Board, School Board, or other authority, of any district,

parish, or place to be included, or partly included, within the extended borough.

To dissolve the Local Boards for the several districts of Throston and Middleton, and the Burial Board of the township of Hartlepool, and to vest in the Corporation all the powers, rights, duties, liabilities and obligations of those Local Boards and Burial Board respectively, and to constitute the Corporation the Burial Board for the extended borough; and to transfer to the Corporation all property, real and personal, of the said Local Boards and Burial Board respectively, but subject to the debts and liabilities affecting the same, and if deemed expedient to repeal or abolish all or any of the bye-laws and regulations made by the said Local Boards and Burial Board respectively.

To constitute the extended borough a school district for the purposes of the Elementary Education Act, 1870, and the Acts amending the same, and to constitute the School Board of the existing borough the School Board for the extended borough, and to provide for the election of a new School Board for the extended borough; and to alter or abolish the jurisdiction of any other School Board within the area to be added to the borough, and to transfer to the School Board for the extended borough all or any of the lands, buildings, and other property, jurisdiction, rights, powers, debts, liabilities, and obligations of the School Boards of the parish of Stranton and township of Throston, or either of them, within and in respect of the added area; or to dissolve the School Board of the township of Throston, and to transfer all or some or some part of their property, debts, liabilities, and obligations to the School Board for the extended borough; and to extend the jurisdiction of the School Attendance Committee of the Guardians of the Poor of the Hartlepool Union to and over that portion of the district of the School Board of the township of Throston not included within the extended borough, and to provide for the apportionment of the debts and liabilities of the said School Boards, and to charge the debts and liabilities so transferred to the School Board of the extended borough upon and to make the same payable out of the school fund and local rate of the district of the extended borough; and to make all other arrangements and provisions necessary or desirable for giving effect to the purposes and requirements of the said Acts with respect to the extended borough, and with respect to the portions of the School Board districts of Stranton and Throston not included within the extended borough; and for all or any of the purposes aforesaid to confer all necessary powers on the Lords of the Committee of Her Majesty's Privy Council on Education and on the several School Boards aforesaid.

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

To make provision with respect to persons holding any office under or being in the employment of the Corporation, the Local Boards of Throston and Middleton, the Burial Board of the township of Hartlepool, and any School Board and other authority exercising, or having heretofore exercised, jurisdiction within the area of the extended borough, or any part thereof, and with respect to any other person or persons whose office, employment, jurisdiction, or emolument may be abolished or in any way affected, either directly or indirectly, by the Bill, and to empower or re-

quire the Corporation to make compensation to officers and servants of the Corporation, Local Boards, Burial Board, School Boards, and other authorities respectively, and to any other persons for any loss of office and emoluments which they, or any of them, respectively may sustain by reason of the extension of the borough or the dissolution, or alteration of the districts, of the Corporation, Local Boards, Burial Board, School Boards, and other authorities respectively, or by reason of any of the provisions of the intended Act, and to provide, in the event of any dispute arising, for the settlement of the amount of such compensation by the Local Government Board or otherwise, as may be prescribed by the intended Act.

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

To empower the Corporation to sell and dispose of any works, lands, and property to be transferred to them by the Bill.

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

To empower the Corporation or the Town Clerk, Treasurer, and Borough Surveyor respectively, with their consent, from time to time to appoint a deputy, and to delegate to such deputy the performance of all or certain of the duties of his office.

To authorise the Corporation, for all or some of the purposes of the Bill and in payment of the costs of promoting the same, to apply their corporate funds and all or any moneys which they are now authorised to borrow under any existing Act or Acts or over which they have control, and any tolls, rates, and charges which they are now authorised to levy; and to borrow further moneys, by mortgage or otherwise upon the security of the borough fund, borough rate, district fund, and general district rates, or any of those funds and rates, and of all or any lands, houses, hereditaments, property, or revenue of the Corporation or under their management or control; and to authorise the Corporation to raise any money which they may be authorised to raise under the powers of the Bill, or otherwise, by the issue of debentures, debenture stock, and annuity certificates, or any of those modes, under or subject to "The Local Loans Act, 1875;" and to empower the Corporation to defray out of the district fund and general district rates all or any of the costs and expenses incurred or to be incurred by them in the execution of the Municipal Corporations Acts, and any other costs and expenses chargeable on the borough fund or borough rate.

To provide that the rates, dues, duties, and assessments to be levied by the Corporation in the several Local Board districts of Throston and Middleton respectively shall, for a period or periods to be specified in the Bill, be less than or different from the rates, dues, duties, and assessments to be levied by the Corporation in other parts of the extended borough.

To empower the Corporation of the extended borough to exercise all the borrowing powers of the existing Corporation and of the said Local

Boards and Burial Board, and to make chargeable on the borough fund the borough rate the district fund and general district rates leviable by the Corporation all sums borrowed or reborrowed by the said Local Boards and Burial Board respectively, or to be borrowed or reborrowed by the Corporation in exercise of the borrowing powers of any of those Boards.

To authorise the Corporation from time to time to grant a lease of their public market, with power to the lessee to levy the tolls, rents, stallages, and other charges, and to exercise all or any of the rights and privileges conferred on or exercised or enjoyed by the Corporation in respect thereof, or such as may be comprised in, and during the continuance of, any such lease; or to discontinue the market, and to lease or let the market, buildings, shops, stalls, and premises for other than market purposes.

To make further provision for the apportionment, recovery, and payment of private improvement expenses, and to make such expenses a charge on the property to which they relate; to empower the Corporation to enter into possession of land and buildings in certain cases in the event of non-payment of such expenses, and to empower persons having partial or limited interests in any property to raise such expenses by mortgage or otherwise; and to define what are to be considered private improvement expenses.

To make provision for detecting and preventing the spread of contagious and infectious diseases, and requiring notice of such diseases to be given to the Corporation, and to enable the Corporation to provide and maintain hospitals and nurses, and to provide temporary accommodation and medical treatment for persons suffering from such diseases, to secure the removal and isolation of such persons, to charge and recover the cost of removal of such persons and their treatment and maintenance while isolated or removed; to close schools and places of public resort and buildings and shops for the sale of milk and other consumable articles and clothing, to prevent the sale of such articles and clothing from, and the letting of, infected premises, to compel the disinfection of buildings and of persons liable to communicate contagion or infection, and the disinfection or destruction of infected articles and clothing, and to prohibit the removal of corpses in public conveyances.

To authorise the Corporation to prohibit, restrict, license, and regulate the use of existing slaughterhouses and knackers'-yards within the borough as extended, and to prevent the slaughter of animals elsewhere than in public or licensed slaughterhouses or knackers'-yards; and to empower the Corporation to make and provide public slaughterhouses and knackers'-yards, and to acquire land by agreement for the purpose, and to take tolls and charges in respect of the same, and to regulate and make bye-laws for the regulation of such slaughterhouses and knackers'-yards, and to inflict penalties for the breach of such bye-laws; and to transfer the jurisdiction of the county justices with respect to knackers'-yards within the extended borough to the Corporation.

To make provision for the more effectual suppression of brothels and other disorderly houses, rooms, or places; for prohibiting the posting, distributing, and sale of obscene papers and bills; for the licensing and regulation of dancing-saloons and places of public entertainment and resort; for the prevention of brawling and disorderly conduct, nuisances, and obstructions in public buildings and licensed places, and in the streets and places of public resort; and for the prevention of the improper use of fire-arms, and the discharge of fire-arms on the sea-shore, or

other places of public resort within the extended borough, and to inflict penalties for the breach of such provisions.

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

To alter and amend the Act 44 Vic., cap. 15 (Public), confirming the Order of the Local Government Board constituting the Port Sanitary Authority of the Port of Hartlepool, and to make provisions with respect to the representation of the extended borough upon the Joint Board thereby constituted.

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

To amend, alter, or repeal, or to consolidate and re-enact, with or without amendment, all or some of the provisions of the following Acts, Charters, and Provisional Orders, or some of them, that is to say: the Charter 14 Vic., Dec. 5th, and all other Charters relating to the Corporation; the Act 14 and 15 Vic., cap. 16, and 14 and 15 Vic., cap. 98 (Public), 44 and 45 Vic., cap. 15 (Public), and all other Acts and Orders relating to the Corporation and Local Boards respectively, and any other Local Act or Order which it may be necessary to alter or repeal for any of the purposes of the intended Act.

And notice is hereby further given, that on or before the 30th day of November instant, a map, on a scale of not less than three inches to a mile, and a duplicate thereof, showing the present boundaries of the existing borough, and the proposed extension thereof, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Town Clerk of the said Borough at his Public Office in Hartlepool, with the Clerk to the Local Board of Throston, at his office at No. 2, Church-street, West Hartlepool, and with the Clerk to the Local Board of Middleton, at his office at Albert-terrace, West Hartlepool.

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

Dated this 15th day of November, 1882.

Henry Belk, Town Clerk, Hartlepool.

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

In Parliament.—Session 1883.

Newcastle-on-Tyne and District Sea-water Supply.

(Incorporation of Company; Construction of Conduits, Reservoirs, Pumping-station, and other Works between Whitley and Newcastle-on-Tyne; Power to take and supply Sea-water; Compulsory Purchase of Lands; Meters; Rates; Protection of Works, &c. of Company; By-laws; Sale or Lease of Lands; Incorporation of certain provisions of general Acts; Agreements with and money powers to Sanitary and other authorities and Bodies; 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 (hereinafter called "the Company") to make and maintain the waterworks, and other works and con-

veniences following, or some of them (that is to say):—

A pumping-station with engines and boiler-houses, dwelling-houses and appurtenances, subsiding and other tanks, pipes and other works, situate wholly in the township of Whitley, in the parish of Tynemouth, in the county of Northumberland, upon the links and the sea shore of the German Ocean, at a point, distant 116 yards or thereabouts, measured in a straight line in a northerly direction from the north-eastern corner of Whitley Park-terrace. For the purposes of this work a portion of the Whitley Links, being Common or Commonable Land, will be taken, and contains by estimation one acre and 33 perches.

A conduit, or line of pipes (Conduit No. 1), situate wholly in the said township of Whitley and parish of Tynemouth, commencing at a point in the sea, distant 326 yards or thereabouts, measured in a straight line in a north-easterly direction from the north-eastern corner of Whitley Park-terrace, and terminating in the pumping-station hereinbefore described.

A reservoir at the Cow-hill, upon the Town Moor, wholly in the parochial chapelry of St. Andrew, in the parish of St. Nicholas, in the city and borough of Newcastle-on-Tyne, at a point, distant 46 yards or thereabouts, measured in a straight line in a north-westerly direction from the junction of the road leading from the North Road to the Ponteland turnpike, with the road in continuation of North-terrace, with all necessary excavations, embankments, buildings, fences, and works. For the purposes of this work, a portion of the Town Moor, being Common or Commonable Land, in the said parish or parochial chapelry of St. Andrew, in the said parish of St. Nicholas, will be taken, containing by estimation about 3 acres.

A conduit, or line of pipes (Conduit No. 2), commencing in and out of the western side of the said pumping-station, at a point, distant 114 yards or thereabouts, measured in a straight line in a north-westerly direction from the north-eastern corner of Whitley Park-terrace, and terminating in the north-eastern side of the reservoir hereinbefore described, at a point, distant 36 yards or thereabouts, measured in a straight line in a north-westerly direction from the south-eastern corner of the last-mentioned reservoir.

Which said aqueducts, conduits, or lines of pipes, reservoirs, pumping-station, and other 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: Tynemouth, Whitley, Monkseaton, Murton, Chirton, Preston, North Shields, Cullercoats, Earsdon, Backworth, Holywell, Long Benton, Little Benton, Killingworth, Gosforth, South Gosforth, Coxlodge, Kenton, St. Nicholas, Jesmond, and St. Andrew, all in the County of Northumberland.

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.

To authorise the Company to pump water from the sea and divert the same into and collect and store the same in their reservoir and works hereinbefore described, and to enable them to use such water for sanitary purposes, and for extinguishing fires and to supply the same by measure or otherwise for public and private purposes and within the following parishes, townships and places, or some or one of them, or some part or parts thereof respectively, that is

to say :—The parishes or parochial chapelries of St. Nicholas, All Saints, St. Andrew's and St. John's, and the townships of Westgate, Elswick, Jesmond, Heaton and Byker, all in the parish of St. Nicholas in the city and borough of Newcastle-on-Tyne, Tynemouth, Whitley, Monk-seaton, Murton, Chirton, Preston, North Shields, Cullercoats, Earsdon, Backworth, Holywell, Long Benton, Little Benton, Killingworth, Gosforth, South Gosforth, Coxlodge, Kenton, St. Nicholas, Jesmond, St. Andrew, Benwell, East Denton, West Denton, and Sugley, all in the county of Northumberland, the parishes of Gateshead, Whickham, Ryton, all in the county of Durham, and to exercise with respect to such supply all or any of the powers of "The Waterworks Clauses Acts, 1847 and 1863," and such other rights and powers as may be conferred upon them by the Bill, including the power to take and recover rates, rents, and charges for and in relation to such supply.

To enable the Company to connect by branch pipes such property as they may acquire for the purposes of sale and distribution and public and private use of sea-water, along or adjacent to the said lines of conduits, and also to erect stand-pipes or other apparatus in the roads or streets along which the said intended conduits are situated, and to supply therefrom sea-water for public and private purposes.

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, gauges, works, and conveniences for collecting, filtering, storing, and distributing sea-water.

To empower the Company to take, collect, and divert into the intended reservoirs and works aforesaid, and therein impound and thence distribute, the waters from the sea at or near the point of commencement of the intended aqueduct, conduit, or line of pipes (Conduit No. 1) hereinbefore described.

To empower the Company, for the purposes of the Bill, or any of them, to break up, cross, 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, 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, cross, divert, alter or stop up for the said purposes.

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, lands and easements over lands, houses, and other property and hereditaments in the parishes, townships, extra-parochial and other places aforesaid, for the purposes of the intended reservoirs and other 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, and hereditaments.

To authorise the Company to supply sea-water by meter or otherwise, and to sell meters or let meters on hire.

To authorise and empower the Company to demand and take and recover rates, rents, and charges for the supply of sea-water, and for the hire of meters, and to confer, vary, or extinguish

exemptions from the payment of such rates, rents, and charges.

To make special provision for the protection of the works, property, and sea-water supply of the Company, and for defining and regulating such supply, and for preventing frauds and abuses thereof, and for imposing penalties in respect of all or any such matters.

To empower the Company to acquire by agreement, and to hold any lands and buildings, waterworks, reservoirs, mains, or pipes needful or convenient for the purposes of the intended undertaking.

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.

To enable the Company to enter into and carry into effect contracts and arrangements for the supply of sea-water in bulk or otherwise, and with reference to the objects of the Bill, with any Corporation, Local Board of Health, urban or rural sanitary authority, or other local authority, and the trustees or other body having the control 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 the Bill will confer all necessary powers in that behalf upon all such Corporations, Boards, local authorities, trustees, surveyors, Companies, bodies and persons, and will enable all parties to any such contracts or arrangements to apply for the purposes thereof any funds or moneys which they have raised, or may raise, under any Act of Parliament or otherwise.

To enable the Company to make and enforce bye-laws and regulations to prevent the waste of water and frauds on the Company in respect of the said water supply.

To vary and 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.

To incorporate with the Bill and apply to the Company and the intended works the provisions of the Companies Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and some of the provisions (with or without modifications) of the Waterworks Clauses Act, 1847, the Waterworks Clauses Act, 1863, the Harbours, Docks, and Piers Clauses Act, 1847, the Railways Clauses Act, 1863, and the Companies Clauses Act, 1863, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof.

And Notice is hereby also given, that on or before the 30th day of November, 1882, plans and sections of the works proposed to be authorised by the Bill, showing the situation, lines, and levels thereof, the plans showing also the lands to be taken compulsorily under the powers of the Bill, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands so to be taken, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Northumberland, at his office at Moot Hall, at Newcastle-on-Tyne, with the Clerk of the Peace for the County of Durham, at his office in the City of Durham; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of

reference as relates to each parish and extra-parochial place in or through which the said works, or any part thereof, are, or is, intended to be made, or will be situate, or in which any lands intended to be taken for the purposes of the Bill are situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and, in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 14th day of November, 1882.

Elborough and Dean, 51, Queen Victoria-street, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1883.

London and North-Western Railway (New Railways).

(New Railways in the Counties of Warwick, Stafford, Lancaster and York (West Riding); Tolls and other Charges; Transfer to Company of Undertaking of Lancashire Union Railways Company; Repeal of Provisions as to North Union Railway Joint Fund; Additional Capital; Amendment of Acts.)

NOTICE is hereby given That application is intended to be made to Parliament in the next Session by the London and North-Western Railway Company (hereinafter called "the Company") for an Act for the following purposes or some of them (that is to say):

To empower the Company to make and maintain the New Railways hereinafter respectively described, with all proper stations, sidings, approaches, works, and convenience connected therewith (that is to say):

Four Railways to be called the Soho Handsworth and Perry Barr Junctions:

No. 1 commencing in the parish of Birmingham, in the county of Warwick, by a junction with the Company's Stour Valley Railway at a point five hundred and seventy-five yards or thereabouts north-west of the Winson Green Station on that railway, and terminating in the parish of Handsworth, in the county of Stafford, by a junction with the Company's Grand Junction Railway at a point one thousand two hundred and fifty yards or thereabouts north-west of the Perry Barr Station on that railway:

No. 2, commencing in the parish of Harborne, in the county of Stafford, by a junction with the said Stour Valley Railway at a point one thousand and seventy-five yards or thereabouts north-west of the said Winson Green Station, and terminating in the parish of Birmingham, in the county of Warwick, by a junction with Railway No. 1 at a point two hundred and fifty yards or thereabouts north of the junction of Wellington-street and Slough-lane, at Winson Green, and one hundred and ten yards or thereabouts east of the Schools in Slough-lane:

No. 3, commencing in the said parish of Handsworth by a junction with Railway No. 1 at a point seventy yards or thereabouts north-east of the crossing by that railway of the Wolverhampton-road, near the Handsworth Skating Rink, in that road,

and terminating in the said parish of Birmingham at a point sixty-five yards or thereabouts north-east of Park-road, and two hundred yards or thereabouts north-west of the junction of that road and Whitmore-street:

No. 4, to be situate wholly in the said parish of Handsworth, commencing by a junction with Railway No. 1 at or near the farmhouse known as Lea Hall Farm, and terminating by a junction with the said Grand Junction Railway at a point four hundred and fifty yards or thereabouts north-west of the Perry Barr Station on that railway.

The said intended Soho Handsworth and Perry Barr Junctions will pass from, through, or into, or be situate in the several parishes, townships, and places following, or some of them; that is to say, Birmingham, in the county of Warwick, and Harborne, Smethwick, Handsworth, and Perry Barr, in the county of Stafford.

A Railway from Golborne to Springs Branch Junction, commencing in the township of Golborne, in the parish of Winwick, in the county of Lancaster, by a junction with the North Union Railway at a point one hundred and thirty yards or thereabouts south of the junction therewith of the Company's Winwick and Golborne Railway, and terminating in the township of Ince-in-Makerfield, in the parish of Wigan, in the same county, by a junction with the said North Union Railway at a point ninety yards or thereabouts south of the junction therewith of the Company's Eccles Tyldesley and Wigan Railway, which said intended Railway will pass from, through, or into, or be situate in the townships, parishes, and places following, or some of them; (that is to say), Golborne, Ashton-in-Makerfield, Winwick, Abram, Ince-in-Makerfield, and Wigan, all in the county of Lancaster. And in connection with the said intended Railway, to stop up and divert so much of the Colliery Railway of the Edge Green Colliery Company, leading from the east side of the North Union Railway to the Wigan and Leigh Canal, as extends for a distance of four hundred and fifty yards, or thereabouts, north-eastward from the junction of the said Colliery Railway with the North Union Railway, and to carry the same under the last-mentioned Railway and the intended Railway to a junction with the Colliery Railway of the same Company, leading from the west side of the North Union Railway to the Edge Green Colliery, at a point on the last-mentioned Colliery Railway five hundred and thirty yards, or thereabouts, measured along the same westward of the junction thereof with the North Union Railway:

A Railway, to be called the Platt Bridge Junction, commencing in the township of Ince-in-Makerfield, in the parish of Wigan, in the county of Lancaster, by junctions with the North Union Railway and with the said intended Railway from Golborne to Springs Branch Junction, three hundred yards, or thereabouts, north of the bridge carrying the said North Union Railway over the Wigan and Leigh Canal, and terminating in the township of Hindley in the same parish by a junction with the Lancashire Union Railway at a point eighty yards, or thereabouts, west of the junction therewith of the Wigan Junctions Railway, near Strangeways Colliery, known as Amberswood Junction. And for the purposes thereof

a portion estimated to contain one and a half acres or thereabouts of certain commonable lands in the said parish of Wigan, known as Amberswood Common, is intended to be taken by the Company.

Two Railways, to be called the Hindley Junctions, to be wholly situate in the township of Hindley, in the parish of Wigan, in the county of Lancaster:

No. 1 commencing by a junction with the Lancashire Union Railway at a point two hundred yards or thereabouts south of the public road bridge over that railway, at the Hindley and Amberswood Station, and terminating by a junction with the Company's Eccles Tyldesley and Wigan Railway at a point eight hundred and fifty yards or thereabouts west of the junction with that railway of the Bickershaw Colliery Railway:

No. 2 commencing by a junction with Railway No. 1 at a point three hundred and fifty yards, or thereabouts, north-west of the bridge carrying the said Eccles Tyldesley and Wigan Railway over the Wigan Junctions Railway, and terminating at the point of termination of Railway No. 1, as hereinbefore described:

Two Railways at Diggle, to be wholly situate in the township of Saddleworth, in the parish of Rochdale, in the West Riding of the county of York:

No. 1 commencing by a junction with the Denton and Saddleworth Railway No. 2, authorised by "The London and North Western Railway (New Railways) Act, 1879," as now in course of construction, at a point one hundred yards or thereabouts north-east of the farmhouse known as Butter House, and terminating by a junction with the Company's Huddersfield and Manchester Railway at or near the southern end of the Standedge Tunnel on that railway:

No. 2 commencing by a junction with the said Huddersfield and Manchester Railway at a point two hundred and forty yards or thereabouts north-east of the Saddleworth Station thereon, and terminating by a junction with the same railway at or near the southern end of the said tunnel, and to abandon the construction of so much of the said Denton and Saddleworth Railway, No. 2, as lies between its authorised termination and the commencement of the said intended Railway No. 1:

To empower the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings in the parishes, townships, and places hereinbefore mentioned, for the purposes of the said intended Railways and works:

To authorise the purchase and acquisition of so much of any property as may be required for the purposes or in exercise of the powers of the intended Act, without the Company becoming subject to the liability imposed by Section 92 of "The Lands Clauses Consolidation Act, 1845:"

To vary or extinguish all rights and privileges connected with the lands purchased or taken under the powers of the intended Act, or which would in any manner impede or interfere with the objects thereof, and to confer, vary, and extinguish other rights and privileges.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all public carriage and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic wires and apparatus within or adjoining to the before-mentioned parishes, townships, and other places which it may be necessary or con-

venient to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To empower the Company to demand and recover tolls, rates and charges for or in respect of the use of the Railways and other works authorised by the intended Act, and to alter existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To provide for the transfer to, and vesting in, the Company as part of their Undertaking, upon such terms and conditions as may have been or may be agreed upon, or as may be provided for, fixed and determined by or under the provisions of the intended Act, of the Undertaking of the Lancashire Union Railways Company (hereinafter called the Lancashire Union Company), including the share and interest of the Lancashire Union Company in the Lancashire and Yorkshire and Lancashire Union Railways joint line vested in the Lancashire Union Company and the Lancashire and Yorkshire Railway Company jointly by or under the provisions of the Lancashire and Yorkshire and Lancashire Union Railways Act, 1865, and all the rights, powers, and privileges of the Lancashire Union Company, of what nature or kind soever, and whether with reference to their own Undertaking, including as aforesaid, or the Undertaking of any other Company.

To dissolve the Lancashire Union Company.

To provide for the exercise and fulfilment by the Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers and servants, of all the rights, powers, privileges, liabilities and obligations of the Lancashire Union Company, whether with reference to the acquisition of lands, the construction of works, the levying of tolls, rates, and charges, the appointment of joint committees, the granting or issuing of mortgages or bonds, or otherwise, and for the conversion into shares or stock of the Company of the shares or stock in the capital of the Lancashire Union Company, either before or after the same shall have been paid up in full.

To empower the Company to grant and issue, in their name and under their seal, mortgages or debenture stock, in renewal of or substitution for mortgages or bonds or debenture stock of the Lancashire Union Company.

To confirm and give effect to any agreements which have been or may be entered into between the Lancashire Union Company and the Company with reference to all or any of the matters aforesaid.

To repeal or alter and amend Section 11 of the London and North-Western Railway (Eccles Tyldesley and Wigan) Act, 1861 (Company to make good any loss to be occasioned to joint fund herein named), and Section 40 of the London and North-Western Railway (Lines near Liverpool) Act, 1861 (indemnifying North Union Fund), and Section 14 of the Lancashire Union Railways Act, 1877 (for the protection of the North Union Railway Joint Fund), and to amend those Acts accordingly.

To empower the Company for all or any of the purposes of the intended Act, and of any other Act or Acts of the next Session, and for other the general purposes of the Company, to increase their capital, and to raise further sums of money, by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such

purposes any capital or funds belonging to the Company.

For the purposes aforesaid, it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them (that is to say):

The Act 9 and 10 Vict., cap. 204, and all other Acts relating to the Company:

The Lancashire Union Railways Acts, 1864, 1865, 1866, 1868, 1871, and 1877, The London and North-Western Railway (New Railways) Act, 1881, and all other Acts relating to the Lancashire Union Railways Company.

And notice is also hereby given, That on or before the thirtieth day of November instant, maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited as follows; (that is to say), as relates to the Railways and lands partly in the county of Warwick and partly in the county of Stafford, with the Clerk of the Peace for the county of Warwick, at his office at Leamington, and also with the Clerk of the Peace for the county of Stafford, at his office at Stafford; as relates to the Railways and lands in the county of Lancaster, with the Clerk of the Peace for that county, at his office at Preston; as relates to the Railways and lands in the West Riding of the county of York, with the Clerk of the Peace for that riding, at his office at Wakefield. And that copies of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the said intended Railways 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 with the parish clerk of each such parish, at his residence, or as relates to any extra-parochial place, with the clerk of some adjoining parish, at his residence.

And notice is hereby further given, That on or before the twenty-first day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1882.

R. F. Roberts, Euston Station, and 9, Great George-street, Westminster, Solicitor.
Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In the Board of Trade—Session 1883.

Southend-on-Sea and District Auxiliary Railways.

(Application for a Provisional Order for Authorising Construction of Street Auxiliary Railways or Tramways in the County of Essex; 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 person or persons to be named in the Provisional Order, or a Limited Company to be registered for the purpose thereof (hereinafter called "the Promoters"), to construct and maintain the following auxiliary railways or 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:—

Auxiliary Railway or Tramway No. 1.—An auxiliary railway or tramway to be wholly situated in the Local Board District of Southend-on-Sea, and wholly in the parish of Prittlewell, in the county of Essex, commencing at a point fronting the south-east corner of the Royal Hotel, Southend-on-Sea, proceeding thence along High-street, Whitegate-road, London-road, North-road, West-street, and turning into North-street, Prittlewell, and terminating there at a point fronting the north-east corner of the Spread Eagle Inn. Auxiliary Railway or Tramway No. 1 will be a single line throughout except in the following places, where it will be a double line, viz.:—

In High-street.

From the commencement of the auxiliary railway or tramway to a point 1.5 chains north of the commencement, and from a point fronting the south-east corner of Cliff Town-road to a point fronting the south-east corner of the Terminus Hotel.

And a point 1.0 chain south of the north-east corner of Whitegate-road to a point 1.0 chain west of the same corner.

And a point 2.0 chains east of the north-west corner of Park-street to a point fronting the north-east corner of Park-road.

And a point fronting the north-east corner of the Thatched House boundary, east of the Cricketers, to a point 2.0 chains north of the north-east corner of Leigh-road.

And a point 1.0 chain south of the south-east corner of Campbell-road to a point 1.2 chains north of the same corner.

And a point 1.5 chains south of the north-west corner of Utton's cottage gardens to a point 1.75 chains north of the north-west corner of Utton's brickfield roadway.

And a point 0.8 chain south of the south-west corner of West-street to a point 1.4 chains east of the same corner.

And a point 1.25 chains east of the north-east corner of West-street, and terminating at a point fronting the north-east corner of the Spread Eagle Inn.

In the following instances Auxiliary Railway or Tramway No. 1 will be so laid in London-road and North-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 auxiliary railway or tramway on the side or sides of the road in each case.

On one side between a point fronting the south-west corner of Victoria-avenue to a point fronting the south-east corner of West-street, and on both sides from a point 1.60 chains east of the north-east corner of Park-road to a point 2.50 chains west of the same corner.

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, watercourses, sewers, drains, bridges, pavements, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus, within the parish and places mentioned in this notice, for the purpose of constructing, laying down, maintaining, repairing, removing, renewing, or altering the proposed auxiliary railways, or 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 the 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 auxiliary railway or tramway, or part of an auxiliary railway or tramway so removed or discontinued, to be used or intended so to be.

To enable the Promoters, for the purposes of the proposed auxiliary railway or 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 auxiliary railways or 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 empower the Promoters to hold and acquire patent rights in relation to auxiliary railways or tramways.

To reserve to the Promoters the exclusive right of using on the proposed auxiliary railway or tramways and works carriages with flange wheels, or other wheels especially adapted to run on an edged or concave 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 auxiliary railways or 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 concave 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 auxiliary railways or 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 district local board, 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 auxiliary railways or 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 contract 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 auxiliary railways or 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 auxiliary railways or tramways and works will be laid, or any part or parts thereof, and along, over, and across such auxiliary railways or tramways and works, and for preventing obstructions to all or any such traffic, and to enable the Promoters and respective local or road authorities, or any of them, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observation of such bye-laws, rules, and regulations, or any of the provisions of the Provisional Order.

On or before the 30th day of November instant, plans and sections of the proposed auxiliary railways or 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 Local Board, Southend-on-Sea, and for public inspection with the Clerk of Peace for the county of Essex at his office at Chelmsford in the said county of Essex, and at the office of the Clerk of the Vestry for the parish of Prittlewell.

The Draft of the Provisional Order will be deposited at the Board of Trade on or before the 23rd day of December, 1882, and printed copies of the Draft Provisional Order, when deposited, and of the Provisional Order, when made, may be obtained on application at the 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, 1883, and copies of such representation or 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 objec-

tions the objectors or their agent should state that a copy has been sent to the Promoters or their Agents.

Dated this 14th day of November, 1882.

Frederic Clift, LL.D., 111, Cheapside, in the city of London, Solicitor for the Provisional Order.

In Parliament—Session 1883.

Wrexham, Mold, and Connah's Quay Railway.
(Capital Arrangements.)

(Re-arrangement of Debenture Stock, Mortgage Debt, and Capital of Wrexham, Mold, and Connah's Quay Railway Company; Creation of further Debenture Stock or Loan Capital in Priority over Existing Mortgages and Debenture Stock; Power to Create and Issue New Debenture Stocks in Substitution for Existing Debenture Stocks; Interest on Debenture Stock not to be Cumulative during Suspense Period; Optional Conversion of Shares in Buckley Company into Debenture Stock; Power to Create and Issue Debenture Stock in Lieu of Arrears of Interest on Mortgage Debt and Debenture Stock; Conversion of Ordinary and Preference Shares into Stock; Payment of Costs of Act; Power to Create Rent-charges; Purchase of Rolling Stock and Vesting of same in Trustees; Conversion of Mortgages into Debenture Stock; Additional Capital; Application of Income; Staying Actions and Suits, and Discharge of Receiver; Election and Appointment of Directors; Quorum at Meetings of Shareholders; Application of Money in Hands of Receiver; Forfeiture of Shares; Power to Double Line; Amendment of Acts.)

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

To re-arrange and define the capital, mortgages, and debenture stocks of the Wrexham, Mold, and Connah's Quay Railway Company, hereinafter referred to as the Company.

To enable the Company to raise further sums of money on loan or by the creation and issue of debenture stock, with or without priority over the existing mortgages, debenture stock, or other securities of the Company, and to provide for the application of such money.

To authorise the Company to create rent-charges in respect of and in lieu of the payment of purchase moneys and interest due from the Company for land taken or required to be taken by them for the purposes of their undertaking, and to enable parties under disability or having limited interests to accept the same.

To provide for the purchase and provision of additional rolling stock, fitting, and workshops, machinery and plant, and the vesting of the same, and the existing rolling stock, machinery, and plant, in the holders of debenture stock, or in trustees, for the general benefit of the Company and their mortgagees and debenture stockholders, and so that the same shall not be liable to be taken in execution on any judgment obtained or to be obtained against the Company, and to provide for the appointment, meetings, and duties of such trustees, and the management, repair, and renewal of such rolling stock, and the use of the same by the Company.

To create and issue debenture stock of two classes in substitution for the existing debenture stocks and mortgage debts of the Company, upon such terms and conditions, and in such proportions, and to carry interest at such rate or rates as shall be defined by the intended Act,

and to provide for the calling in and cancelling of the existing debenture stocks and mortgage deeds and bonds of the Company.

To empower the Company to raise by borrowing on mortgage, or by the creation and issue of debenture stock, or new preference or ordinary stock 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 debenture stock and mortgage debts of the Company, and for the general purposes of their undertaking.

To enable the Company to lay a second or double line of railway along their existing railway for its entire length, and to carry out all necessary works for that purpose, and to raise such further sum or sums of money for that purpose by loan, or the creation or issue of debenture stock, with or without priorities over the existing mortgages, debenture stock, or other the securities of the Company.

To provide that the quorum of shareholders necessary to constitute a general meeting shall be such a number as shall be defined by the intended Act.

To provide for the election of directors by the shareholders of the Company.

To provide for the application of the income of the Company as may be defined by the intended Act.

To provide for the application of the funds in the hands of the receiver, and for the payment of the costs of the intended Act thereout.

To provide for the forfeiture of shares not fully paid up.

To provide for the issue to such shareholders of the Buckley Company as shall agree to accept the same, of debenture stock of the Company, in substitution of the respective shares held by them in the Buckley Railway Company, in such proportions and on such terms as may be defined by the intended Act, and to authorise the creation and issue of debenture stock for that purpose with or without priority over the existing debenture stock, mortgages, or other securities of the Company.

To enable the Company to convert or consolidate the existing preference and ordinary shares of the Company into stock on such terms and conditions as shall be defined in the intended Act.

To bar all claims against the Company which are not made within a period 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 mortgages, debenture stock, or otherwise, and to suspend or reduce in rate for a period so to be specified the payment of interest on the mortgage debts and debenture stocks of the Company, or either of those securities, and to provide for the payment of interest on the mortgage debts and debenture stocks by the issue of debenture stock to be created under the powers of the intended Act or otherwise.

To provide for staying the present proceedings in the Court of Chancery against the Company, and for the discharge of the receiver appointed by the said Court.

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

And the intended Act will incorporate with itself the provisions or some of the provisions of the following Acts, or some of them, namely:—

"The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," and so far as may be necessary for the objects and purposes of the intended Act, to repeal, alter, amend, extend, and enlarge the powers and provisions of the several local and personal Acts following, or some of them, or some part or parts thereof, namely: 25 and 26 Vic., cap. 221; 27 and 28 Vic., cap. 234; 28 and 29 Vic., caps. 176 and 261; 29 and 30 Vic., caps. 38, 270, 358, and 359; 30 and 31 Vic., cap. 200; 32 and 33 Vic., cap. 153; 36 and 37 Vic., cap. 232; 45 and 46 Vic., cap. 232, and any other Act or Acts relating to the Company; 23 and 24 Vic., cap. 89; and all other Acts relating to the Buckley Company.

And notice is hereby given, that on or before the 21st day of December next printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 6th day of November, 1882.

Evan Morris, Wrexham, Solicitor for the Bill.

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

In Parliament—Session 1883.

Glasgow and North Western Railway.

(Incorporation of Company; New Railway from Inverness to Glasgow; Junctions with the Highland Railway at Inverness, the Callander and Oban Railway near Tyndrum, the North British Railway at Milngavie and Glasgow, and the Forth and Clyde Junction Railway near Drymen; Special Powers of dealing with Streams, Rocks, &c., near Railways; Running Powers over Portions of Highland, Callander and Oban, Forth and Clyde Junction, City of Glasgow Union and North British Railways and Stations, and Tramways, Wharves, &c., of the Trustees of the Clyde Navigation and the Inverness Harbour Trustees; Agreements with those Trustees; Working Agreements with the North British, Glasgow and South Western, Glasgow City and District, City of Glasgow Union, Great Northern, Midland, and North Eastern Railway Companies; Facilities required from these Companies, and also the Highland, Caledonian, Callander and Oban, and London and North Western Railway Companies; Agreements with Owners of Vessels; Tolls, Rates, and Charges; Incorporation and Variation of General Acts.)

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

1. To incorporate a Company, hereinafter referred to as "the Company," for the purposes of the intended Act.

2. To authorise and enable the Company to construct and maintain the railways and works hereinafter mentioned, or part thereof, together with all necessary stations, sidings, approaches, bridges, roads, wharves, depôts, warehouses, offices, cranes, works, and conveniences connected therewith, that is to say:—

Railway No. 1, commencing at Inverness, in the parish of Inverness and Bona, and county of Inverness, by a junction with the Highland railway from Inverness to Nairn at the bridge carrying that Railway over Mill Burn, near Milburn Distillery, numbered on the Ordnance map

(scale $\frac{1}{25000}$) 184 in the said parish, and terminating near Glasgow, in the parish of Maryhill and county of Lanark, by a junction with the Glasgow, Dumbarton and Helensburgh Railway of the North British Railway Company immediately to the west of the point where that railway passes under the Forth and Clyde Canal, which said intended railway will be made or pass from, through, or into the parishes and places hereinafter mentioned, or some of them, that is to say: the Royal Burgh of Inverness, the town or police burgh of Fort-William, the parishes and places of Inverness and Bona, Dores, Boleskine and Abertarf, or Abertarff, Kilmonivaig and Kilmalie, or Kilmallie, Fort Augustus, Fort William, in the county of Inverness; Lismore and Appin, Ardochattan, Ardochattan and Muckairn, Glenorchy and Inishail, in the county of Argyle; Killin, Balquidder, Callander, Fortingal, and Kenmore, in the county of Perth; Arrochar, New or East Kilpatrick, Kilmaronock, in the county of Dumbarton; Buchanan, Drymen, Killearn, Strathblane, and New or East Kilpatrick, and Baldernock, in the county of Stirling; Milngavie, in the counties of Dumbarton and Stirling, or one of them; Cadder and Maryhill, in the county of Lanark.

Railway No. 2, wholly in the parish of New or East Kilpatrick, commencing in the county of Stirling, by a junction with the Milngavie branch of the North British Railway at or near the termination thereof at Milngavie, and terminating in the county of Dumbarton by a junction with the said intended Railway No. 1 hereinbefore described, in a field numbered on the Ordnance map (scale $\frac{1}{25000}$) 109 in that parish, at or about 13 chains measured in a westerly direction from the north-west corner of the dam numbered 1,291 on the said map of the said parish.

Railway No. 3, wholly in the parish of Kilmaronock, in the county of Dumbarton, commencing by a junction with the Forth and Clyde Junction Railway about 8 chains measured in a north-easterly direction from where the road leading from the farm-house commonly called Drumglass crosses the said Forth and Clyde Junction Railway about half-way between Drymen and Caldervan stations, and terminating by a junction with the said intended Railway No. 1 hereinbefore described, to the northward of the said Forth and Clyde Junction Railway at a point about 35 chains north-west of the point where that railway crosses the road from Crosshill to Mavie Mill, and about 42 chains or thereabouts measured north from the junction with the Forth and Clyde Junction Railway above described.

Railway No. 4, wholly in the parish of Killin, in the county of Perth, commencing by a junction with the Callander and Oban Railway, at the east side of the Tyndrum Station, at or near a point where the goods lines diverge from the main line, and terminating on the south side of "Creag Bhan Eigheach" by a junction with the said intended Railway No. 1 hereinbefore described, at a point 73 chains or thereabouts measured in an easterly direction from the point of junction with the Callander and Oban Railway hereinbefore described, and about 23 chains measured in a north-easterly direction from the north-east corner of the school house near Drochaid Bhan.

Railway No. 5, commencing in the parish of Inverness and Bona, in the county of Inverness, by a junction with the intended Railway No. 1 hereinbefore described, 1 chain or thereabouts

measured in a westerly direction from a milestone on the Inverness and Perth main road, denoting 1 mile from Inverness and terminating in the aforesaid county and parish and Royal burgh of Inverness, at a point 5 chains or thereabouts measured in a south-easterly direction from the south-east corner of the Artillery Volunteer Drill Hall.

To authorise the crossing, diversion, alteration, or stopping up, whether temporarily or permanently, of roads, tramways, footpaths, drains, telegraphs, sewers, pipes, canals, navigations, tidal waters, rivers, streams, and watercourses, and the removal of telegraphic or electric wires, posts, tubes, and other apparatus, so far as may be necessary or convenient in constructing or maintaining the said intended railways and works; deviation from the lines of railway or any works to any extent within the limits of deviation to be shown on the deposited plans, and from the levels thereof, as shown on the deposited sections; purchase of land, houses, and other property compulsorily for the purposes of the said intended railways and works; the levying of tolls, rates, and charges in respect thereof; and the exercise of other rights and privileges.

To confer on the Company powers for sale, lease, or disposal of any lands acquired by them under the intended Act which may not be required for the purposes of the undertaking of the Company, and so far as may be necessary for that purpose to alter, amend, or vary any provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," which relate to the sale of superfluous land, and to enable the Company to purchase part of any property which they may require without being compellable to purchase the whole thereof, notwithstanding Section 90 of the said Act.

To enable the Company to divert or alter streams or watercourses, and to remove, underpin, or otherwise secure any rocks, boulders or stones in the neighbourhood of the intended railways which may at any time in their opinion be liable to fall, roll, or be carried down upon or otherwise injure the railways, and from time to time to enter on lands adjoining their railways for these purposes or any of them.

To enable persons being tenants for life, or having limited interests only in lands required for the railways, to grant and convey the same to the Company either free of cost or in consideration of shares in the capital of the Company.

To enable the Company on the one hand and the Trustees of the Clyde Navigation and the Harbour Trustees at Inverness, or either of them, on the other hand, from time to time to enter into agreements with respect to the use, by the Company, of any of their rails, tramways, sidings, wharves, warehouses, or other conveniences, and as to the payments to be made and conditions to be performed in respect of such use.

To enable the Company on the one hand, and the North British, Glasgow and South Western, City of Glasgow Union, Glasgow City and District, Great Northern, Midland, and North Eastern Railway Companies (hereinafter called "The Seven Companies"), or any one or more 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 said intended railways, or any of them; or any part thereof, the

payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, the division and appropriation of the revenue arising from that traffic, and the appointment of a joint Committee or joint Committees of any of the contracting Companies, and to confirm any agreement touching any of the matters aforesaid.

To enable the seven Companies, or any one or more of them, to pay or guarantee such interest, dividends, annual or other payments in respect of the moneys expended or to be expended in the construction of the said intended railways and works, or any part thereof, or other the expenses of the Company, as may be agreed upon between the Company and the said Companies, or any one or more of them, and either to contribute and pay to the Company such annual or other sums, or to guarantee the dividends on the shares or stock of the Company to such an amount as may be agreed upon, or to make provision for setting aside a fund or funds to guarantee or provide for interest on the mortgages, debentures, and debenture stock and dividends on the shares and stock of the Company, or any part thereof, in such manner as the Bill may provide, and to apply to the purposes aforesaid, or any of them, any capital or funds now belonging or which may hereafter belong to the said Companies, or any or either of them, and to confirm and give effect to any agreement made or which may be made touching any of the matters aforesaid.

To require the said seven Companies, and the Highland, Caledonian, Callander and Oban and London and North Western Railway Companies and each or any one or more of them, to receive, book through, forward, accommodate, and deliver on and from the undertakings respectively owned and worked by them, and at the stations, warehouses, and booking offices thereof, all traffic, of whatever description, coming from or destined for the undertaking of the Company, and to afford full and complete facilities and conveniences in respect of the accommodation, delivery, forwarding, interchange, and transmission of traffic and otherwise to the Company.

To authorise and empower the Company to place booking clerks, carting agents, and other officers at any of the passenger and goods stations or depôts of the said Companies, or any of them, and to provide proper and convenient accommodation for them thereat. To require the said Companies, or any of them, to admit at their stations and maintain in proper and convenient situations, time-tables and advertisements giving information as to the undertaking, traffic, and trains of the Company and other like matters.

To enable the Company and all Companies and persons lawfully using their railways to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, the railways or portions of railway hereinafter mentioned, namely:—

So much of the railway of the Highland Railway Company as lies between the commencement of the intended Railway No. 1 hereinbefore described, and the Inverness Station, and the junction of the branch to the Muirtown Basin of the Caledonian Canal.

The railway at Inverness, known as the Harbour Branch, and the railway to the Canal Docks at Inverness, and any rails and tramways for the time being of the Harbour Trustees of Inverness; and also the branch line from the Highland Railway to the Muirtown Basin of the Caledonian Canal.

So much of the Railway of the Callander and Oban Railway Company as is situated between the junction therewith of Railway No. 4, hereinbefore described, and the Tyndrum Station of that Railway Company.

The portions of the railway of the North British Railway Company hereinafter described, viz. :—

So much of the North British Railway as will be situate between the termination of the intended Railway No. 1, hereinbefore described, and the stations of the North British Railway Company at Queen-street, Pinkstone, and Port Dundas, Sighthill, and Stobeross, and any other stations in Glasgow which may be for the time being owned or used by the North British Railway Company.

So much of the North British Railway as will be situate between the junction therewith near Milngavie of the intended Railway No. 2 hereinbefore described, and the stations of the North British Railway Company hereinbefore mentioned, and also so much as will give access to the College stations hereinafter mentioned.

The Ruchill, Whiteinch, and Yoker Branch Railways of the North British Railway Company.

All other railways, branches, sidings and stations (if any) of the North British Railway Company within the city and burgh of Glasgow.

So much of the North British Railway as is situate between Balloch (including Balloch Pier) and Dumbarton.

The College stations of the North British and Glasgow and South Western Railway Companies, the St. Enoch's Station of the City of Glasgow Union Railway Company, and all other railways of the City of Glasgow Union Railway Company.

So much of the Forth and Clyde Junction Railway as is situate between the junction therewith of the intended Railway No. 3 hereinbefore described and Balloch Junction.

The railways and undertaking of the Glasgow City and District Railway Company.

All rails and tramways, quays, wharves, and works of the trustees of the Clyde Navigation.

Together with all or any of the stations above-mentioned, and also all stations and dépôts, whether for passengers, goods, or animals, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected with the said railways and portions of railways, or any of them.

And to enable the Company to demand and levy tolls, rates, and charges on the said railways and portions of railway, and to alter and vary the tolls, rates, and charges now leviable thereon.

To enable the Company on the one hand, and any Company or person owning or using steam or other vessels or ferry or other boats plying for hire at any place to which the said intended railways will afford access on the other hand, to enter into and carry into effect agreements with reference to the forwarding and accommodation of traffic, and the division and appropriation of the revenue arising therefrom.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the

necessary provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Lands Clauses Consolidation Act, 1869;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge, and if need be repeal, the powers and provisions of the following local and personal Acts (that is to say) :—

28 and 29 Vic., cap. 168, and any other Act relating to the Highland Railway Company; 8 and 9 Vic., cap. 82; "The North British, Edinburgh, Perth and Dundee and West of Fife Railways Amalgamation Act, 1862;" and any other Act relating to the North British Railway Company; 18 and 19 Vic., cap. 97; and any other Act relating to the Glasgow and South Western Railway Company; 28 and 29 Vic., cap. 266; and any other Act relating to the Callander and Oban Railway Company; 27 and 28 Vic., cap. 286; and any other Act relating to the City of Glasgow Union Railway Company; the Caledonian Railway Act, 1845; the Caledonian and Scottish Central Railways Amalgamation Act, 1865, and any other Act relating to the Caledonian Railway Company; 16 and 17 Vic., cap. 125; and any other Act relating to the Forth and Clyde Junction Railway Company; 9 and 10 Vic., cap. 204; and any other Act relating to the London and North Western Railway Company; 7 and 8 Vic., cap. 18; and any other Act relating to the Midland Railway Company; 9 and 10 Vic., cap. 71; and any other Act relating to the Great Northern Railway Company; 17 and 18 Vic., cap. 211; and any other Act relating to the North Eastern Railway Company, and the Glasgow City and District Railway Act, 1882.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made, or which may be taken compulsorily under the intended Act, also a book of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and of the occupiers of such lands, houses, and other property, also an Ordnance map, with the lines of railways delineated thereon so as to show their general course and direction, and a copy of this notice as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Principal Sheriff-Clerk for the county of Inverness, at his offices at Inverness and Fort-William; with the Principal Sheriff-Clerk for the county of Perth, at his offices at Perth and Dunblane; with the Principal Sheriff-Clerk for the county of Argyle, at his offices at Inverary and Fort-William; with the Principal Sheriff-Clerk for the county of Stirling, at his office at Stirling; with the Principal Sheriff-Clerk for the county of Dumbarton, at his office at Dumbarton; and with the Principal Sheriff-Clerk for the county of Lanark, at his office at Glasgow; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, or Royal burgh in or through which the proposed railways and works will be made, or in which any lands or other property intended to be taken are situate, and a copy of this notice will be deposited as follows :—viz., in the case of each such parish

with the Session-Clerk of such parish, at his residence, and in the case of any extra-parochial place with the Session-Clerk of some parish immediately adjoining such extra-parochial place, at his residence, and in the case of the Royal burgh of Inverness, with the Town Clerk thereof, at his office at Inverness.

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 6th day of November, 1882.

Drummond and Reid, W.S., 21, Charlotte-square, Edinburgh;

Innes and Mackay, 74, Church-street, Inverness;

Mackenzie and Fraser, Fort-William;

F. C. Mathews, 110, Cannon-street, London, E.C.;

Solicitors.

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

In Parliament.—Session 1883.

Liverpool Improvement.

(Alteration of Levels and Widenings of existing and authorised Streets; New Streets and Stopping-up of Streets; Diversion and Stopping-up of parts of Leeds and Liverpool Canal, and Abandonment of proposed Diversion thereof; Purchase, Sale, and Exchange of Lands; Powers to and Agreements with the Leeds and Liverpool Canal Company, and the Lancashire and Yorkshire Railway Company; Provisions as to Juvenile Traders and other Police matters, and as to Expenses of Act; Power to levy Rates, and to raise and apply Moneys; Amendment of Acts, and other matters.)

NOTICE is hereby given, that application will be made to Parliament in the next Session by the mayor, aldermen, and citizens of the city of Liverpool (hereinafter called the Corporation) for an Act for all or some of the following objects or purposes (that is to say):—

- a. To alter the levels of Pall Mall and Ray-street between Tithebarn-street and Leeds-street; and so far as may be necessary for that purpose to alter the levels of Leeds-street, Back Leeds-street, and Highfield-street.
- b. To alter the levels of the new street in continuation of Pall Mall and Ray-street, and of the widening of Chadwick-street, respectively authorised by the Liverpool Improvement Act, 1878.
- c. To make a new street, commencing by a junction with Great Howard-street, between Gibraltar-row and Gibraltar-street, running eastwards, and terminating by a junction with Leeds-street at a point 1 chain, or thereabouts, east of the east side of Highfield-street.
- d. To widen Leeds-street on its north side between the termination of the said intended new street and Vauxhall-road.
- e. To make a new street, commencing by a junction with Back Leeds-street, at a point 23 chains, or thereabouts, northwards from the north side of Leeds-street, and terminating by a junction with the intended new street above described, at a point 3.4 chains, or thereabouts, eastward from the east side of Great Howard-street.
- f. To divert so much of the Leeds and Liverpool Canal as extends from a point 3.8 chains, or thereabouts, southwards from the south side of Chisenhale Bridge, to a point

3.3 chains or thereabouts northwards from the junction of Tinkle Peg-lane with Leeds-street, and 1 furlong 0.8 chain westwards from the east end of the canal at Vauxhall-road, measuring along the bank of the canal.

- g. To abandon the diversion of the said canal referred to in the Liverpool Improvement Act, 1878.
- h. To stop up, abandon, and discontinue the use of so much of the said canal as lies west of the east side of the said authorised new street, in continuation of Pall Mall and Ray-street, and the basins connected therewith, and to extinguish all rights connected with the said portion of canal and basins, or with the wharves or quays thereon, respectively.
- i. To stop up, and discontinue and appropriate, and to extinguish all rights of way over Leeds-street, between Ray-street and a point 1 chain, or thereabouts, east of the east side of Highfield-street and over Prussia-street, from Pall Mall to Highfield-street.
- j. To widen Whitley-street on the south side thereof, from the termination of the widening of that street authorized by "The Lancashire and Yorkshire Railway Act, 1882," to Great Howard-street.

All the before-mentioned works will be situate in the parish and city of Liverpool, in the county of Lancaster.

2. To purchase or acquire, by compulsion or agreement, and to hold, lands, houses, buildings, and hereditaments in the said city and parish, for the purposes of the said intended works, and also to acquire in like manner, and to hold, the additional lands, houses, and buildings following, all in the said parish and city of Liverpool (that is to say):—

- a. Certain lands, houses, and buildings lying between, and bounded by, Tithebarn-street, Pall Mall and Ray-street, Leeds-street, and Highfield-street.
- b. Certain lands, houses, and buildings bounded by Highfield-street, Leeds-street, and Worfield-street.
3. To purchase so much of any property as may be required for any of the purposes of the intended Act, without being subject to the liability imposed by the 92nd Section of the Lands Clauses Consolidation Act, 1845.
4. To alter or otherwise interfere with, temporarily or permanently, the lines and levels, or to stop up, appropriate, and extinguish all rights of way over the whole or parts of any streets, lanes, courts, alleys, or places within the said city, in addition to those hereinbefore particularly mentioned, which it may be necessary or convenient to alter or otherwise interfere with, or stop up, appropriate or extinguish rights of way over, or which would in any manner impede or interfere with the several objects and purposes of the said intended Act, or any of them.
5. To stop up, appropriate, alter, or divert, temporarily or permanently, all bridges, sewers, mains, and pipes within the said city and parish which it may be necessary or convenient to stop up, alter or divert in the execution or for the purposes of the intended Act, and to alter, vary or extinguish all existing rights and privileges connected with the lands, houses and property to be purchased or taken under the authority of the said Act, or which would in any manner impede or interfere with the several objects and purposes of the said intended Act, or any of them, and to confer other rights and privileges.
6. To authorise the Corporation and the Leeds and Liverpool Canal Company, to enter into and

carry into effect agreements with respect to the intended works, or to any matters in connection therewith or incidental thereto, and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act; and to empower the said Company, in conjunction with or instead of the Corporation, to exercise the powers hereinbefore referred to, with reference to the deviation of the canal, and the works connected therewith, and the acquisition of lands therefor, and the abandonment and stopping up thereof, and otherwise in relation thereto as may be provided for by, or necessary for the purpose of giving effect to, any such agreement, or as may be conferred upon them for that or any other purpose, by the intended Act.

7. To empower the Corporation and the said Canal Company respectively, for the purposes of the intended Act, or of any such agreement, to sell and convey to the other of them, or in such other manner as may be authorised by the intended Act, and to exchange, and as regards the Corporation, without having to obtain any consents to any such sale, or exchange any lands now belonging to them respectively, or to be acquired by them, or either of them under the powers of the intended Act, or of the Liverpool Improvement Act, 1878, or any rights or easements in or over the said lands, or any of them; and to confer further powers upon the Corporation with reference to the sale of surplus or other lands, and to make further and other provision in relation thereto.

8. To authorise the Corporation and the Lancashire and Yorkshire Railway Company to enter into and carry into effect agreements and arrangements with reference to the exercise of the powers of the intended Act, so far as the same affect the railway and works of the said Railway Company, or any works and powers which they now are, or by any Act of the ensuing Session may be, authorised to make and exercise, and to confirm or give effect to any such agreement or arrangement which may have been or may be made prior to the passing of the intended Act.

9. To confer upon the Corporation further powers, and to make further provision with reference to the following, among other matters:—

- a. The protection and control of juvenile traders, and the prohibition and regulation by the Corporation, or by the School Board of the city of Liverpool, of the employment, casual or otherwise, of children and young persons;
- b. The control of street musicians.
- c. The prohibition of persons assembling in streets for purposes of betting;
- d. The control of coal dealers;
- e. The obstruction of footways;
- f. The pulling down of notice boards;
- g. The prohibition of obscene bills;
- h. Bicycles and other velocipedes.

10. To empower the Corporation to make bye-laws with reference to any of the matters aforesaid, and to impose and recover penalties for the better enforcing the provisions contained in the intended Act, or in such bye-laws.

11. To empower the Corporation to apply to the purposes of the intended Act any moneys authorised by the Liverpool Improvement Act, 1878, to be applied to the purposes of that Act, and also any moneys authorised to be raised under and for the purposes of the Liverpool Improvement Act, 1867, and to raise such moneys accordingly under the powers of the last-mentioned Act.

12. To authorise and empower the Corporation

to borrow money for the purposes of the intended Act upon the credit of rates and assessments which they are or may be authorised to make and levy, and if the Corporation shall think fit upon the credit of the city fund of the said city, and of the estates and property of the said Corporation, and to apply to such purposes any part of their corporate funds, and, if thought fit, to authorise and empower the Corporation to make, levy, and recover rates and assessments upon and from the owners and occupiers of property within the said city for the purposes of the said intended Act, and to grant exemptions from the payment thereof.

13. To empower the Corporation to create and issue Liverpool Corporation Stock for all or any of the purposes of the intended Act, and to make such stock part of the Liverpool Corporation Stock authorised by the Liverpool Corporation (Loans) Act, 1880.

14. To authorise and confirm any expenditure by the Corporation for and preliminary or incidental to the promotion of the intended Act, subject to or without taxation, notwithstanding anything in the Municipal Corporation (Borough Funds) Act, 1872, and notwithstanding that any of the forms or requirements mentioned in that Act may not have been obtained, held, observed or complied with.

15. To amend, extend, enlarge or repeal, so far as may be necessary, the powers and provisions, or some of them, of the Acts following, that is to say, the Liverpool Improvement and Markets Act, 1786; the Liverpool Improvement Act, 1820; the Liverpool Improvement Act, 1842; the Liverpool Improvement Act, 1855; the Liverpool Improvement Act, 1858; the Liverpool Improvement Act, 1861; the Liverpool Improvement Act, 1864; the Liverpool Improvement Act, 1865; the Liverpool Improvement Act, 1867; the Liverpool Improvement and Waterworks Act, 1871; the Liverpool Improvement Act, 1878; the Liverpool Corporation Loans Act, 1880; the Liverpool Improvement Act, 1882; and any other Acts or Act relating to the Corporation; the Act, Local and Personal, 59 Geo. III, cap. 105, and any other Acts or Act relating to the Leeds and Liverpool Canal Company and its Undertaking.

16. And Notice is hereby given, that plans and sections of the said intended works, and plans showing the lands, houses, and property proposed to be purchased, taken, or acquired under the authority of the said intended Act; and a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November in the present year, be deposited with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the said county, and also with the Clerk of the Peace for the said city, at his office, Municipal Buildings, Dale-street, Liverpool, and that on or before the same day copies of the said plans, sections, Book of Reference, and Notice will also be deposited with the parish clerks of the parish of Liverpool, at St. Peter's parish church, in Liverpool, and at St. Nicholas church, in Liverpool, and at their respective residences, 22, Greek-street, and 19, Prussia-street, Liverpool.

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

Dated this 18th day of November, 1882.

Joseph Rayner, Town Clerk of the said City of Liverpool, Solicitor for the Bill.

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

In Parliament—Session 1883.

Eastern and Midlands Railway.

(New Railways at Norwich, from Norwich to Martham, near East Dereham, and from Bourn to Little Bytham; Separate Undertakings and Capital; Stopping up of Footpath at Lynn Station; Running Powers over parts of Great Northern and Great Eastern Railways; Building Leases, &c.; Refreshment Rooms, &c.; Gasworks; Supply of Gas; Additional Capital; Conversion of Preference Stocks; Qualification of Directors; Agreements with Great Northern and Midland Railway Companies; Amendment of Acts.)

APPPLICATION will be made to Parliament in the ensuing Session thereof by the Lynn and Fakenham Railway Company (which Company with others becomes amalgamated into the Eastern and Midlands Railway Company on the 31st December, 1882) for leave to bring in a Bill for all or some of the following purposes, namely:—

To authorise the Eastern and Midlands Railway Company, in this notice called "the Company," to construct and maintain the railways and works hereinafter mentioned, or part thereof, together with all necessary stations, sidings, approaches, roads, wharves, depôts, warehouses, offices, cranes, lifts, works, and conveniences connected therewith (that is to say):—

Railway No. 1.—Commencing in the parish of North Heigham, otherwise parish of the Hamlet of North Heigham, by a junction with the main line of the Lynn and Fakenham Railway, at a point 4 chains or thereabouts measured in a north-westerly direction from the most northerly signal box at the Norwich Station of the Lynn and Fakenham Railway, and terminating in the parish of St. Paul, at a point 8 chains or thereabouts, measured in a north-easterly direction from the north-east corner of a public-house called "The Gardeners," situate on the Infirmary-road at Norwich, and 6 chains or thereabouts from the junction of Magdalen-road with Catton Back-lane.

Railway No. 2, commencing by a junction with the intended Railway No. 1, at the termination thereof hereinbefore described, and terminating in the parish of St. Peter-per-Mountergate, at a point on the east side of and adjacent to King-street, and about forty yards to the northward of the centre of Rose-lane, where it joins King-street.

Railway No. 3, commencing by a junction with the intended Railway No. 1 at the termination thereof hereinbefore described, and terminating in the county of Norfolk and parish of Martham by a junction with the Yarmouth and North Norfolk Railway on the west side of the Martham Station, opposite the west end of the up platform at that station.

Railway No. 4, commencing in the parish of St. James and hamlet of Pockthorpe, by a junction with the intended Railway No. 3 hereinbefore described, at a point 7 chains or thereabouts measured in a north-easterly direction from a point where an imaginary line drawn down the centre of Catton Back-lane and the road leading from Sprowston Hall to Norwich would intersect the imaginary centre line of Magdalen-road, and terminating by a junction with the intended Railway No. 2, in the parish of St. James and hamlet of Pockthorpe, at a point 11 chains or thereabouts, measured in an easterly direction from the

before described point, where Catton Back-lane joins Magdalen-road.

Railway No. 5, commencing in the parish of North Heigham, otherwise parish of the hamlet of North Heigham, by a junction with the main line of the Lynn and Fakenham Railway, opposite or close to the most southerly signal box at the Norwich station of the Lynn and Fakenham Railway, and terminating by a junction with the intended Railway No. 1, in the parish of St. Clement Without, at a point 20 yards, or thereabouts, to the south-west of the public (formerly turnpike) road known as the Fakenham turnpike, otherwise the Hellesdon road, and distant 200 yards or thereabouts, in a north-westerly direction, from the junction of the said Fakenham turnpike with the road known as the Aylsham turnpike.

Which said intended Railways Nos. 1, 2, 3, 4, and 5 will be made or pass from, through, or into the parishes and places following, or some of them, viz.:—North Heigham, otherwise parish of the Hamlet of North Heigham, St. Martin-at-Oak, St. Clement Without, St. Paul, St. James, St. James, hamlet of Pockthorpe, St. Helen, St. Mary-in-the-Marsh, St. Peter-per-Mountergate, St. George-at-Tombland, Thorpe, otherwise Thorpe-next-Norwich, and hamlet of Thorpe, St. James, hamlet of Pockthorpe, in the county of the city of Norwich, and Thorpe, Thorpe-next-Norwich, Sprowston, Great Plumstead, Little Plumstead, Woodbastwick, Blofield, Hemblington, Panxworth South Walsham, Walsham St. Lawrence, Ranworth, Upton, Horning, Ashby, Thurne or Thirne, Oby, Repps-with-Bastwick, Martham, Rollesby, and Clippesby, in the county of Norfolk.

Railway No. 6, commencing in the parish of Bourn, otherwise Bourne, by a junction with the Bourn and Essendine line of the Great Northern Railway, at a point opposite the home signal on the Essendine side of the Bourn station, and terminating in the parish of Careby by a junction with the main line of the Great Northern Railway at a point opposite the south end of the up-passenger platform of that railway at the Little Bytham Station, which said intended Railway No. 6 will be situate wholly in the parts of Kesteven, county of Lincoln; and pass from, through, or into the following parishes:—Little Bytham, Careby, Edenham, and Bourn, otherwise Bourne, or some of them.

Railway No. 7, wholly in the county of Norfolk, commencing in the parish of Great Witchingham by a junction with Railway No. 2, authorised by "The Lynn and Fakenham Railway (Extensions) Act, 1880," at or about 10 miles 6 furlongs and 4 chains from the commencement thereof, along the line thereof, as shown on the plans deposited in relation to the Bill for that Act in November, 1879, with the Clerk of the Peace for the county of Norfolk at Norwich, and mentioned in the said Act, and terminating in the parish of East Dereham, on the south-east side of Theatre-street, in the town of East Dereham, opposite the old Theatre, which said intended Railway No. 7 will pass from, through, or into the following parishes and places, or some of them, namely:—Great Witchingham, Sparham, Lyng, Elsing, Bylaugh, Swanton-Morley, North Tuddenham, and East Dereham.

Railway No. 8, to be situate wholly in the parish of East Dereham, in the county of Norfolk, commencing near the north-west part of the Common known as Neat Herd's Moor or Common, to the southward of the public road from East Dereham to Swanton-Morley, which is crossed on the level by the Great Eastern Railway about 850 yards north of the present passenger station at East Dereham, and at a point about 275 yards measured in an easterly direction from the said level crossing, and terminating by a junction with the Great Eastern Railway at or near the point where the said railway crosses on the level the public road leading from East Dereham to Neat Herd's Moor, at about 440 yards to the north of the said passenger station.

Railway No. 9, wholly situate in the parish of Hamlet of Thorpe, otherwise Thorpe, in the county of the city of Norwich, commencing by a junction with the intended Railway No. 2, at a point measured 1 chain or thereabouts in a south-westerly direction from the south-west corner of St. Matthew's Church School, and terminating by a junction with the Great Eastern Railway at a point 1 chain or thereabouts to the north-west of the bridge carrying the public road known as Carrow-road, over the said railway, 600 yards or thereabouts south-east of the Thorpe Station at Norwich.

To enable the Company to purchase by agreement or compulsion the site of a railway now disused extending from the Great Northern Railway at Little Bytham to Edenham, together with the rails and sleepers thereon.

To enable the Company to stop up and discontinue for public traffic part of a footpath in the parish of St. Margaret, otherwise St. Margaret King's Lynn, in the county of Norfolk, which crosses the railway of the King's Lynn Dock Company about 4 chains east of the crossing of Pilot-street over the said railway, viz., so much of the said footpath as lies between the north side of the said railway of the King's Lynn Dock Company and the King's Lynn Waterworks, and to extinguish all rights of way over the said portion of footpath, and vest the site thereof in the Company, or partly in the Company and partly in the King's Lynn Dock Company.

To authorise the purchase and taking of the following (amongst other) pieces of land, or such part or parts thereof as may be required for the intended railways and works, all or some of which pieces of land are, or are reputed to be, common or commonable land, viz:—

Description of Common and Name of Parish.	Area within limits of deviation not exceeding	Area estimated to be required for works about
Neat Herd's Moor, otherwise Neat Herd's Common (Parish of East Dereham)	acres. 20	acres. 4
Lyng Common (Parish of Lyng)	12	3
Sparham Common (Parish of Sparham)	15	4
Mousehold Heath (Parish of St. James)	80	15

To authorise the crossing, diversion, alteration, or stopping up, whether temporarily or permanently, of streets, roads, footpaths, thoroughfares, tramways, drains, telegraphs, sewers, pipes, navigations, tidal waters, rivers, streams, and watercourses, so far as may be necessary or convenient in constructing or maintaining the said intended railways and works; deviation from the lines of railway or any works to any extent within the limits of deviation to be shown on the deposited plans; purchase of land, houses, and other property compulsorily for the purposes of the said intended railways and works; the levying of tolls, rates, and charges in respect thereof; and the exercise of other rights and privileges.

To enable the Company and all Companies and persons lawfully using their railways to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration or defined by the Bill, the portions of railway hereinafter described, viz:—

So much of the Great Eastern Railway as will be situate between the junction of the intended Railway No. 8 therewith, and the station at East Dereham.

So much of the Bourn and Essendine line of the Great Northern Railway Company as is situate between the junction therewith of the intended Railway No. 6 hereinbefore described and the Bourn Station.

So much of the main line of the Great Northern Railway as lies between the junction therewith of the said intended Railway No. 6 and the Little Bytham Station; and

So much of the Great Eastern Railway as is situate between the junction therewith of the intended Railway No. 9, hereinbefore described, and the Trowse and Victoria Stations at Norwich.

Together with the said stations respectively, and all other stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith.

To confer on the Company powers for sale, lease, or disposal of any lands acquired by them under the intended Act, or any Act relating to the Company, and which may not be required for the purposes of the undertaking of the Company, and so far as may be necessary for that purpose to alter, amend, or vary any provisions of "The Lands Clauses Consolidation Act, 1845," which relate to the sale of superfluous land, and to enable the Company to purchase part of any property which they may require without being subject to the liability imposed by Section 92 of the said Act.

To enable the Company to build on any lands for the time being belonging to them houses or cottages, and to grant leases of any lands belonging to them for building purposes, and to enter into contracts and agreements relating thereto, and to enable the Company to provide, maintain, and work omnibuses or other conveyances in connection with their railways.

To authorise the Company to provide and manage refreshment rooms at and in connection with their railways and stations.

To enable the Company to construct and maintain gas works and gas holders, and works for the manufacture and storage of gas, and the manufacture and storage of the residual products of gas, on land belonging to the Company situate on the north side of the Lynn and Fakenham Railway at Melton Constable, and to supply gas within the parishes of Melton Constable and Little Burgh and Briston, in the county of Nor-

folk, or some part or parts thereof, and to charge and collect rents for the supply of gas, and to deal in gas-coke, and the various residual products producible in the manufacture of gas.

To authorise the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the said railways and works, and for the same purposes, and the general purposes of their undertaking, to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend and any other advantage which the Bill may define, and to authorise and provide for charging to capital account interest on capital during the construction of the works of the Company, whether authorised or to be authorised by the intended Act, and for the payment of such interest out of capital.

To constitute the said intended railways and works, or some part or parts thereof, an undertaking or undertakings separate and distinct from the rest of the undertaking of the Company, and to provide that the capital necessary for the construction thereof shall be a separate capital or separate capitals, distinct from the general capital of the Company, and to make provision as to the payments to be made or secured to the holders of the said separate capital or capitals out of the revenue arising from the traffic upon the separate undertaking or undertakings, or common to the separate undertaking or undertakings and the general undertaking of the Company, or out of the general revenues of the Company; or to secure or guarantee to the holders of such separate capital or capitals payment of interest thereon, and to authorise the Company, by resolution, to determine the nature, amount, and priority of the payments to be made, secured, or guaranteed to the holders of such separate capital or capitals, and also to give the holders of such separate capital or capitals a lien or charge on the revenue of the separate undertaking or undertakings to which such capital or capitals appertain, and to make such other provisions with respect thereto as the Company may deem proper.

To alter, vary, and amend some of the provisions of "The Eastern and Midlands Railway (Amalgamation) Act, 1882," relating to the consolidation and conversion of preference and other stocks of the Lynn and Fakenham Railway Company and the Company.

To define and prescribe the qualification of directors of the Company.

To enable the Company on the one hand, and the Great Northern and Midland Railway Companies, 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 Railway No. 6 hereinbefore described, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, maintenance, the working and using the Midland and Eastern, and Peterborough, Wisbech, and Sutton Railways, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, the division and appropriation of the revenue arising from that traffic, and to confirm any agreements touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with

its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Acts, 1845, 1860, and 1869;" "The Railways Clauses Acts, 1845 and 1863;" and it will amend and enlarge, and if need be repeal, the powers and provisions of the following local and personal Acts (that is to say):—"The Lynn and Fakenham Railway Act, 1876;" "The Lynn and Fakenham Railway (Extensions) Act, 1880;" "The Lynn and Fakenham Railway Act, 1881;" "The Lynn and Fakenham Railway Act, 1882," and "The Eastern and Midlands Railway (Amalgamation) Act, 1882," and any and every other Act relating to or affecting the Lynn and Fakenham Railway Company, or the Company, or the Yarmouth and North Norfolk Railway Company or their undertakings: "The Great Eastern Railway Act, 1862;" and any other Act relating to the Great Eastern Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made, together with plans of any other lands which may be taken under the intended Act; also a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an Ordnance map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office at Norwich, and with the Clerk of the Peace for the county of the city of Norwich, at his office at Norwich, and with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office at Stamford, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 18th day of November, 1882.

F. O. Mathews, 110, Cannon-street, E.C.,
Solicitor for the Bill.

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

In Parliament—Session 1883.

The Wrexham, Mold, and Connah's Quay Railway (Hawarden Loop Line).

(Construction of Railways from the Wrexham, Mold and Connah's Quay Railway to Hawarden and the River Dee; Tolls; Consequential Powers as to Compulsory Purchase of Land; Powers as to Additional and Separate Share and Loan Capital; Constitution of separate Undertaking; Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Wrexham, Mold, and Connah's Quay Railway Company (hereinafter

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

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

No. 1.—A railway (No. 1) commencing in the parish of Hawarden, in the county of Flint, by a junction with the Wrexham, Mold, and Connah's Quay Railway at or near a point 30 yards or thereabouts, measured in a southerly direction along that railway from the centre of the bridge which carries the public road leading from Penymynydd to Lane End over that railway, and terminating in the township of Shotton, in the said parish of Hawarden, by a junction with the authorised railway distinguished on the deposited plans and sections referred to in the Wrexham, Mold, and Connah's Quay Railway Act, 1882, as Railway No. 9, and also referred to in that Act as Railway No. 9, at a point measuring 1 mile 2 furlongs 7·80 chains or thereabouts from the commencement of that railway.

No. 2.—A railway (No. 2) commencing in the township of Aston, in the said parish of Hawarden, by a junction with the intended Railway No. 1 in a field, No. 240 on the Ordnance plan and book of reference thereto as to the said township of Aston, belonging to the Right Honourable W. E. Gladstone, M.P., and in the occupation of John Adamson, at or near a point 135 yards or thereabouts, measured in a northerly direction, from the southern corner of such field, and 140 yards or thereabouts, measured in a westerly direction, from the eastern corner of such field, and terminating in the said township of Aston, in the said parish of Hawarden, by a junction with the Aston Hall Colliery Branch Railway, at a point at or near the eastern end of the bridge which carries the public road leading from Aston Bank to Aston over that branch railway.

The railways hereinbefore described will be made or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say:—Hawarden, Bannel, Pentrobin, Broadlane, Ewloe Wood, Ewloe Town, Aston, Moor, Mancott, Broughton, Saltney, and Shotton, all in the county of Flint.

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

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

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

or privileges connected with lands and houses, foreshore, roads, streets, railways, sewers, or drains which would interfere with, or prevent the construction or use of the said intended railways and works.

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

To constitute the intended railways and works, and any works, lands, and property acquired under the powers of the intended Act, or some part or parts thereof, and either wholly or partially a separate undertaking or separate undertakings, distinct from the rest of the undertaking of the Company, and to authorise the Company for the purposes of the intended Act to raise further money by the creation of new shares and stock, with or without preference, priority, or guarantee in payment of interest or dividend, or other rights or privileges attached thereto, and if thought fit, in one or more classes, and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond, and by creation of debenture stock, and either as part of their general share and loan capital, or as part of the separate share and loan capital authorised by the Wrexham, Mold, and Connah's Quay Railway Act, 1882, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the intended railways and works or any part thereof, and to provide that such separate undertaking or undertakings and its or their respective capital and revenues shall not be liable for or chargeable with the mortgage debts or liabilities or engagements of the Company incurred with respect to their other undertaking or undertakings, and to make provision with respect to the holding of separate meetings of the shareholders in the separate capital, and for the keeping of separate accounts, and to define, restrict, and regulate the rights and powers of shareholders, stockholders, mortgagees, and others in reference to the intended railways and other works, with such other regulations and limitations as may be prescribed by the intended Act.

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

And the intended Act will incorporate with itself the provisions, or some of the provisions of the following Acts, or some or one of them, viz., "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Amendment Act, 1860," "The Lands Clauses Consolidation Act, 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," and will alter, extend, amend, or repeal, so far as may be necessary, for the purposes of the intended Act, all or some of the provisions of the Acts of Parliament (local and personal) following, viz., 25 and 26 Vic., cap. 221; 27 and 28 Vic., cap. 234; 28 and 29 Vic., caps. 176 and 261; 29 and 30 Vic., caps. 38, 270, 358, and 359; 30 and 31 Vic., cap. 200; 32 and 33 Vic., cap. 153; 36 and 37 Vic., cap. 232; 45 and 46 Vic., cap. 232, and all other Acts relating to the Company; 23 and 24 Vic., cap. 89, and all other Acts relating to the Buckley Railway Company.

Duplicate plans and sections describing the

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

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

Dated this 6th day of November, 1882.

Evam Morris, Wrexham, Solicitor for the Bill.

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

In Parliament.—Session 1883.

Tower (Thames) Subway.

(Incorporation of Company; Construction of Carriage Subway under River Thames with Approaches; Acquisition and Improvement of Tower Subway; Diversion and Alteration of Levels of Tower Subway; Interference with and Improvement of Streets; Powers to Corporation of London and Metropolitan Board of Works, and other Bodies and Companies; Tolls; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act (hereinafter called "the intended Act") to incorporate a Company (hereinafter called "the Company") with power to make and maintain the following works, or some of them, with all necessary approaches, tunnels, shafts, hydraulic lifts, buildings, works, machinery and conveniences connected therewith (that is to say):—

1. A carriage subway, commencing in the Liberty of the Tower, in the county of Middlesex, at a point 60 yards or thereabouts, measured in a north-easterly direction, from the south-east corner of the bonded warehouses on the north side and at the eastern end of Great Tower-street; and 27 yards or thereabouts, measured in an easterly direction, from the north-east corner of the same warehouses; passing thence in a southerly direction by means of a covered way or tunnel under Great Tower-hill and the River Thames, and terminating in the parish of St. Olave (in the borough of Southwark), in the county of Surrey, at a point in the land or property formerly the brewery of

Messrs. Barclay, Perkins, and Co., situate between Vine-street and Stoney-lane, in that parish.

2. A diversion of the existing Tower Subway and alteration of the levels of that subway, such diversion commencing by a junction with that subway at the shaft or terminus on Tower-hill of that subway, and thence proceeding in a southerly direction for 150 yards or thereabouts, and there terminating by a junction with that subway.
3. The appropriation for the purpose of the intended carriage subway of a portion of Great Tower-hill, and an alteration of the roadway of the same, situate and lying between the south end of Trinity-square and the prolongation in an easterly direction of the north side of Great Tower-street:

Which intended carriage subway, diversion, and lands and houses to be taken for the purposes thereof, are or will be situate in the parishes and places following, or some of them, that is to say, the District of the Tower, St. Peter Ad Vincula, Liberty of the Tower Within, Liberty of Her Majesty's Tower of London, Precinct of the Tower, and the foreshore and bed of the Thames in the county of Middlesex, and the bed and shore of the River Thames, St. John, Horsleydown, St. Olave, Southwark, and the Borough of Southwark, in the county of Surrey.

The intended Act will authorise the Company to exercise the powers or some of the powers following, viz.:—

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned, to such an extent as may be provided by the intended Act.

To cross, stop up, alter, or divert, either permanently or temporarily, streets, footpaths, wharves, drains, sewers, subways, pipes, ways, and approaches, within the parishes and places, aforesaid, or any of them.

To purchase by compulsion or by agreement, for the purposes of the intended works and other the purposes of the intended Act, lands, houses, and hereditaments, and easements, in, under, or over any lands, houses, and hereditaments; and the intended Act will vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments, or in, under, or over the foreshore, bed, bank, and soil, of the River Thames, and any rights of ferry, or other public or private rights, across or affecting the Thames which it may be necessary or convenient for the purposes of the intended Act to vary or extinguish.

To make and maintain shafts or openings from the surface of any land or street, to any portions of the proposed works constructed under the surface thereof, and to appropriate and use the subsoil and under surface of any such land, or street, for the purposes of the proposed works, subject to such provisions and limitations as may be provided in the intended Act.

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, or the whole of which, may not be required to be taken or used for the purposes thereof.

To purchase and take the whole or part only (as the Company may think fit) of any house, manufactory, warehouse, cellar, building, wharf, or other property, any part of which may be required for the purposes of the intended Act.

To sell and convey, demise, and lease, or other-

wise dispose of, any lands and hereditaments purchased or acquired under the powers of the intended Act, and which may not be required for the intended works or other the purposes of the intended Act, and, if thought necessary or desirable, to exempt the Company and their superfluous lands from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To levy tolls, rates, and duties in respect of the intended carriage subway and other works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates and duties, and to lease such tolls, rates and duties, and all or any of the proposed works.

To sell, or demise, and lease from time to time, the undertaking of the Company, or any part thereof, and the tolls, rates and charges authorised to be taken by the intended Act for the use of the intended works, or any of them, to any other Company, or to any Corporation, body, or person, upon and subject to such terms and conditions as may be authorised or prescribed by the intended Act.

The intended Act will also contain powers to effect the following objects, or some of them, viz. :—

To authorize the Company, on the one hand, and the Mayor, Aldermen, and Commonality of the City of London (hereinafter called "the Corporation"), and the Metropolitan Board of Works, the Whitechapel District Board of Works, the St. Olave District Board of Works, and the Tower Subway Company, the Metropolitan and Metropolitan District Railway Companies, or any of them, on the other hand, to enter into and carry into effect contracts and arrangements with respect to the construction, management, and maintenance of the proposed works, or any of them, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters; and the intended Act will sanction and confirm any contracts or arrangements which may be made with reference to such matters, and provide for vesting in the Corporation and the Metropolitan Board of Works, or one of them, upon terms to be agreed on or prescribed by the intended Act, of the undertaking of the Company, and of any lands or property acquired under the powers of the intended Act, and for the maintenance thereof by them, and the application of their respective funds, rates and revenues thereto.

To authorise the Corporation and the Metropolitan Board of Works, or either of them, to promote the Bill for the intended Act, and to execute the works hereinbefore described, and to exercise all or some of the powers mentioned or referred to in this notice, or to subscribe or contribute funds towards the making and maintaining of the intended subway, streets, and works, or any or either of them, or any part or parts thereof respectively, and to take and hold shares in the capital of the Company, and to guarantee to and for the Company, interest, dividend, annual or other payments on shares or stock, and the principal and interest of any loans of the Company, and for all or any of the purposes of the intended Act to apply their respective funds and revenues, and to enable the Corporation and the Metropolitan Board of Works respectively, for all or any of the purposes of the intended Act, to raise further moneys by rates and on mortgage or bond, or otherwise, and to appoint directors of the Company.

To authorise and empower the Company, with the approval of the Corporation or the Commissioners of Sewers of the City of London, or the Metropolitan Board of Works, or the police authori-

ties of the City, or of the Metropolis, or some other public body, to make, vary, or rescind bye-laws, rules, and regulations for the conduct, management, and regulation of traffic upon the intended subway, and upon any other roads within the City of London or the Metropolitan area, and to prescribe the route or routes which any particular traffic, or class of traffic, shall follow, and to enforce the observance of such bye-laws, routes and regulations, and impose and recover penalties for the breach or non-observance thereof.

To authorise and empower the Company to purchase by arbitration or agreement, and hold, alter, and improve the existing Tower Subway and undertaking of the Tower Subway 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 Tower Subway Company.

And the intended Act will vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and it will exempt the Company and their undertaking from the payment of any Metropolitan, parochial, and other rates and assessments, and confer other rights and privileges.

And the intended Act will or may incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and the provisions of "The Railways Clauses Consolidation Act, 1845," relating to the temporary occupation of lands and to interference with roads.

And it is intended, so far as may be requisite or desirable for any of the purposes of the intended Act, to amend or repeal the provisions, or some of them, of the several Acts of Parliament following, that is to say:—3 and 4 Vic., cap. 131; 10 and 11 Vic., cap. 37; 26 and 27 Vic., cap. 46; 27 and 28 Vic., cap. 61; 30 and 31 Vic., caps. 1, 3, and 55; and all other Acts relating to or affecting the City and Corporation of London; "The Metropolis Management Act, 1855," and all other Acts relating to or affecting the Metropolitan Board of Works and the local management of the Metropolis; and 31 and 32 Vic., cap. 8; and 34 and 35 Vic., cap. 7, relating to the Tower Subway Company.

Plans and sections defining the lines, situation and levels of the intended subway and other works, and the lands, houses, and other property which may be taken for the purposes thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Surrey, at his office at the Sessions Houses, Newington Causeway; with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; and with the clerk of the peace for the Liberty of Her Majesty's Tower of London, at his office at No. 110, Ely Place, Holborn; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes or extra-parochial places in or through which the intended works, or any part of them, are or is intended to be made, or in which any lands or houses to be taken compulsorily under the powers of the intended Act are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows:—For the parishes of St. John, Horsleydown, and St. Olave, with the clerk of the

District Board of Works for St. Olave District, at his office at No. 86, Queen Elizabeth-street, St. John's, Southwark; with the clerk of the District Board of Works for the Whitechapel District, at his office, No. 15, Great Alie-street, Whitechapel.

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, 1882.

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

In Parliament.—Session 1883.

London Tilbury and Southend Railway.

(New Railways from Pitsea to Southend, from Grays Thurrock to Upminster and Romford; New Junction at East Ham; Purchase of additional lands; Additional Capital; Running Powers over portions of Great Eastern and Blackwall Railways; Facilities required from Great Eastern Railway Company; Agreement with that Company; Conversion of Debenture Stock; Amendment of Acts.)

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

To enable the London Tilbury and Southend Railway Company (hereinafter called "the Company") to make and maintain with all such stations sidings approaches and other works and conveniences as may be necessary or expedient in connection therewith, respectively, the following railways or some or one of them, viz:—

A Railway (No. 1), wholly in the county of Essex, commencing in the parish of Pitsea by a junction with the existing railway of the Company at a point six hundred yards or thereabouts, measuring along the said railway in an easterly direction from the eastern end of the up platform at Pitsea Station, passing thence from, through, or into the parishes and places following, or some of them, viz:—Pitsea, Bowers Gifford, North Benfleet, Thundersley, Rayleigh, Hockley, Hawkwell, Rochford, Eastwood, Sutton, and Prittwell, and terminating in the parish of Prittwell by a junction with the Shoeburyness Extension Railway of the Company, authorised by the London Tilbury and Southend Railway Act, 1882, at a point 420 yards or thereabouts from the commencement thereof in Southend Station, measured along the centre line as shown on the plans deposited in relation to the Bill for that Act in November 1881, with the Clerk of the Peace for the county of Essex, and mentioned in that Act.

A Railway (No. 2), commencing in the parish of Upminster by a junction with the Barking and Pitsea Railway of the Company, authorised by the said Act of 1882, at a point 430 yards or thereabouts (measuring in an easterly direction along the centre line of the said authorised railway as shown upon the plans thereof, deposited in November 1881, as above mentioned) from the point at which the said railway is shown on the said plans as crossing the road from Upminster to Brentwood, at about 7 miles 5 furlongs and 7 chains from the commencement of the said Barking and Pitsea Railway, and terminating in the parish of Grays Thurrock by a junction with the Company's Railway, at a point 200 yards or thereabouts, measuring along the said railway in an

easterly direction from the level crossing of the road known as Mill-lane, situated at the boundary of the parishes of Stifford and West Thurrock.

A Railway (No. 3), commencing in the parish of Upminster by a junction with the said authorised Barking and Pitsea Railway of the Company, at a point 440 yards or thereabouts, measured along the centre line in a westerly direction from the intended crossing by it of the said road leading from Upminster to Brentwood, as shown on the above-mentioned deposited plans, and terminating in the parish of Romford by a junction with the Colchester Line of the Great Eastern Railway, at a point 580 yards or thereabouts, measuring along the said railway in an easterly direction from the bridge carrying the said railway over South-street, Romford.

Which said intended Railways, Nos. 2 and 3, will be situate in, or pass from, through or into the following parishes and places, or some of them, viz:—Grays Thurrock, West Thurrock, Little Thurrock, Aveley, Stifford, South Ockendon, North Ockendon, Cranham, Upminster, Hornchurch, Romford, and Haver-ing-atte-Bower, all in the county of Essex.

A Railway (No. 4) commencing in the parish of East Ham, by a junction with the main line of the Company at or near the level crossing of Jew's Farm-lane, and terminating in the parish of Little Ilford by a junction with the Railway No. 24, authorised by the Metropolitan Outer Circle Railway Act, 1882, at or near the intended crossing of the said authorised railway (as shown in the plans deposited in relation to the Bill for the said Act in November, 1881, with the Clerk of the Peace for the county of Essex) over the said railway of the Company between East Ham and Barking.

Which intended railway, No. 4, will be made to pass from, through, or into the following parishes and places, or some of them, viz:—East Ham, Little Ilford, and Barking, all in the county of Essex.

To enable the Company to acquire by agreement or compulsion, for the purpose of their undertaking, the lands hereinafter described, or some part or parts thereof respectively, together with any houses and buildings thereon respectively, viz:—

- i. Lands in the parish of South Shoebury on the north side of the Shoeburyness Extension Railway of the Company, authorised by the London, Tilbury, and Southend Railway Act, 1882, and on the west side of High-street.
- ii. Lands in the parish of Grays Thurrock, near the Grays Station of the Company, on the south side of the railway, and on the west side of the present goods shed at the said station.
- iii. Lands in the parish of St. Mary, Whitechapel, bounded on the east by Gowers-row and Millyard, on the north by a passage leading from Gowers-row to Hooper-square, on the south by Mill-yard-passage, and on the west by Leman-street.

To enable the Company to arch or cover over Gowers-row aforesaid, or part thereof, so far as it adjoins the property lastly hereinbefore described, and to utilise the upper surface of the arch or girders placed by them over the said row for stations, sidings, and other like purposes.

To authorise the crossing, diversion, alteration, or stopping up, whether temporarily or permanently, of roads, footpaths, drains, telegraphs, sewers, pipes, canals, navigations,

tidal waters, rivers, streams, and watercourses, and the removal of telegraphic or electric wires, posts, tubes, and other apparatus, so far as may be necessary or convenient in constructing or maintaining the said intended railways and works; deviation from the lines of railway or works, to any extent within the limits of deviation to be shown on the deposited plans, and from the levels thereof, as shown on the deposited sections, or to such further extent as may be defined by the Bill; purchase of land, houses, and other property compulsorily and by agreement for the purposes of the said intended railways and works and the general purposes of the Company; the levying of tolls, rates and charges in respect thereof; and the exercise of other rights and privileges.

To enable the Company, if they think fit, to purchase so much of any house, building or manufactory as they may require for any purpose without being subjected to the liability imposed by Section 92 of "The Lands Clauses Consolidation Act, 1845."

To enable the Company, notwithstanding anything in the last mentioned Act, to convey, lease, and otherwise dispose of any lands, houses, and property, or any easement, right, or privilege in or over the same, which may be acquired or vested in them, and may not be required for the purposes of the Bill, and to sell and dispose of any building, paving, or other materials, and to empower the Company to build on any land which they may purchase or take on lease dwelling-houses for persons of the labouring class who may be displaced under the powers of the Bill, and to sell or lease land for the purpose of such building, and to enter into contracts relating thereto.

To enable 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 upon payment of such tolls, rates, and charges, as may be agreed upon or settled by arbitration or defined by the Bill, the following portions of the Great Eastern and London and Blackwall Railways—viz., so much of the Great Eastern Railway as will be situate between the Forest Gate Junction of the Company's Railway and the Liverpool-street station and between the said junction and the Bishopsgate-street goods station of the Great Eastern Railway Company, and also so much of the Bow Extension of the London and Blackwall Railway as is situate between its junction with the Great Eastern Railway main line near Stratford and the Gas Factory Junction.

So much of the Colchester line of the Great Eastern Railway Company as lies between the junction therewith of the intended Railway, No. 3 hereinbefore described and the Romford station of the Great Eastern Railway Company.

And the said stations and all other stations, sidings, goods-yards, depôts, watering-places, standing-room, and other conveniences connected with the said respective portions of railway and stations.

To require the Great Eastern Railway Company to give further facilities to the Company, and the traffic of the Company, and to receive, book through, forward, accommodate, and deliver on and from their undertaking or any part thereof, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, and to afford full and complete facilities and conveniences in respect of the accommodation, delivery, forwarding, interchange, and transmission of traffic, and otherwise to the

Company, and to specify and define the nature and extent of such facilities and conveniences, and to authorise and empower the Company to place booking clerks, carting agents and other officers at any of the passenger and goods stations or depôts of the Great Eastern Railway Company, and to require the Great Eastern Railway Company to provide proper and convenient accommodation for them thereat, and to admit at their stations, and maintain, in proper and convenient situations, time-tables and advertisements giving information as to the undertaking, traffic, and trains of the Company and other like matters.

To enable the Company on the one hand, and the Great Eastern Railway Company on the other hand, to enter into an agreement or agreements with reference to the working, use, management, and maintenance of the Railway No. 3 from Upminster to Romford hereinbefore described, the supply of rolling stock and machinery, and of officers and servants, and the conduct of the traffic of the said intended railway, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the said railway, the division and appropriation of the revenues arising from that traffic, and to confirm any agreements touching any of the matters aforesaid.

To empower the Company to call in their existing debenture stock or some of it, and convert it into other debenture stock bearing a lower rate of interest, and to provide for creating and issuing to the holders of such existing debenture stock an equivalent amount of new debenture stock.

To authorise the Company to apply to the purposes of the Bill their existing funds and any moneys which they have still power to raise, and for the same purposes and for their general purposes to raise additional capital by shares or by stock, debenture stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage, or to provide for the issue of such capital or any part thereof, with such deferred or other dividend, and generally on and subject to such terms and conditions as the Bill may define.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; it will or may incorporate with itself, with such exceptions or modifications as may be deemed expedient, the provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Acts, 1845, 1860, and 1869;" "The Railways Clauses Acts, 1845 and 1863;" and it will amend and enlarge, and if need be repeal some of the powers and provisions of the following Acts, namely:—15 and 16 Vict., cap. 84; 17 and 18 Vict., cap. 133; 19 and 20 Vict., caps. 15 and 76; 25 and 26 Vict., cap. 8; 26 and 27 Vict., cap. 69; 38 and 39 Vict., caps. 18 and 57; 43 and 44 Vict., cap. 69; 45 and 46 Vict., cap. 143; and any other Act or Acts relating to the Company; the Great Eastern Railway Act, 1862; 6 and 7 Will. IV., cap. 123; 1 Vict., cap. 133; 8 and 9 Vict., cap. 203; The London and Blackwall Railway Acts, 1876 and 1877; and any other Act or Acts relating to the Great Eastern Railway Company or the London and Blackwall Railway Company.

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 may be made; and plans

of the other lands which may be acquired under the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and other property; also an Ordinance 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 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 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, as regards the parish of St. Mary Whitechapel, with the Clerk of the Board of Works for the Whitechapel district, at his office, 15, Great Alie-street, Whitechapel, and as regards every other parish, with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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, 1882.

F. C. Mathews, 110, Cannon-street, E.C.
Solicitor for the Bill;

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

In Parliament—Session 1883.

Portsmouth Street Tramways Company, General Tramways Company of Portsmouth (Limited), and Gosport Street Tramways Company Amalgamation.

(Amalgamation of Undertakings of Portsmouth Street Tramways Company, General Tramways Company of Portsmouth Limited, and Gosport Street Tramways Company, or some of them; Dissolution of General Tramways and Gosport Tramways Companies, and Winding up of their Affairs; Vesting in Amalgamated Company of Powers, &c., of Dissolved Companies; Provisions as to Regulation of Capital; Directors and Sale to Local Authorities of Undertaking of Amalgamated Company; Extension of Time for Completion of Tramways Authorised by Gosport Street Tramways Act, 1881; Confirmation of Construction, &c., of Tramways, not Completed within the Time Limited by the Portsmouth, &c., Tramways Act, 1879; Repayment of Balance of Moneys Deposited for Securing Completion of Works; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by or on behalf of the Portsmouth Street Tramways Company, hereinafter called "The Portsmouth Company," for leave to bring in a Bill for effecting the purposes, or some of the purposes following, that is to say:—

To amalgamate from and after such period or periods, and upon such terms and conditions as may have been or may be agreed upon, or as may be prescribed and determined by the Bill, the respective undertakings of the General Tramways Company of Portsmouth Limited (hereinafter called the "General Company"), and the Gosport Street Tramways Company

(hereinafter called the "Gosport Company"), or either of them, with the undertaking of the Portsmouth Company, under the name of the Portsmouth Street Tramways Company, or such other name as may be prescribed by the Bill.

To provide, if need be, for the distribution of the assets of the General Company, and of the Gosport Company, or of one of them, and the winding up of their affairs and their dissolution.

To vest in the amalgamated Company, and to enable them to exercise all or any of the powers, rights, and privileges of the Gosport Company, and the General Company, and the Portsmouth Company respectively, or any or either of those Companies, with reference to their respective undertakings.

To prescribe, define, and regulate the capital and the respective rights, priorities, and privileges of the several classes of stock and shareholders, and the mortgagees and creditors of the amalgamated Company.

To make provision with respect to the number and qualification, and the nomination, appointment, retirement, and rotation of directors of the amalgamated Company.

To make provision, if thought necessary or expedient, with respect to the sale of the amalgamated undertaking, or any portion or portions thereof, to the local authorities within whose districts it will be situate, or some one or more of those authorities, and if thought fit, with that object to amend, vary or repeal the provisions, or some of the provisions of the Acts and Orders hereinafter mentioned relating to the respective Companies, proposed to be amalgamated, and of the Tramways Act, 1870.

To extend the time limited by Section 19 of the Gosport Street Tramways Act, 1881, for the completion of the tramways and works by that Act authorised.

To confirm the construction of, and to enable the amalgamated Company to maintain and work so much of Tramways Nos. 25 to 39, or some of them, being part of the Portsmouth and Cosham section of the Tramways authorised by the Portsmouth, &c., Tramways Act, 1879, as was not completed within the time limited for that purpose by Section 17 of that Act.

To provide for the payment or transfer to the amalgamated Company, or as may be provided by the Bill, of the portions which have not been repaid to the respective depositors thereof, of the funds or securities deposited in the Chancery Division of the High Court of Justice in respect of the following Acts and Provisional Orders and the tramways and works thereby authorised, that is to say:—

The Landport Southsea and Portsea Street Tramways Order, 1876;

The Portsea Street Tramways Order, 1877;

The Portsmouth, &c., Tramways Act, 1879; and

The Gosport Street Tramways Act, 1879.

To confer upon the Portsmouth Company, the Gosport Company, and the General Company, and upon the amalgamated Company, all such rights, powers, privileges, and authorities as may be necessary or expedient for carrying the objects and purposes of the Bill into full effect, and to vary and extinguish all rights and privileges which would in any manner impede or interfere with any of the objects or purposes of the Bill, and to confer other rights and privileges.

To incorporate with the Bill, if thought fit, and to make applicable to the amalgamated

Company all or some of the provisions of, amongst other Acts, Part V of the Railways Clauses Act, 1863, with respect to amalgamation.

It is intended that so far as may be necessary and desirable for any of the purposes of the Bill to vary, amend, or repeal the provisions, or some of the provisions of the several local and personal Acts of Parliament following, that is to say:—

The Portsmouth Street Tramways Act, 1870;

The Portsmouth Street Tramways Extensions Order, 1874, and the Portsmouth, &c., Tramways Act, 1879, and any other Act or Acts, Order, or Orders, relating to the Portsmouth Company and their undertaking;

The Landport, Southsea, and Portsea Street Tramways Order, 1876; The Portsea Street Tramways Order, 1877; The Landport and Southsea Tramway Act, 1863; and any other Act or Acts, Order or Orders, relating to the General Company or their undertakings;

The Gosport Street Tramways Act, 1879; and The Gosport Street Tramways Act, 1881; and any other Act or Acts relating to the Gosport Company or their undertaking.

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

Dated this 17th day of November, 1882.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, London, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1883.

Barnet District Gas and Water Company.

(Inclusion within Water Limits of portions of the Parishes of Edmonton, Enfield, and South Mimms, in the County of Middlesex, and of the Parishes of Northaw, North Mimms, Ridge, and Shenley, in the County of Hertford; Levying of Rates, Rents, and Charges; New Reservoirs; Compulsory Purchase of Lands; Extension of Company's Gas Works; Provisions as to Waste, Fouling, &c., of Water; Additional Capital and Alteration of existing Capital; Sale of Gas and Fittings, &c., for Cooking and Motive Power, &c.; Agreements as to supply of Water and Gas in bulk within or outside limits; and Amendment of Company's Act, 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 or some of the purposes following, that is to say:—

To extend the limits within which the Barnet District Gas and Water Company (in this notice called "the Company") are authorised to supply water, so as to include therein the following district, or some part or parts thereof, that is to say, so much of the parishes of Edmonton, Enfield, and South Mimms, in the county of Middlesex, and Northaw, North Mimms, Ridge, and Shenley, in the county of Hertford, as lie within an imaginary line commencing at a point where the boundaries of the parishes of Edmonton, East Barnet, and Enfield meet, running thence in a straight line to a point in the road known as the Barnet-road, leading from East Barnet to Enfield, about 30 chains eastward from its junction with Southgate-road, thence north-westerly in a straight line to a point in Hadley-road about three chains east of the Ordnance Bench Mark 384.7, near Ferny Hill Farm House, thence north-

west in a straight line to the boundary post in Ridgeway-road marking the boundary of the Parishes of Enfield and South Mimms, thence north along the said parish boundary to the Causeway-road, continuing in a straight line across the said road to the boundary of the parishes of Enfield and Northaw, thence north-east in a straight line to the Ordnance Bench Mark 333.8 on the wall at Hookmouth Cottage, in Northaw village, thence north in a straight line to a point in New-road 120 yards north-east of the Ordnance Bench Mark 344.1 on the Parish Schools in Northaw, thence north-west in a straight line to a point in Great North-road 300 yards north of Swanley Bar-lane, thence in a straight line in a westerly direction to a point in Hawkshead-lane 860 yards or thereabouts west of its junction with Swanley Bar-lane, thence south-westerly in a straight line (crossing Mutton-lane and Dugdale-hill) to a point in New-road 85 yards or thereabouts north of the thirteenth milestone in that road from London, thence continuing in the same straight line across the boundary between the parishes of South Mimms and Ridge, and the boundary between the parishes of Shenley and Ridge, to the boundary between the parishes of Shenley and Elstree at a point being about 33 chains north-westward of the point where the boundaries of the parishes of Edgeware, Chipping Barnet, and Shenley meet, and about 35 chains north-north-westward of the point where the boundaries of the parishes of Elstree, Edgeware, and Shenley meet, thence southward along the said boundary between the parishes of Shenley and Elstree to Barnet-road at the aforesaid point where the boundaries of the parishes of Shenley, Elstree, and Edgeware meet, thence north-east along the boundary between the parishes of Shenley and Edgeware to its junction with the boundary of the parish of Chipping Barnet.

To enable the Company to have and exercise, within such extended limits of supply, all or some of the powers and authorities in reference to or in connection with the Supply of Water or otherwise which the Company now have or may exercise within their existing district of supply, or any parts thereof, and to demand, take, and levy rates, rents, and charges for and in respect of the Supply of Water within such extended limits, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges respectively.

To authorise the Company to make and maintain in the parish of Chipping Barnet, in the county of Hertford, a reservoir about 1,890 square yards in extent, situate on land belonging or reputed to belong to the Corporation of the Sons of the Clergy, and in the occupation of Edward Bevan App Rees Bryant, which land is bounded towards the north-west by Potters-road, towards the north-east by land belonging to the said Corporation of the Sons of the Clergy, towards the south-west by a lane belonging to the Company, and leading from the Company's existing reservoir to Potters-road, and towards the south-east by the property and reservoir of the Company, together with all necessary works and conveniences connected therewith.

To authorise the Company to deviate laterally from the lines of the intended works, within the limits shown upon the plans hereinafter mentioned, or to such extent as may be prescribed by the Bill, and to deviate vertically from the levels of those works shown upon the sections hereinafter mentioned.

To authorise the Company to make and maintain in the district hereinbefore described, or any part or parts thereof, or within the Company's

limits of supply, as already authorised in connection with the intended works hereinbefore described, all necessary and convenient approaches, embankments, drains, weirs, culverts, cuts, bridges, roads, ways, wells, tunnels, adits, reservoirs, tanks, filtering or receiving beds, dams, gauges, sluices, outfalls, channels, conduits, drains, pipes, engines, works, and conveniences for retaining, collecting, filtering, or otherwise treating, storing, and distributing water.

To empower the Company to lay down, maintain, take up, alter or repair mains, pipes, culverts, and other works for the distribution of water within such extended limits of supply, and, for that purpose and other purposes of the Bill, from time to time to open or break up, alter, divert or stop up temporarily or permanently any turnpike or other roads, streets, highways, footpaths, bridges, canals, towing paths, streams, watercourses, sewers, drains, railways, and tramways within all or any part of the district hereinbefore described.

To authorise the Company to purchase and take, by compulsion or otherwise, and to hold lands, houses, springs, streams, waters, and other hereditaments in the parishes aforesaid, or any of them, or any estate, right, interest, or easement therein, for the purposes of their intended Waterworks and of the Bill. And the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters, and hereditaments, and will or may incorporate with itself, and apply to the works to be thereby authorised, and the Company in respect thereof, the provisions, or some of the provisions of the "Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands near the Railway during the construction thereof.

To empower the Company to sell or let or provide on hire cisterns, tanks, meters, fittings, and other apparatus, and to charge for the same or for the use thereof.

To make new or further provision for the protection of the Waterworks and property of the Company, and for preventing the waste, fouling, misuse, and undue consumption of water.

To empower the Company to erect and maintain, alter, improve, extend, and renew or discontinue works for the manufacture, distribution and storage of gas, and for the conversion or utilisation and distribution of materials used in and about the manufacture of gas, and of residual products resulting from such manufacture, upon the following lands or some of them, or some part or parts thereof respectively, all of which lands are situate in the parish of East Barnet, in the county of Hertford, and for those purposes to hold the said lands, that is to say:—

- (a.) A triangular piece of land, about 4 poles in extent, belonging to the Great Northern Railway Company, and already occupied by the Company, adjoining the Company's existing Gasworks, bounded on the west by the railway and land of the Great Northern Railway Company, and on all other sides by the land and Gasworks of the Company.
- (b.) Certain lands, being about 3 acres and 32 perches in extent, belonging or reputed to belong to the Company, and occupied by the Company, bounded towards the north-west by the boundary dividing the parishes of Hadley and East Barnet and the counties of Hertford and Middlesex, towards the south by the Company's Gasworks, and by land belonging or reputed to belong to Mrs. Jane Howard, and in the occupa-

tion of Mrs. Ellen Cook, towards the east by land belonging or reputed to belong to Mrs. Jane Howard, and in the occupation of Mrs. Ellen Cook, and towards the west and south-west by the Great Northern Railway and the Company's Gasworks.

And to empower the Company to purchase and take by compulsion or otherwise the triangular piece of land (a) hereinbefore described, and to purchase other lands by agreement.

To alter, define, and regulate the capital of the Company, and to enable the Company, for all or any of the purposes of the Bill, to apply their corporate funds and revenues, and for those purposes and for the general purposes of their undertaking to raise further money by the creation and issue of new shares or stock (ordinary or preferential or both) and debenture stock, and by borrowing on mortgage or otherwise upon such terms and conditions as the Company may determine, or as may be prescribed by the Bill.

To empower the Company to purchase or hire, and to use, let, and sell gas and gas fittings, engines, stoves, pipes, machinery, apparatus, 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, hire, or use of such gas, gas fittings, engines, stoves, pipes, machinery, apparatus, and other appliances, and to exempt the same from distress or execution.

To empower the Company, on the one hand, and any Sanitary, Local, or other Authority, and any Railway or other Company, Corporation, person or persons, jointly or severally, on the other hand, to enter into and carry into effect contracts and agreements for the supply of water or gas, in bulk or otherwise, without as well as within the respective limits of supply of the Company, and to vary, suspend, or rescind any such contracts or agreements, and, if thought fit, to confirm any such contract or agreement which may have been or may be entered into.

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

To alter, amend, enlarge, or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions or some of the provisions of the Barnet District Gas and Water Act, 1872, and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby given, that on or before the thirtieth day of November, 1882, plans and sections of the waterworks proposed to be authorised by the Bill, showing the situation and levels thereof, such plans also showing the lands intended to be compulsorily taken for the purposes of such works; and plans of the lands intended to be acquired compulsorily for gasworks, with a book of reference to such plans respectively, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Hertford, at his office at St. Alban's, in that county; and, on or before the same day, a copy of so much of the plans and sections, with a book of reference thereto, as relates to each parish or extra-parochial place in or through which the intended works are to be made, or in which any lands which are intended to be taken compulsorily are situate, and a copy of this Notice, will be deposited for public inspection with the

parish clerk of such parish, at his residence, and, in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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

Dated this 10th day of November, 1882.

Charles A. Bannister, 70, Basinghall-street, E.C., Solicitor.

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

In Parliament.—Session 1883.

Southwark and Vauxhall Water Company.

(Extension of Limits; Confirmation of Agreements, Acts, Matters, and Things in connection with Supply of Water; Provisions as to Levying of Rates, Conferring of further and Additional Powers, Exemption from Rates, Making, Maintaining, Removing Mains, Pipes, Wells, Pumping Stations, and other Works and Conveniences, Breaking-up of Roads, Streets, &c.; Purchase and Leasing of Lands, Waters, Easements, &c., by Agreement; Regulations as to Fittings, &c., and other Regulations for Prevention of Waste and Imposition of Penalties; Supply of Water in Bulk or otherwise to Sanitary Authorities, &c.; Agreements and Confirmation of Agreements between the Company and the Company of Proprietors of Lambeth Waterworks, and between the Company and the Surveyors of Highways of the Parish of Putney, or the Wandsworth District Board of Works, and between the Company and any Water Company or Persons having Mains and Pipes or supplying Water on the South Side of the River Thames, or some or one of them; Amalgamation and incidental dissolution of the Company, the Lambeth Waterworks Company, the Company of Proprietors of the West Middlesex Waterworks, or any two of those Companies; 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 Southwark and Vauxhall Water Company (hereinafter called the Company) for a Bill for all or some of the following among other purposes, that is to say:—

To extend the limits within which the Company are authorised to supply water, so as to include therein and enable the Company to supply water for all purposes to and within the parishes, townships, and places following, or some of them, or some part or parts thereof respectively (that is to say):—Wimbledon, Putney, Barnes, Mortlake, Roehampton, Sheen, East Sheen, Kew, Richmond, Petersham, and Ham, all in the county of Surrey; and to confirm, vary, or extinguish all agreements, acts, works, matters, and things which have been or may hereafter be entered into or done by the Company in connection with a supply of water by the Company, and any expenditure thereon or in connection therewith.

To authorise the Company within such extended limits of supply to demand, take, and levy rates, rents, and charges, for and in respect of the supply of water, and to enable the Company to have and exercise all or some of the powers and authorities already conferred upon them in reference to or in connection with such supply or otherwise, by the several Acts of Parliament relating to the Company now in force; and to confer other and additional powers, rights, and privileges; and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges respectively.

To authorise the Company upon any lands from time to time belonging to them to make, maintain, renew, and remove mains, pipes, conduits, channels, adits, wells, pumping stations, engines, and other works and conveniences for obtaining, collecting, filtering, storing, and distributing water, and to confirm and sanction any such works, or conveniences as last aforesaid already laid, constructed, or provided, and any acts, matters, or things done by the Company for or in connection with the supply of water within their existing and extended limits of supply, and any expenditure thereon or connected therewith.

To authorise the Company to lay down, maintain, take up, alter, and repair mains, pipes, culverts, and other works for the distribution of water within their existing and extended limits of supply, and for that purpose and for other purposes of the Bill from time to time to open or break up, alter, divert, or stop up, temporarily or permanently, any turnpike and other roads, streets, highways, footpaths, bridges, canals, towing-paths, streams, watercourses, sewers, drains, railways, and tramways.

To authorise the Company by agreement to purchase, take, and hold, and to take leases or grants of lands, rights, and easements in or over lands, houses, springs, streams, waters, and other hereditaments, and to confirm and give effect to any such purchase already made or agreed to be made by the Company, and the Bill will or may extinguish any rights or privileges in, over, or affecting any such lands, springs, streams, waters, or other hereditaments.

To authorise the Company to make and enforce or to confirm and enact further provisions and regulations for the prevention of waste by the users and consumers of the water supplied by the Company, and for requiring the owners, lessees, and occupiers of houses and premises within the Company's existing and extended limits of supply, to make, erect, and provide all such cisterns, pipes, valves, and other fittings and conveniences, and to do all such other acts and things as may be necessary in relation thereto, and to extend the powers of the Company, their officers, workmen, and servants, in relation to the entry upon, and inspection of houses and premises.

To authorise the Company to enter into contracts and agreements with any sanitary or other local authorities, corporations, vestries, bodies, or persons, for the supply of water in bulk, or otherwise.

To confirm and render binding upon the parties thereto, and all other persons and bodies affected thereby, or otherwise to vary and alter, as may be found desirable, agreements between the Company and the Lambeth Waterworks Company, and between the Company and the Surveyors of Highways of the parish of Putney, or the Wandsworth District Board of Works, or some or one of them, and to make such provisions as may be found necessary or expedient for carrying out and enforcing such agreements, or if it shall be considered desirable and expedient so to do, to authorise the parties to such agreements respectively to enter into and make other agreements.

To authorise the Company, the Lambeth Waterworks Company, the Company of Proprietors of the West Middlesex Waterworks Company, or any two of such Companies, to amalgamate their undertakings (and incidentally to make provision for the dissolution of any Company so amalgamated), upon such terms as may be agreed upon between them, and if Parliament shall so think fit, to authorise any two or more of the amalgamating Companies to enter into any agreement or agreements, not only inter se but also with any other Water Company or persons having

mains and pipes or supplying water on the south side of the River Thames, in relation to any of the objects of the Bill, and to confirm all or any such agreements as may have been, or may be entered into prior to the passing of the Bill.

To authorise the Company to apply their corporate funds and revenues for all or any of the purposes of the Bill.

To vary or extinguish all rights and privileges inconsistent with, or that may in any way interfere with any of the objects of the Bill, and to confer other rights and privileges.

To incorporate, extend, and make applicable to the purposes of the Bill, all or some of the powers and provisions of "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869," except the provisions of those Acts with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Promoters of the undertaking, and "The Waterworks Clauses Acts, 1847 and 1863;" and all other Acts amending or extending those Acts or any of the provisions thereof.

To alter, amend, and repeal so far as may be necessary or expedient for any of the purposes of the Bill, all or some of the provisions of the several Acts following, or some of them, that is to say:— "The Southwark and Vauxhall Water Act, 1852," and all other Acts relating to the Company; 46 Geo. III, cap. 119, and all other Acts relating to the Company of Proprietors of the West Middlesex Waterworks; 11 and 12 Vic., cap. 7, and all other Acts relating to the Lambeth Waterworks Company; The Act Local and Personal, 5 and 6 Wm. IV., cap. 81; and also any other local and personal Acts which it may be necessary to alter, amend, or repeal for any of the purposes of the Bill; and the Bill will further alter and, if need be, repeal "The Metropolis Water Act, 1852," and "The Metropolis Water Act, 1871," or certain parts of those respective Acts.

Printed copies of the Bill will, on or before the 21st day of December, 1882, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1882.

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

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

In Parliament—Session 1883.

Thames Navigation.

(Regulation and Control of Traffic upon River Thames; to Provide for Payment of Damages; Enlargement or Alteration of Powers of the Conservators of the River Thames; to Repeal, Vary, or Extinguish Rights and Privileges, and to confer other Rights and Privileges; Bye-laws; Power to Levy Tolls, Rates, Duties, and Charges; Amendment of Acts, and other purposes.)

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

1. To make better provision for the regulation and control of the traffic on the River Thames, and for the erection and placement of works and conveniences upon the banks, shores, bed, and waters of the River Thames, and in such other places as may be necessary or expedient for the prevention of accidents and the preservation of lives and property upon the said river, and power will also be taken to prevent the use of lights or other things calculated to mislead or interfere with the safe navigation of vessels and other

craft upon the said river, and to compel the owners and occupiers of manufactories, mills, and other works near the river, to take such steps as may be necessary for preventing the emission of smoke and noxious vapours from such manufactories, mills, and works, and to impose penalties on, and subject offenders to damages, and to provide for the recovery of damages and expenses, and particularly in connection with the removal of wrecks and other obstructions, and for the imposition and recovery of penalties.

2. To license, register, regulate, and control steam and other vessels, wherries, barges, and boats of every description upon the said river, or any part thereof, and to limit the number of passengers or persons permitted to be upon the same, and to regulate their conduct, and also to limit the quantity of merchandise and things to be carried in such vessels, wherries, barges, and boats; and also to limit and define the powers and duties of the crews, bargemen, wherry-men, lightermen, and other persons in charge of or employed upon any such steam or other vessel, wherry, barge, or boat, and to repeal or alter existing rules, regulations, and privileges, and to provide for the enforcement and recovery of special damages and costs in certain cases.

3. To control and regulate the speed of steam vessels, steam tugs, and steam launches on the said river, and to compel the owners of sailing vessels and barges to employ or use steam tugs upon the said river, or any part thereof, and if Parliament should so determine, to prohibit or limit to certain hours the use of steam tugs and steam launches on the said river, or any part thereof.

4. To empower and require the Metropolitan Police, and the City Police respectively, to assist and co-operate with the officers and servants of the Conservators to enforce the bye-laws, rules, and regulations from time to time in force upon the said river, and the several piers and landing places thereon, and to enable the Conservators to pay or contribute towards the necessary expenses incident thereto, and towards the general purposes of the intended Act, and if need be, to borrow money for such purposes.

5. To give Metropolitan Police Magistrates and County Justices jurisdiction over offences committed upon the said river, and to enable such Magistrates and Justices to hear and determine any cases arising under the intended Act, or any other Act relating to the said river, and to alter or repeal the whole or any part of any Act which enables any company, body, or person to hear and determine such cases, and generally to provide for the administration of justice in connection with the said river, and if need be, to repeal, alter, and amend "The Watermen's and Lightermen's Amendment Act, 1859."

6. To repeal, alter, and enlarge, all or any of the powers and provisions of the Acts relating to the Conservators of the River Thames—viz., "The Thames Conservancy Act, 1857;" "The Thames Conservancy Act, 1864;" "The Thames Navigation Act, 1866;" "The Thames Conservancy Act, 1867;" "The Thames Navigation Act, 1870;" and "The Thames Conservancy Act, 1878," and all other Acts relating to the conservators, and particularly the several provisions of the said Acts which relate to notices to discontinue the discharge of sewage and other offensive matter into the said river, and also with reference to the discharge of sewage into the River Thames and the tributaries thereof.

7. To enable the Conservators, their officers and servants, to enter upon lands and other property, to inspect drains, sewage, and other works, and to compel the owners of any such drains and

works to furnish such plans and give such information as the Conservators may require, and otherwise to enable them to perform the duties imposed upon them by Parliament in connection with the purification of the waters of the rivers and of the tributaries thereof, and also to enable them to increase and recover penalties and damages accruing under the intending Act, and any existing Act.

8. To enable the Conservators to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to create exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

9. To alter and simplify the mode of electing the Conservators, and to enlarge, alter, and better define their powers and duties, and to provide for the remuneration of the deputy-chairman, by salary or otherwise, as shall be defined in the said Bill, and for altering and defining the fees or allowances to be paid to the Conservators.

10. And notice is hereby further given, that in the event of the Bill being introduced upon petition, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

By order.

Dated this 11th day of November, 1882.

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

In Parliament.—Session 1883.

Portsmouth Corporation.

(Creation of Consolidated Stock, Conversion of Existing Loans and Debts into Stock. Provisions with reference thereto. Appointment of Officer to inquire into origin of Fires. Regulations as to Streets and Buildings. Notices of Infectious Diseases and Provisions with regard thereto. Regulation of Bathing. Making of By-Laws and imposition of penalties. Money powers. 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 Mayor, Aldermen, and Burgesses of the Borough of Portsmouth (hereinafter called the Corporation) for an Act to effect the purposes and to confer the powers and privileges following, or some of them, that is to say—

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

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

To authorise the investment of trust funds in the consolidated stock or annuities and other securities of the Corporation, and to exempt the Corporation from liability in respect of notice of

any trust affecting money advanced to them or affecting such stock, annuities, or other securities.

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

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

To authorise the Corporation to appoint such person or persons as they may think fit to hold a public inquiry, with power to take evidence on oath into the origin or cause of any fire or fires which has or have occurred or may occur within the borough, and to make provision for the payment of such person and of any witnesses who may be summoned at such inquiry, and of any other expenses connected with such inquiry.

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

The removal of projections over thoroughfares and land open to the access of the public, defining the line of any present or new street or streets, and any new or other buildings abutting on streets, the approval of plans of streets and buildings by the Corporation, and the building according to such plans, the levels and construction of streets and sewers, and the connection with and inspection of sewers, the construction of buildings in new streets, the level of ground floors, the paving and draining of yards, the height of habitable rooms, the occupation of new houses, provision for affording sufficient ingress and egress to and from public buildings, and to secure the observance of all or any of such provisions by penalties and otherwise, and to make by-laws with regard thereto.

To empower the Corporation to regulate bathing within and near to the borough, and to define the limits within which such bathing shall be allowed, and also to prescribe the hours for such bathing, and to make and enforce by-laws and penalties with relation thereto.

To provide for the giving of notice to the Corporation of persons suffering from infectious or other diseases, and of certificates or declarations by medical practitioners attending such persons, and to empower the Corporation to remunerate any such medical practitioner for his services.

To authorise the Corporation for all, or any of, the purposes of the intended Act, to levy rates, rents, duties, and charges; to vary existing rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from the payments of rates, rents, duties, and charges; and to raise money by the creation and issue of Corporation Stock, or otherwise, and to grant charges or annuities, or other annual sums, and to borrow money on mortgages or debentures, or debenture stock, redeemable or irredeemable, and to charge all or any lands and property of the Corporation, and also the borough rate and borough fund of the borough, and the district fund and general district rates of the Corporation, acting as the Urban Sanitary Authority, any or either of them, and all other the estates, rates, revenues, and property of the Corporation, or any of them, or any part or parts thereof respectively, with, and as security for, all or any part of such Corporation Stock, charges, annuities, or annual sums of money, or money to be borrowed on mortgage or debentures or debenture stock.

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

To incorporate, with alterations and amendments, or to apply, amend, or alter all or some one of the provisions of the several Acts of Parliament following, or some of them, that is to say:—The Municipal Corporation Act, 1882. The Public Health Act, 1875. The Towns Improvement Clauses Act, 1847. The Towns Police Clauses Act, 1847. The Local Loans Act, 1875, and all Acts amending the said Acts respectively, or any of them; and to amend, alter, or repeal the provisions, or some of the provisions, of the following Acts, viz.:—6 and 7 Vic., cap. 35; 10 and 11 Vic., cap. 257; 20 and 21 Vic., cap. 37; 27 and 28 Vic., cap. 83 (public); 32 and 33 Vic., cap. 124; 40 and 41 Vic., cap. 132; and all other Acts, whether public or local and personal, relating to or in any way affecting the Corporation or the borough.

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

Dated this 15th day of November, 1882.

Alexander Hellard, Town Clerk, Portsmouth, Solicitor for the Bill.

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

In Parliament.—Session 1883.

Lambeth Water Works.

(Purchase of Lands Compulsorily and by Agreement; Application of authorized Capital; Additional Capital; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Company of Proprietors of Lambeth Water Works (hereinafter called "the Company"), for leave to bring in a Bill for the following or some of the following among other purposes (that is to say):—

1. To enable the Company to acquire compulsorily or by agreement the following lands:—

1. Certain lands, buildings, and property, situate in the parish of St. Mary, Lambeth, in the county of Surrey, lying between the west side of Brixton-rise and the lands and works of the Company, and situate south of the road leading from Brixton-rise to those works.

2. Certain land in the parish of Croydon, in the county of Surrey, at Crown-hill, Upper Norwood, belonging to the Trustees of the Whitgift Charity, and bounded partly by lands of the Company, and partly by other lands of the said Trustees.

2. To enable the Company to acquire by agreement or take on lease or otherwise for the purposes of the Bill and of their undertaking generally, lands, hereditaments, and property, and to retain and hold or to let, sell, or dispose of any lands they may not for the time being require for the purposes of their undertaking.

3. To enable the Company, on any lands for the time being belonging to them, to lay down conduits, mains, and pipes, and construct and maintain reservoirs, tanks, engines, and other works, and sink wells and supply water therefrom, and otherwise use any such lands for the general purposes and convenience of the Company.

4. To enable the Company to apply to the purposes of the Bill their existing funds and any

moneys they are still authorized to raise, and for those purposes and for the general purposes of their undertaking to raise additional capital by shares or stock, and with or without a preference or guaranteed dividend, or by borrowing on mortgage, or by the creation and issue of debenture stock, or by all or any of such means.

5. The Bill will vary or alter and extinguish all existing rights and privileges which may interfere with its objects, and confer other rights and privileges.

6. The Bill will incorporate with itself, subject to any alteration or variation which may be deemed expedient, the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Water Works Clauses Acts, 1847 and 1863," or some of the said Acts or some parts of such Acts respectively.

7. To alter, amend, repeal, vary, or enlarge so far as may be deemed necessary or expedient for effecting the objects and purposes of the said Bill the provisions of the following local and personal Acts of Parliament, or some of them, relating to the Company, viz.:—"The Lambeth Water Works Act, 1848," "The Lambeth Water Works Act, 1856," "The Lambeth Water Works Act, 1869," and "The Lambeth Water Works Act, 1871," and any other Acts relating directly or indirectly to the Company.

8. 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, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Newington-causeway, in the said county; and that on or before the 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 which any lands to be taken compulsorily under the powers of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows, that is to say: As regards the parish of Croydon with the parish clerk of that parish, at his residence, and as regards the parish of St. Mary, Lambeth, with the vestry clerk of that parish at his office at the Vestry Hall, Kennington Green, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

9. 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, 1882.

Bell, Steward, and Steward, 49, Lincoln's-inn-fields, Solicitors for the Bill.

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

Board of Trade—Session 1883.

Newmarket Waterworks.

Provisional Order.

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

NOTICE is hereby given, that application is intended to be made to the Board of Trade, pursuant to "The Gas and Waterworks

Facilities Act, 1870," for a Provisional Order for effecting the purposes or some of the purposes following, that is to say:—

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

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

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

A reservoir, situate in the parish of Cheveley, in or about the centre of the plantation on Warren-hill, belonging to His Grace the Duke of Rutland, and occupied by the Stewards of the Jockey Club, which plantation is on the south side of and immediately adjoining the road from Newmarket to Moulton, and about 7 furlongs measuring along the said road east of the point where the said road joins the main road from Newmarket to Kirtling.

An aqueduct, conduit, or line of pipes (No. 1) commencing in the said parish of Wood Ditton, at the said well and pumping station aforesaid, passing thence in a northerly direction to a point in the road from Kirtling to Newmarket, 13 chains or thereabouts from the point of junction of the road from Newmarket to Cheveley, with the said road from Kirtling to Newmarket, thence in a north-westerly direction along the said road from Kirtling to Newmarket, and terminating in the parish of Newmarket All Saints, at the point where the said road from Kirtling to Newmarket joins the road from Newmarket to Moulton.

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

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

To authorise the undertakers in the parishes aforesaid, or any of them, to cross, divert, alter,

or stop up, whether temporarily or permanently, all turnpike and other roads, highways, streets, pipes, sewers, rivers, streams, bridges, railways, and tramways.

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

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

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

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

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

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

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

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

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the Draft Provisional Order will be deposited at the offices of the undersigned, where such copies when deposited, and also copies of the Provisional Order when made will be ob-

tainable by all persons applying for the same, at the price of one shilling each.

All persons wishing to make any representations to the Board of Trade, or to bring before them any objection respecting the proposed application for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January now next ensuing, and such persons must at the same time send copies of their objections to the undertakers, at the offices of the undersigned, and in forwarding to the Board of Trade such objections, such persons must state that a copy of the same has been sent to the undertakers or their agents.

Dated this 10th day of November, 1882.

J. Neal York, Newmarket, Solicitor.

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

In Parliament.—Session 1883.

Regency Square, Brighton.

(Preservation and Management of Lawn in middle of Square, and of Roads, Pathways, Fences, Railings, &c.; Acquisition (by compulsion, if necessary) and Vesting of same in the Mayor for time being of Brighton, or other person or persons; Perpetuation of Covenants entered into by Deeds, and for terms of years only by Owners of the sixty-two Houses in and adjacent to the Square with Joshua Flesher Hanson (since deceased); Alteration, Varying, or Changing of those Covenants, and Enactment of Rights, Privileges, Duties, Liabilities, and Obligations of a similar or of a dissimilar character, and also, if need be, of New and Additional Rights, Privileges, Duties, Liabilities, and Obligations; Incorporation of Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and other purposes.)

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

To continue and make perpetual the covenants, stipulations, and agreements entered into by deeds for terms of years only by the several owners of the sixty-two houses in or adjacent to Regency Square, in the parish of Brighton, in the county of Sussex, with Joshua Flesher Hanson (since deceased), for maintaining those houses in their original state of uniformity; for periodical painting of the exteriors thereof; for maintaining the lawn, walks, borders, walls, fences, and railings; for raising, levying, and expending contributions towards the expenses of management; for election and appointment of a committee of management, with powers of levying rates, &c., and other incidental provisions and stipulations mentioned and set forth in the deeds of covenant aforesaid.

To alter, vary, or change such covenants, or any of them, and make additions thereto, and to make such other enactments as may be found necessary or expedient, or as may be defined by the Bill, for the better management, government, and preservation of the said Square and its appurtenances.

To purchase and acquire by agreement and, if necessary, by compulsion, the freehold and inheritance now vested in the legal representative of the said Joshua Flesher Hanson of the lawn, walks, borders, walls, fences, railings, and appurtenances of Regency-square, in the parish of Brighton, in the county of Sussex aforesaid, in the Mayor for the time being of the borough of Brighton as a Corporation sole, or in some other Corporation, Committee,

persons or person, for the use and enjoyment of the owners and occupiers of houses in and adjacent to the square, with, under and subject to the same or the like rights and privileges as were vested in or held or enjoyed by the said Joshua Flesher Hanson.

The Bill will or may confer upon the Mayor of Brighton, or upon such other Corporation, Committee, persons or person as aforesaid all such powers, authorities, rights, and privileges as may be found necessary or expedient for any of the objects or purposes of the Bill, and will or may vary or extinguish all rights and privileges inconsistent with, or that may in any manner interfere with any of the objects of the Bill, and will or may confer other rights and privileges.

To incorporate, extend, and make applicable to the purposes of the Bill all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

And Notice is hereby also given that a plan in duplicate of the lands proposed to be taken or affected under the powers of the Bill, together with a book of reference to such plan, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, and 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 Sussex, at his office at Lewes, and a copy of such plan, book of reference, and notice will, on or before the same day, be deposited with the Parish Clerk of the parish of Brighton at his residence.

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

Dated this 10th day of November, 1882.

Clarke and Howlett, Brighton. Solicitors for the Bill.

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

In Parliament.—Session 1883.

River Thames.

(Abolition of Special Pilotage and other Rights and Privileges; Enlargement or Alteration of Powers of the Conservators of the River Thames; the Corporation of the Trinity House of Deptford Strond; and of the Master, Wardens, and Commonalty of Watermen and Lightermen of the River Thames; to repeal, vary, or extinguish Rights and Privileges, and to confer other Rights and Privileges; By-laws; Power to levy Tolls, Rates, Duties and Charges; and to repeal and create exemptions from the payment of Tolls, Rates, and Charges; Amendment of Acts, and other Purposes.)

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

1. To repeal, alter, or enlarge the powers and provisions of the several Acts now in force upon or relating to the River Thames with respect to the compulsory employment of pilots, watermen, and lightermen, and to make the owners of all vessels, barges, and boats of every description liable for any acts and trespasses committed by them or their officers and servants, and for the breach of any bye-laws, rules, and regulations from time to time in force upon the said river; and to authorise the granting of licenses to the owners of vessels and other craft navigating the River Thames.

2. To repeal, alter, or enlarge any of the provisions of the Merchant Shipping Acts, 1854 to 1876, so far as the same are applicable to the River Thames, and to the powers thereby given to the Board of Trade in respect of such navigation.

3. To repeal, alter, or enlarge all or any of the powers and provisions of the Acts relating to the Corporation of the Trinity House of Deptford Strond, so far as they relate to the River Thames.

4. To repeal, alter, or enlarge all or any of the powers and provisions of the following Acts so far as they relate to the River Thames,—viz., 16 and 17 Vict., cap. 129; 17 and 18 Vict., cap. 104; and 25 and 26 Vict., cap. 63; and any other Act or Acts now in force with respect to pilots and pilotage upon the River Thames, and to repeal, alter, or enlarge all or any of the rights and privileges of pilots and others employed upon the said river, and to make rules and regulations for the guidance of pilots and others navigating vessels, barges, and boats upon the said river.

5. To repeal, alter, or enlarge all or any of the powers and provisions of the following Acts relating to the Master, Wardens and Commonalty of Watermen and Lightermen of the River Thames (in this notice called the Watermen's Company), viz.: 8 and 9 Vict., cap. 78; and "The Watermen's and Lightermen's Amendment Act, 1859," and all other Acts, charters, grants, bye-laws, rules, and regulations relating to the Watermen's Company, and so far as may be necessary to vary or extinguish all or any of the rights of ferry, and other rights and privileges in, over, or upon, or in any way connected with the said River Thames and the Watermen's Company.

6. To repeal, alter, or enlarge all or any of the powers and provisions of the Acts relating to the Conservators of the River Thames, viz. "The Thames Conservancy Act, 1857;" "The Thames Conservancy Act, 1864;" "The Thames Navigation Act, 1866;" "The Thames Conservancy Act, 1867;" "The Thames Navigation Act, 1870;" and "The Thames Conservancy Act, 1878;" and all other Acts relating to the Conservators.

7. To give Metropolitan Police Magistrates and County Justices jurisdiction over offences committed upon the said river, and to enable such Magistrates and Justices to hear and determine any cases arising under the intended Act, or any other Act relating to the said river, and to alter or repeal the whole or any part of any Act which enables any company, body, or person to hear and determine such cases, and generally to provide for the administration of justice in connection with the said river.

8. To transfer the powers and privileges possessed by any of the said bodies with respect to the navigation or user of the River Thames to any other or others of such bodies, or to some other body or persons to be named in the said Bill, and to enable such body or persons to carry into effect the said intended Act; and to make contracts and arrangements with one another for the above purposes.

9. To enable Her Majesty's Government, the Conservators of the River Thames, and the Corporation of the Trinity House of Deptford Strond, the Waterman's Company, or either of them, or such other body or persons as may be authorised to carry out the powers and provisions of the intended Act, to respectively make, repeal, and amend by-laws, rules, and regulations, and to levy tolls, rates, duties, and charges for or in respect of works and conveniences used upon or in connection with the navigation of the said river, and for the improvement and general management thereof, and to empower the Con-

servators to increase or reduce all or any of the tolls, rates, duties, and charges leviable under any of the provisions of the above-mentioned Acts or any or either of them, and to alter or repeal any existing exemptions from the payment of tolls, rates, duties, and charges, and to confer other exemptions in connection therewith, and to levy tolls, rates, and charges in respect of barges, boats, and other vessels at present exempt from the payment thereof, and confer, vary, or extinguish other rights and privileges.

10. And notice is hereby given, that in the event of the Bill being introduced upon Petition, printed copies of such Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

By Order.

Dated this 11th day of November, 1882.

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

Board of Trade—Session 1883.

Furness Railway Company.

(Additional Share and Loan Capital.)

NOTICE is hereby given, that the Furness Railway Company (hereinafter called "the Company") have, under and in pursuance of "The Railway Companies (Powers) Act, 1864," and "The Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870," applied to the Board of Trade for a Certificate for the following or some of the following purposes (that is to say):—

To authorise the Company 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 preference dividend or other rights or privileges attached thereto, and by borrowing and by the creation of debenture stock, or by any or either of such means, at the option of the Company, and upon such terms and conditions as may be prescribed in such Certificate.

To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Certificate, all or some of the provisions of the local and personal Act 18 and 19 Vic., cap. 173, and all other Acts relating to or affecting the Company, and to vary and extinguish all existing rights or privileges which would or might in any way interfere with the raising of such additional capital, or the carrying of the objects of the said Certificate into complete and full effect.

And notice is hereby further given, that copies of the proposed Draft Certificate can be obtained at the offices of the undersigned on payment of sixpence for each copy.

All persons desirous of making to the Board of Trade any representation, or bringing before that Board any objections respecting the application for the said Certificate, may do so by letter addressed to the Secretary of the said Board, on or before the 1st day of January next; and

After the Board of Trade have settled the said Certificate, copies thereof can be obtained at the offices of the undersigned, at the price of sixpence for each copy, or at such other price as the Board of Trade may direct.

Dated this 16th day of November, 1882.

Currey, Holland, and Currey, 14, Great George-Street, Westminster, Solicitors.
John Charles Ball, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1883.

Godalming Borough Extension.

(Extension of Municipal Borough; Extension of Jurisdictions, &c.; Style of Corporation; Tolls, Rates, and Assessments; New or Altered Wards; Increase or Alteration of Number of Aldermen and Councillors; Provisions as to Election and Retirement of Mayor, Aldermen, and Councillors; Plan of Extended Borough, and Transfer of Powers, Privileges, Duties, Liabilities, and Property to Corporation; Provisions for Payment of Moneys borrowed by Corporation; Compensation by Corporation to Officers; Costs of Bill; Application of Funds by, and Borrowing Powers of, Corporation; Provisions as to Godalming Main Sewerage District, and Abolition of Joint Board constituted therefor; Transfer of Powers to Corporation, &c.; Amendment of Acts and Charters; Incorporation and Application of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Mayor, Aldermen, and Burgesses of the borough of Godalming, in the county of Surrey (in this notice called the Corporation), for leave to bring in a Bill for the following, or some of the following, objects, powers, and purposes (that is to say):—

1. To alter, extend, and enlarge for municipal, sanitary, local government, educational, and all other purposes, the boundary of the municipal borough of Godalming, in the county of Surrey (in this notice called the "existing borough"), and to include in and incorporate within the borough, as proposed to be extended,—

1. The existing municipal borough;
2. That part of the rural sanitary district of the Guildford Union, in the county of Surrey, which comprises the contributory places of Farncombe, Charterhouse, and Crownpits, in the parish of Godalming, in the county of Surrey

and which part of the said rural sanitary district of the Guildford Union is in this notice referred to as the "added district."

2. To detach and sever the added district from the district and jurisdiction of the rural sanitary authority of the Guildford Union, and of any other sanitary, educational, or other authority now exercising any jurisdiction or authority within the added district, and to exempt the added district from the payment of all county, highway, police, educational, and other rates whatsoever, now levied or leviable within the added district, and to provide for the repair and maintenance of the roads, streets, and highways therein.

3. To extend and apply throughout the municipal borough as proposed to be extended (in this notice called the extended borough) all the jurisdiction, rights, powers, privileges, immunities, authorities, duties, and liabilities of the Corporation, in their several capacities of a municipal corporation, local board, and urban sanitary authority, and of the Corporation acting in execution of the Municipal Corporations Act, the Public Health Acts, and the Acts for the time being affecting the Corporation as a municipal body and a sanitary authority respectively, and of any charter or charters, and otherwise, and of the officers and servants of the Corporation, in their respective official capacities, with such exceptions, modifications, amendments, or alterations as may be deemed expedient, or as the Bill may provide or Parliament may prescribe.

4. To confirm the existing style of the Corporation, or to alter and vary the style of the Corporation, and to enable the Corporation to

use their existing seal and armorial bearings, or any other seal and armorial bearings for the extended borough.

5. To extend and apply throughout the extended borough the jurisdiction, powers, rights, privileges, immunities, authorities, duties, and liabilities of the magistrates, justices of the peace, constables, and other officers of the existing borough, and to abolish and exclude all other justices, magistrates, constables, and other officers, from the exercise of any jurisdiction, powers, rights, privileges, duties, or authorities in the extended borough.

6. To extend to and make applicable within the extended borough all laws, charters, enactments, acts, deeds, orders, bye-laws, and regulations in force within or applicable to the existing borough, with such variations, modifications, and exceptions as the Bill may provide or Parliament prescribe; also, if thought necessary or desirable, to extend to and confer upon owners of property, occupiers, and residents within the extended borough, all such rights of voting, except for the election of members to serve in Parliament, and other franchises, rights, and privileges as are now vested in or enjoyed by the owners of property, occupiers, and residents within the existing borough, and the benefits and privileges of all charities and trusts now enjoyed by owners of property, occupiers, and residents within the existing borough.

7. To authorise the Corporation to make, levy, collect, and recover, tolls, rates, dues, duties, assessments, fees, and payments, and to alter and extend those now leviable, for all or any of the purposes of the Corporation and of the Bill within the extended borough, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, dues, duties, assessments, fees, or other payments.

8. To create new districts for special purposes to be defined in the Bill, and to create a new ward or wards out of the added district, or to divide the whole of the extended borough into new wards, or to make provision for the number, names, and boundaries of the wards being fixed and determined by the Local Government Board, and to make such other provisions with respect to the wards in the extended borough as the Bill may define or Parliament prescribe.

9. To increase or alter the number of aldermen and councillors of the existing borough or of the aldermen or of the councillors only, and to define the number to be returned by and for each ward, to fix and determine the wards which the aldermen and councillors shall represent, and to make provision for the qualification, election, and retirement of the mayor, aldermen, and councillors of the extended borough, and the election of auditors and revising and other assessors, and to make provision, so far as may be necessary or expedient, with respect to the preparation and revision of the burgess lists, and generally to make all such provisions as may be necessary or expedient for the representation of the several wards of the extended borough, and such other arrangements and provisions as may be necessary or incidental to all or any of the purposes aforesaid, or as the Bill may define or Parliament prescribe.

10. To make provision for the deposit of plans of the extended borough and of the wards into which it will or may be divided, and of other districts within the extended borough, or any or either of them, and to make certified copies of or extracts from such plans, evidence in all courts of justice and for all purposes. To authorise and fix the charges to be made for inspection copies of, or extracts from such plans.

11. To exempt the lands, houses, heredita-

ments, and property within the added district from all police, sewer, drainage, highway, educational, and other rates, tolls, duties, and assessments, now levied or leviable therein, and from rates to be made by the justices of the peace for the county of Surrey, and the improvement commissioners, local or sanitary authority, highway board, or school board within the added district, or any of them, and to restrain the justices of the peace and magistrates of the county of Surrey, and any sanitary authority, local board, highway board or authority, school board or school authority, and any other existing authority or person now having any jurisdiction in or over the added district or any part thereof, from making, levying, or collecting any rates, tolls, duties, or assessments in the added district, and to make all requisite provisions as to the making, levying, collection, and apportionment thereof, and such other provisions with reference to the several matters aforesaid as the Bill may contain or Parliament sanction.

12. To vest in the Corporation for the benefit of the extended borough, all lands, estates and property, rights, powers, and privileges vested in or belonging to the Corporation, for the benefit of the existing borough, but subject to all debts and liabilities affecting the same, and with such exceptions or qualifications, and on such conditions (if any) as may be thought expedient, and generally to make any provisions necessary or expedient for adjusting any rights and liabilities as between the existing borough and the added district, or any part thereof, and to provide if need be for the satisfaction or apportionment of all debts, liabilities, and obligations of any county, highway, local, or sanitary authority having jurisdiction or authority within any part of the added district, and to make such other provisions with respect to these matters, or any of them, as the Bill will define.

13. To make provision for the repayment of the moneys borrowed and now due and owing by the Corporation, or some part thereof, out of rates to be levied within the existing borough, and to authorise the Corporation to make, levy, collect, and recover special rates and assessments within the existing borough for paying off such moneys, and to make such provisions with reference thereto as may be contained in the Bill or as Parliament may think suitable.

14. To alter or amend the constitution of the school attendance committee of the borough and of any school board school attendance committee or authority in the added district, or to dissolve those school boards or school attendance committees or authorities or either of them, and to transfer all or some of the rights, duties, liabilities, and property of such school boards or school attendance committees or school authorities, or of any of them, to the Corporation, and to provide that the Corporation or the school board or school attendance committee or school authority of the existing borough shall be the school board or school attendance committee or school authority for the extended borough, or that a new school board or new attendance committee shall be elected for the extended borough, and to transfer all or some of the powers, rights, duties, liabilities, and property of the said school boards or school attendance committees or school authorities, or of any of them, to the Corporation or the school board or school attendance committee or school authority for the extended borough, and to confer on the Corporation all requisite powers with reference to schools within the extended borough.

15. To empower the Council of the extended borough to appoint out of their own number such

and so many committees as they think fit for the execution of any of the purposes of the Bill, and to delegate to such committees any of the powers of the Corporation requisite for those purposes.

16. To empower the Corporation to sell, exchange, lease, and let any buildings, lands, or other property to be transferred to them by the Bill or from time to time acquired by or belonging to them.

17. To authorise the Corporation to arrange for the retirement of any officer, and to make compensation to any person or persons who may sustain loss of office or emoluments by reason of the extension of the borough or by reason of any of the provisions of the Bill.

18. To make provision for and as to the management, repair, and maintenance of any public bridges, roads, and highways within the extended borough or within the added district.

19. To alter, amend, and extend, or to repeal, all or some of the powers and provisions of the Local Government Boards Provisional Orders Confirmation (No. 5) Act, 1882, and of the Godalming Order thereby confirmed, and to abolish or alter the united district thereby constituted, and to dissolve the joint board thereby constituted, and to transfer and make applicable to the Corporation, with or without modification, all or some of the powers and provisions of that Order, and to make such other provisions with reference to that Order and the carrying the same into execution as the Bill may define or Parliament prescribe.

20. To authorise the Corporation, for the purposes of the Bill and in payment of the costs of and incident to the preparing, applying for, promoting and passing the Bill into an Act, to apply their corporate funds, the borough fund and the borough rate, or any of them, or any other rates, tolls, dues, duties, assessments, or charges which they now are or hereafter may be authorised to levy, and all or any moneys which they now are or hereafter may be empowered to borrow or which they may be empowered to borrow under the Bill.

21. To empower the Corporation to borrow, for all or any of the purposes of the Bill, further moneys, on mortgage or otherwise, on security of the borough fund and borough rate, or any of them, or any other rates, tolls, dues, duties, assessments, or payments to arise and to be raised under the Bill, and of all or any lands, houses, or other property or revenue of the Corporation or under their control, and to empower the Corporation to raise moneys by the creation and issue of debenture stock or in such other manner as the Bill may define.

22. To empower the Corporation to defray out of the borough fund and borough rate all costs and expenses incurred or to be incurred by them in the execution of the Municipal Corporations Act, and all other costs and expenses chargeable on the borough fund or borough rate; to make special provisions for the division of the extended borough into districts for rating purposes; and for apportioning and levying of rates, and raising the costs and expenses to be incurred by them in the execution of the Municipal Corporations Act, and any other Act or Acts between and among such districts respectively.

23. To enable the Corporation to appropriate to all or any of the purposes of the Bill any lands vested in them, or which may be vested in them under the powers of the Bill, or from time to time acquired by or belonging to them.

24. To make all such other provisions and regulations as the Bill may define, or as may be necessary or expedient for effecting the proposed

extension of the borough, and for carrying into effect the purposes of the Bill.

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

26. To amend, alter, or repeal, or to incorporate or make applicable to the extended borough, with or without alteration or modification, all or some of the provisions of the following charters granted to the aldermen and burgesses or to the Corporation of Godalming:—A Charter granted by Her Majesty Queen Elizabeth, dated the 25th day of January, 1575, and confirmed in the 18th year of King Charles the Second, and certain ordinances made thereunder in the 18th year of King James the First, and to alter, vary, amend, extend or enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, all or some of the powers and provisions of the Acts of Parliament, local and personal, following (that is to say):—"The Local Government Board's Provisional Orders Confirmation (Godalming, &c.) Act, 1881," so far as it relates to the Borough of Godalming, and "The Local Government Board's Provisional Orders Confirmation (No. 5) Act, 1882," so far as it relates to the Godalming Order, and any other Acts relating to or affecting the Corporation.

On or before the 30th day of November instant, a map and a duplicate thereof, showing the present boundaries of the borough and the boundaries of the proposed extension, will be deposited for public inspection with the Town Clerk of the borough of Godalming, at his office at Godalming, and with the Clerk of the Rural Sanitary District of the Guildford Union at his office at Guildford.

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, 1882.

Hugh F. Day, Town Clerk, Godalming,
Solicitor for the Bill.

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

Board of Trade.—Session 1883

Truro Port and Harbour.—Provisional Order.
(Application to the Board of Trade by the Corporation of Truro for a Provisional Order, constituting the Corporation the Harbour Authority for the Port and Harbour of Truro, in the County of Cornwall; to define, improve, widen, and deepen the said Port and Harbour; to levy Tolls and alter existing Tolls; to make Bye-laws; Appointment of Harbour Masters, &c.; to raise Money; 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 Mayor, Aldermen, and Citizens of the city of Truro, in the county of Cornwall (hereinafter called "the Corporation"), for a Provisional Order, under "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:—

1. To constitute the Corporation the Harbour Authority for the Port and Harbour of Truro,

2. To define the Port and Harbour of Truro, in the county of Cornwall, as all those parts of the Truro Port and River (including all creeks therein) lying to the north and west of an imaginary line to be drawn from a point called Messick Point, in the parish of Saint Just-in-Roseland, in the said county of Cornwall, to a certain other point called Tarra Point, in the parish of Mylor,

in the said county; and to enable the Harbour Authority to improve, widen, and deepen the same, and the channels leading therefrom.

3. The works for the above purposes will be executed within the limits of the Port and Harbour, as defined by the proposed Order, and will be situate in the bed or on the foreshore of the Truro Port and River, and in the parishes of Saint Clement, Merther, Saint Michael Penkivel, Lamorran, Ruanlanyhorne, Philleigh, Saint Just-in-Roseland, Mylor, Perranarworthal, Feock, Kea, Kenwyn, and in the city of Truro, all in the county of Cornwall.

4. To authorise the Corporation to exercise the following powers or some of them (that is to say):—To levy tolls, rates, duties, and charges within the Port and Harbour of Truro, as defined by the proposed Order; to alter any of the existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges; to let on lease, or otherwise, any of their tolls, rates, duties, and charges; to make, alter, vary, and rescind bye-laws, rules, and regulations for the management, working, use, regulation, and protection of their Harbour Works and property, and the regulation and control of vessels, persons, animals, goods, and vehicles, using, frequenting, or resorting to the same, and the conduct of officers and servants of the Corporation; and to impose penalties for the breach or non-observance of any such bye-laws, rules, and regulations; and to appoint and remove harbour masters, pier masters, meter, weighers, pilots, and other officers and servants; and the Order will define the limits within which the powers of such harbour masters, pier masters, meter weighers, pilots, officers, and servants may be exercised.

5. To authorise the Corporation to apply to the purposes of the Order, or any of them, any funds, moneys, rates, or rents, now belonging to them, or which they have power to raise, and to raise additional funds for all or any of the purposes of the Order by borrowing on the security of the tolls, rates, and duties now leviable, or to be levied or created by, or to arise under, the powers of the Order, or by mortgage of the borough fund and borough rate, or by bond, or by way of annuity, or by debenture stock charged on the rates and revenues of the Corporation, or by all or any of the aforesaid means, and to make provision for the repayment of the sums borrowed or raised under the Order, and to define and declare the funds, revenues, and property liable to such debts and upon which the same shall attach or be charged.

6. To confer upon the Corporation all such powers, rights, authorities, and privileges, which are or may become necessary or expedient for carrying the powers of the Order into execution; to vary and extinguish all powers, rights, authorities, and privileges inconsistent with, or which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the Order; and to confer other rights, authorities and privileges.

7. To incorporate with the proposed Order, in whole or in part, The Harbours, Docks, and Piers Clauses Act, 1847; The Merchant Shipping Act, 1854; The Merchant Shipping Act Amendment Act, 1855; The Harbours and Passing Tolls, &c., Act, 1861; The General Pier and Harbour Act, 1861; and The General Pier and Harbour Act, 1861, Amendment Act; The Merchant Shipping Act Amendment Act, 1862; and The Merchant Shipping Act Amendment Act, 1873.

8. On or before the 30th day of November instant, proper plans and sections of the proposed works, and also a copy of this Notice, as

published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Cornwall, at his office at Bodmin, in the said county; and at the Custom House at the said city of Truro aforesaid, in the said county; and at the office of the Board of Trade, Whitehall, London.

9. On and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished to all persons applying for the same, at the price of one shilling each, at the undermentioned offices of the Town Clerk and Parliamentary Agents for the Corporation as undermentioned.

Dated this 15th day of November, 1882.

F. Hearle Cock, Town Clerk, Truro.

Levin, Gregory, and Anderson, 23, King-street, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1883.

Midland Railway.

(Additional Powers.)

(New Railways and other Works and Additional Lands in the counties of York (West Riding), Lancaster, Derby, Nottingham, Gloucester, Leicester, Northampton, Stafford, Bedford, Worcester, Glamorgan, and Middlesex; Superfluous Lands; Agreements between Company and Hull, Barnsley, and West Riding Junction Railway and Dock Company; Running Powers over Portion of last-named Company's Railways; Agreements between Company and Severn Bridge Railway Company; Maintenance and Re-construction by Company and Great Western Railway Company of Portion of Bristol Port Railway and Pier Company's Railway, and Agreements in relation thereto; Agreements between Company, Great Western Railway Company, and Halesowen Railway Company; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the Midland Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them, that is to say:—

To empower the Company to make and maintain the railways following, or some or one of them, with all proper approaches, stations, sidings, works, and conveniences connected therewith, that is to say:—

A railway (to be called "the Skipton and Ilkley Railway") situate wholly in the West Riding of the county of York, commencing in the township and parish of Skipton by a junction with the Company's main line of railway at a point thereon 18 chains or thereabouts, measured along that railway in a westerly direction from the centre of the booking office of the Skipton station thereon, and terminating in the township and parish of Ilkley by a junction with the Otley and Ilkley Joint Line of the Midland and North Eastern Railway Companies, at a point thereon 17 chains or thereabouts from the Ilkley terminus thereof, which said intended railway will pass from, in, through, or into, or be situate within the said several parishes, townships, extra-parochial, or other places following, or some of them, that is to say:—Skipton, Millholme, Embsay-with-Eastby, Embsay, Eastby, Skibeden, Halton East, Draughton, Bolton, Bolton Abbey, Bolton Bridge, Beamsley-in-Skipton, Beamsley-in-

Addingham, Beamsleys Both, Farfield, Addingham, Nesfield-with-Langbar, Nesfield, Langbar, Middleton, Nether Wood, Holling Hall and Ilkley, all in the West Riding of the county of York;

A railway (to be called "the Liverpool Commercial Road Deviation") commencing in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the county of Lancaster, by a junction with the North Liverpool Railway of the Cheshire Lines Committee, at a point thereon 14 chains or thereabouts, measured along that railway north of Boundary-street, and terminating in the township and parish of Liverpool, in the said county, in a piece of land belonging to the Company; and lying between the Leeds and Liverpool Canal and the East Lancashire Railway of the Lancashire and Yorkshire Railway Company, and south of Lightbody-street and the New Cut of the Leeds and Liverpool Canal, and to abandon the construction of the railway authorised by the "Midland Railway (Additional Powers) Act, 1881," and therein called the Liverpool Commercial Road Branch;

A railway (to be called the "Barrow Hill Curve") situate wholly in the township and parish of Staveley, in the county of Derby, commencing by a junction with the Company's railway from Derby to Leeds, at a point thereon 14½ chains or thereabouts, measured along that railway in an easterly direction, from the centre of the booking office of the Staveley station thereon, and terminating by a junction with the Company's Speedwell Branch Railway, at a point thereon 27½ chains or thereabouts, measured along that railway in a westerly direction, from the bridge carrying the last-mentioned railway over the river Rother;

A railway (to be called the "Tibshelf Curve") situate wholly in the township and parish of Tibshelf, in the county of Derby, commencing by a junction with the Company's Erewash Valley Railway, at a point thereon 1 chain or thereabouts north of the bridge carrying that railway over the Alfreton and Tibshelf turnpike road, and terminating by a junction with the Company's Tibshelf and Teversall Branch, at a point thereon 49 chains or thereabouts, measured along that branch in a south-westerly direction from the bridge carrying the aforesaid branch over the public road known as Newton-road, leading from Tibshelf to Newton;

Two railways (to be called the "Doe Lea and Teversall Junctions") :—

No. 1, commencing in the parish of Ault Hucknall, in the county of Derby, by a junction with the Company's Doe Lea Extension Railway, now in course of construction at its termination, and terminating in the parish of Teversall, in the county of Nottingham, by a junction with the Company's Teversall and Pleasley Extension Railway, at a point thereon 25 chains or thereabouts, measured along that railway in a south-westerly direction from the bridge carrying that railway over the public road known as Batley-lane leading from Ault Hucknall to Newbound Mill, which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Ault Hucknall, Boleover, and

Glapwell, in the county of Derby, and Teversall, in the county of Nottingham;

No. 2, situate wholly in the said parish of Ault Hucknall, commencing by a junction with the Company's said Teversall and Pleasley Extension Railway, at a point thereon 10 chains or thereabouts, measured along that railway in a north-easterly direction from the said bridge carrying that railway over Batley-lane, and terminating by a junction with the intended railway No. 1, in a field belonging, or reputed to belong, to the Marquis of Hartington, known as the Purple Meadow, and in the occupation of William Fisher;

Two railways (to be called "the Holwell Branches") situate wholly in the county of Leicester:—

No. 1, commencing in the parish of Asfordby by a junction with the Company's Nottingham and Melton Railway, at a point thereon 1 chain or thereabouts east of the bridge carrying that railway over the public road leading from Asfordby to Welby, and terminating in the parish of Branston in a field fronting to the public road, leading from Branston to Waltham-on-the-Wolds, known as the Grange Field, belonging, or reputed to belong, to the Duke of Rutland, and in the occupation of Thomas Guy;

No. 2, commencing by a junction with the intended Railway No. 1, above described, at the termination thereof, and terminating in the parish of Harston, in a field fronting on its northern side to the public road, leading from Harston to Denton, and known as the Thirteen Acres, which field belongs, or is reputed to belong, to Sir William Earle Welby Gregory, Baronet, and is in the occupation of Joseph Kirkby Glen

Which said intended railways will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Asfordby, Welby, Ab-Kettleby, Kettleby, Wartinaby, Holwell, Scalford, Rothley, Long Clawson, Hose, Eastwell, Goadby-Marwood, Eaton, Croxton, Croxton-Kerrial, otherwise Croxton-Keyrial, Branston, Knipton, and Harston, all in the county of Leicester;

A railway (to be called the "Stonehouse Curve") situate wholly in the parish of Stonehouse, in the county of Gloucester, commencing by a junction with the Company's Birmingham and Bristol Railway, at a point thereon 16 chains or thereabouts, measured along that railway in a south-westerly direction from the centre of the booking office of the Stonehouse station thereon, and terminating by a junction with the Company's Stonehouse and Nailsworth Branch Railway, at a point thereon 32 chains or thereabouts, measured along that branch in a south-easterly direction from its junction with the said Birmingham and Bristol Railway.

To legalise and sanction, and to authorise and empower the Company to maintain the widening of their Trent and Leicester Railway across and on the level of their Syston and Peterborough Branch, at or near the southern junction of the said branch, with the said railway at Syston.

To empower the Company to construct the following new roads in the parish of Lenton, in the borough and county of Nottingham:—

No. 1, commencing by a junction with Derby-road, at a point thereon 9 chains or there-

abouts south-west of the level crossing thereof by the Company's Nottingham and Mansfield Railway known as the Lenton Crossing, and terminating by a junction with the same road 4 chains or thereabouts north-east of the same level crossing;

No. 2, commencing by a junction with the intended new road No. 1, above described, at a point thereon 2 chains or thereabouts, east of the said Lenton crossing, and terminating by a junction with Marsh-road, otherwise Marsh-lane, 2 chains or thereabouts north of the level crossing, by the Company's said railway known as Radford-marsh crossing;

No. 3, commencing by a junction with Church-street, otherwise Church-lane, at a point thereon 7 chains or thereabouts south-west of the level crossing thereof, by the Company's said railway known as the Church-lane crossing, and terminating by a junction with the same street or lane 4 chains or thereabouts north-east of the same level crossing.

And to empower the Company to raise and alter the level of Gregory-street, so far as may be necessary to effect a junction with the intended new road No. 1, above described, and to empower the Company to stop up and discontinue and to extinguish all rights of way over and to appropriate so much of Derby-road, Church-road, otherwise Church-lane, and Marsh-road, otherwise Marsh-lane respectively, as lie between the boundaries of the Company's said railway.

To empower the Company to construct two new roads in the parish of Basford, in the borough and county of Nottingham:—

No. 1, commencing by a junction with the public road, known as David-lane, at a point thereon 7 chains or thereabouts south-west of the level crossing on the Company's Nottingham and Mansfield Railway, known as the Southwark level crossing, and terminating by a junction with the public road known as Southwark, at a point thereon 7 chains or thereabouts north of the same level crossing;

No. 2, commencing by a junction with David-lane, and Lincoln-street on the southern side of the said level crossing, and terminating by a junction with the intended new road No. 1, above described, at a point thereon 1½ chains or thereabouts south-west of the Company's said railway.

And to empower the Company to stop up, and discontinue as a public highway, and to extinguish all rights of way over, and to appropriate so much of the said public road known as Southwark as lies between the fences of the said level crossing.

To empower the Company to make a new footpath, situate wholly in the parish of Irchester, in the county of Northampton, commencing by a junction with the existing footpath leading from Irchester to Rushden, which crosses the Midland Railway on the level at the north end of Irchester station, at or about the point where it meets the Company's southern boundary fence, and terminating by a junction with the public road leading from Irchester to Rushden, at or near the bridge, carrying that road over the Company's said railway at the Irchester station, and to empower the Company to stop up and discontinue so much of the existing footpath as lies between the boundaries of the Company's property.

To authorise the Company to stop up, and discontinue as a public highway, so much of the

public footpath leading from Beighton to Aston, which crosses on the level the Company's railway from Derby to Leeds, in the parish of Beighton, in the county of Derby, near the Yorkshire Bridge, as lies between the boundaries of the Company's property.

To empower the Company to purchase, by compulsion or agreement, and to hold lands, houses and buildings, for all or any of the purposes aforesaid, and also for extending their station, siding, warehouse, coal-wharf, dépôt, mineral goods, and other accommodation, and for providing accommodation for persons belonging to the labouring classes, who may be displaced, under the powers of the intended Act, and for other purposes connected with their undertaking, the lands, houses, and buildings following, or some of them, that is to say:—

Certain lands, houses, and buildings, situate in the township of Brinsworth, in the parish of Rotherham, in the West Riding of the county of York, adjoining and on the west side of the Company's railway from Derby to Leeds, near the bridge carrying that railway over the public road leading from Sheffield to Rotherham;

Certain lands, houses, and buildings, situate in the township of Kirkdale, in the parish of Liverpool, in the county of Lancaster, and lying between Regent-road, Sandhills-lane, and the Lancashire and Yorkshire Railway Company's branch to the North Dock station, Liverpool;

Certain lands, houses, and buildings, situate in the township of Didsbury, in the parish of Manchester, in the county of Lancaster, adjoining and on both sides of the Company's Manchester South District Railway, half-a-mile or thereabouts, measured along the said railway in a south-easterly direction from the booking office of the Didsbury station;

Certain lands, houses, and buildings, situate in the township and parish of Heanor, in the county of Derby, adjoining and on the west side of the Company's Erewash Valley Railway, near their Langley Mill station;

Certain lands, houses, and buildings, situate in the parish of St. Peter Derby, in the county of Derby, situate between the London-road and the Company's carriage and waggon works;

Certain lands, houses, and buildings situate in the township of Burton Extra, in the parish of Burton-upon-Trent, in the county of Stafford, adjoining, and on the east side of the Company's Birmingham and Derby Railway, near the Leicester Junction thereon;

Certain lands, houses, and buildings, situate in the parish of Selston, in the county of Nottingham, adjoining and on the western side of the Company's Pye Bridge station;

Certain lands, houses, and buildings, situate in the parish of St. Paul Bedford, in the county of Bedford, adjoining and on the south-west side of the Company's main line of railway, near their Bedford station;

Certain lands, houses, and buildings, situate in the parish of Wymington, in the county of Bedford, lying on the north-eastern side of the Company's main line of railway, three-quarters of a mile or thereabouts, measuring in a northerly direction, from the Sharnbrook summit signal box;

Certain lands, houses, and buildings, situate in the parish of King's Norton, in the county of Worcester, adjoining and on the south side of the Company's King's Heath station;

Certain lands, houses, and buildings, situate in the parish of Yate, in the county of Gloucester, adjoining and on the east side of the Company's Bristol and Gloucester Railway, near their Yate station;

Certain lands, houses, and buildings, situate in the township of St. Thomas, in the parish of Swansea, in the county of Glamorgan, adjoining and on both sides of the Company's Swansea Vale Railway, near the terminus thereof;

Certain lands, houses, and buildings, situate in the parish of All Saints Poplar, in the county of Middlesex, near to and on the north side of the Company's sidings, adjoining the East and West India Dock station of the London and Blackwall Railway Company;

Certain lands, houses, and buildings, situate in the parish of Saint Mary, Whitechapel, in the county of Middlesex, lying between Royal Mint-street and Chamber-street, and to empower the Company to stop up, and discontinue as a public highway, and to extinguish all rights of way over and to appropriate to the purposes of their undertaking the site of the public road or street known as "Swallow's Gardens."

To empower the Company to purchase so much of any property as they may require for the purposes of the intended Act without being subject to the liability imposed by the ninety-second section of the "Lands Clauses Consolidation Act, 1845."

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

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary or convenient to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To make provision for the repair and maintenance of the intended new roads and footpaths, by and at the expense of the parties who are for the time being legally liable for the repair and maintenance of the other highways in the parish within which the intended new roads and footpaths will be situate, or by and at the expense of such other parties as may be prescribed by the intended Act.

To empower the Company to demand and recover tolls, rates, and charges, for or in respect of the use of the intended railways and works, to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, and charges.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company in relation to the said lands, and to enable the Company to sell the lands which have been acquired by them, or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands, or of any part or parts thereof, and to dispose of, lease, or let the said lands, or any part or parts thereof, on chief rents or otherwise,

and so far as may be necessary to alter and amend the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To authorise the Company and the Hull, Barnsley, and West Riding Junction Railway and Dock Company (hereinafter called "the Barnsley Company") to enter into and carry into effect agreements with reference to the construction and use of a joint station at Cudworth, and with reference to the running over and use by the Company of the railways of the Barnsley Company between Cudworth and Huddersfield and Halifax, including the railway forming a junction with the Midland Railway at Cudworth.

To empower the Company to run over and use for all purposes of their traffic the said railways or any of them, or any part or parts thereof, together with all stations thereon, and all junctions with private railways, engines, stabling, sidings, roads, booking offices, warehouses, approaches, turntables, water and gas supply, telegraphic apparatus, and other works and conveniences, at any time upon or connected therewith, upon, and subject to such payments, terms, and conditions as may have been or may be agreed upon between the said Companies, or as may be otherwise prescribed, authorised, or provided for by the intended Act. And to empower the Company to provide goods or mineral stations upon the railways so to be run over, and to employ upon and at the said railways, stations, and works their own clerks, officers, inspectors, agents, and servants, and if thought fit to confirm or give effect, in whole or in part, to an Agreement between the said Companies, dated the 20th day of May, 1882, and any other agreement between them relating to the matters aforesaid which may have been already made, or which may be made prior to the passing of the intended Act. And so far as may be necessary for the purposes aforesaid, to alter, vary, amend, or repeal all or some of the provisions of the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880, and of any other Act relating to the Barnsley Company.

To confirm or give effect, in whole or in part, to an Agreement dated the 28th day of April, 1876, between the Company and the Severn Bridge Railway Company (hereinafter called "the Bridge Company"), with reference to the construction of a joint station at Sharpness, and of the railways communicating therewith, and the interchange of lands between the Companies, by way of purchase and sale or otherwise, for the purposes of such station and railways, and with reference to the management, use, maintenance, and control of the said station by a Joint Committee or otherwise, and the payment of the cost thereof, and to the use by the Bridge Company, and any other Company running over their railway, of such parts of the Company's railways as may be prescribed by the intended Act, and to empower the Company and the Bridge Company respectively to hold, as part of their respective undertakings, any lands acquired by them by virtue of such purchase and sale or otherwise, for the purposes of the said station, railways, and works, and to authorise further agreements between the said Companies with reference to the matters aforesaid, or any of them, and to confirm or give effect thereto; and so far as may be necessary for the purposes aforesaid, to alter, amend, vary, or repeal all or some of the provisions of the Severn Bridge Railway Act, 1872, and of any other Act relating to the Bridge Company.

To authorise the Company and the Great Western Railway Company, or either of them, to

maintain in due and proper repair, and fit for the conveyance thereon of traffic of all descriptions, so much of the railway and works of the Bristol Port Railway and Pier Company (hereinafter called "the Pier Company") as lies between Sneyd Park Junction and the termination of that railway at Avonmouth, together with all stations, works, and conveniences thereon, and so far as may be necessary to empower the said two Companies, or either of them, to reconstruct such last-mentioned portion of railway, with the stations, works, and conveniences thereon, or any part thereof respectively, and to make provision for the payment by the Pier Company of any costs and expenses incurred by the two Companies, or either of them, in and about or incident to such maintenance and reconstruction; and to empower the said Companies to enter into, and carry into effect, contracts and agreements with respect to the matters aforesaid; and so far as may be necessary for the purposes aforesaid, to alter, vary, or rescind the Bristol Port Railway and Pier (Clifton Extension) Act, 1867, and the Great Western and Midland Railway Company's (Clifton and Bristol) Act, 1871, or any other Act or Acts of Parliament relating to the Bristol Port and Pier Railway, or the Agreement dated the 3rd day of August, 1870, and made between the Pier Company of the first part, the Great Western Railway Company of the second part, and the Company of the third part, scheduled to the said Act of 1871, and also to confirm or give full effect to all or some of the provisions contained in that Agreement.

To empower the Company and the Great Western Railway Company, or either of them, on the one hand, and the Halesowen Railway Company on the other hand, to enter into and carry into effect contracts or agreements with respect to the working, management, maintenance, and user of the Halesowen Railway, and the stations, works, and conveniences thereon, or connected therewith, and with respect to the supply of engines, stock, and plant, and the employment of officers and servants, and the receipt, appropriation, and division of tolls, rates, and charges, and the payment or allowance of rebates, and the interchange of traffic and other incidental matters, and to sanction and confirm and give full effect to any agreement which has been, or may, before the passing of the intended Act, be entered into with respect to the matters aforesaid; and so far as may be necessary to alter, vary, or rescind the Halesowen and Bromsgrove Branch Railways Act, 1865, and the Heads of Agreement dated the 27th day of April, 1865, scheduled to and confirmed by that Act, and any other existing agreement between the said three Companies.

To empower the Company to raise a further sum of money for all or any of the purposes of the intended Act, and of any other Act of the next session, and for any other purpose of or connected with any railway belonging to the Company either alone or jointly with any other Company, or Companies, or otherwise, for the general purposes of the Company by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing and by the creation of debenture stock or by any of such means and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To empower the Great Western Railway to apply to any of the purposes of the intended Act affecting that Company, such portion of their authorised capital or funds, as they shall think expedient.

And it is proposed by the said intended Act, to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the Act (local and personal) 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company.

The Act (local and personal) 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company.

And notice is hereby further given, that maps, plans, and sections relating to the objects of the intended Act, and books of reference to such plans, and a copy of this Notice as published in the London Gazette will, on or before the 30th day of November in the present year, be deposited for public inspection as follows, that is to say:—As regards the lands and works in the West Riding of the county of York, with the Clerk of the Peace for that Riding at his office at Wakefield; As regards the lands and works in the county of Lancaster, with the Clerk of the Peace for that county at his office at Preston; As regards the lands and works in the county of Derby, and as regards the lands and works partly in that county, and partly in the county of Nottingham, with the Clerk of the Peace for the county of Derby, at his office at Derby, and as regards the last-mentioned lands and works, and the works wholly in the county of Nottingham with the Clerk of the Peace for that county, at his office at Newark; As regards the lands and works in the county of Gloucester, with the Clerk of the Peace for that county, at his office at Gloucester; As regards the lands and works in the county of Leicester, with the Clerk of the Peace for that county, at his office at Leicester; As regards the lands in the county of Northampton, with the Clerk of the Peace for that county, at his office at Northampton; As regards the lands in the county of Stafford, with the Clerk of the Peace for that county, at his office at Stafford; As regards the lands in the county of Bedford, with the Clerk of the Peace for that county, at his office at Bedford; As regards the lands in the county of Worcester, with the Clerk of the Peace for that county, at his office at Worcester; As regards the lands in the county of Glamorgan, with the Clerk of the Peace for that county, at his office at Cardiff; And as regards the lands in the county of Middlesex, with the Clerk of the Peace for that county, at his office at the Sessions House, Clerkenwell; And that copies of as much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended works are proposed to be made, or lands are situate, together with a copy of this Notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited as follows, that is to say:—As regards the parish of All Saints, Poplar, with the Clerk of the District Board of Works for the Poplar District, at his office in the High Street, Poplar; As regards the parish of Saint Mary, Whitechapel, with the Vestry Clerk of that parish, at his office, Great Alie-street, Whitechapel; And as regards the several other parishes, with the Parish Clerk of each such parish, at his residence; and as regards any extra-parochial place, with the Parish Clerk of some adjoining parish, at his residence.

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

Dated this 14th day of November, 1882.

Beale, Marigold, Beale and Groves, 28, Great George-street, Westminster, Solicitors.

No. 25171.

M

In Parliament.—Session 1883.

East London Railway.

(Additional Lands at Whitechapel; Repeal of Restriction as to Opening of and Provisions as to Ventilation of New Railway authorized by East London Railway Act, 1882; Confirmation of Scheme and further Provisions as to Capital under the same Act; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the East London Railway Company (hereinafter called the Company), for an Act for the following purposes, or some of them (that is to say):—

1. To empower the Company to acquire by compulsion or agreement, and to hold for the purposes of their undertaking the lands, houses, and buildings hereinafter described, or some of them (that is to say):—

Certain lands, houses, and buildings in the parish of St. Mary, Whitechapel, in the county of Middlesex, lying on the south side of the Whitechapel-road, and known as "Meggs's and Goodwin's Almshouses."

2. To alter or repeal the proviso to section 4 of the East London Railway Act, 1882.

3. To enable the Company to make openings or ventilating shafts from the railway authorized by the East London Railway Act, 1882, into any public road or other land over or adjoining the same at such spots, and upon such terms and conditions as shall be agreed upon between the Company and the local authority having control of such road, or the owner of or other persons interested in such land, or in default of such agreement as shall be prescribed by arbitration, and to erect at the said spots and on the surface of the ground, all necessary works for the purposes of the said openings or shafts or connected therewith, and to authorize the Company for the purposes of the said openings or shafts to interfere with all sewers, drains, gas and water mains and pipes, telegraph wires and other works which may impede the construction and use thereof.

4. To confirm or provide for the confirmation of any scheme which may have been or may be prepared under the provisions in that behalf contained in section 32 of the said East London Railway Act, 1882, and to make further provision with reference to the said scheme and the objects to be effected thereby, and to alter, amend, or repeal the said section.

5. To alter, vary, or extinguish all rights and privileges connected with the lands or houses hereinbefore referred to, and all other rights and privileges which would in any manner impede or interfere with the objects of the intended Act, or which it may be necessary to alter, vary, or extinguish, for the purposes thereof, and to confer all such other powers, rights, and privileges as may be necessary or expedient, for giving effect to such objects and purposes, or any of them.

6. To alter, amend, and extend, or to repeal, so far as may be necessary for the purposes aforesaid, the provisions of the Act hereinbefore mentioned, and also of the local and personal Acts following (that is to say), the East London Railway Act, 1865, and any other Act or Acts relating to the Company.

And notice is hereby also given, that on or before the 30th day of November instant, plans showing the lands hereinbefore referred to, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited as follows (that is to say), with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerken-

well Green, and with the Clerk of the District Board of the Whitechapel District, at his office in Great Alie-street, Whitechapel.

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

Dated this 17th day of November, 1882.

Wilson, Bristows, and Carpmael, 1, Copthall-buildings, London, Solicitors for the Bill.

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

In Parliament—Session 1883.

Lancashire and Yorkshire Railway.

(Railway from Hindley to Pendleton and Railway in Pendleton—Loop lines at Sandhills, near Liverpool, and at Rochdale—Curve at Low Moor—Deviation of Railways at Seaforth, near Liverpool—Widening of Railway at Wakefield—Alteration of Levels of Railways and Works in Liverpool—Works at Stanley-road Bridge, Liverpool—New Road, &c., Long Millgate, Manchester—Works and Lands at Chorley—Widening Bridge and Lands at Bury—New Roads, &c., at Wrigley Head, Hollingwood, and at Dark-lane, Mirfield—Revival of Powers as to New Road at Wakefield—Stopping-up St. James's-road, Bootle—Additional Lands—New Road, &c., at Kirkham, and Lands at Kirkham Junction, and at Blackpool—Additional Capital—Amendment of Acts.)

A PPLICATION is intended to be made to Parliament, in the next Session thereof, by the Lancashire and Yorkshire Railway Company (who are hereinafter called "The Company") for leave to bring in a Bill for the following or some of the following among other purposes, that is to say:—

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

(a) A railway wholly situate in Lancashire, commencing in the township of Hindley, in the parish of Wigan, by a junction with the Company's Liverpool and Bury Railway, near High Barn Bridge, and about 800 yards eastward of the Hindley station, passing into and through the several townships, parishes, and places following, that is to say:—Hindley, Wigan, Westhoughton, Dean, Atherton, Chowbent Atherton, Shakerley, otherwise Tyldesley-cum-Shakerley, Leigh, Little Hulton, Walkden, Worsley Higher Division, Worsley, Swinton, and Pendlebury, or some of them, and terminating in the township of Pendleton, in the parish of Eccles, by a junction with the railway next described at and to the westward of the junction of Gloucester-street with Gardner-street.

(b) A railway wholly situate in Lancashire, commencing in the township of Pendlebury, in the said parish of Eccles, by a junction with the Company's Manchester and Bolton Railway, about 95 yards northward of the bridge over that railway at Park House Farm, and terminating in the said township of Pendleton by a junction with the said Manchester and Bolton Railway, about 103 yards

northward of Windsor Bridge, in Salford. The said railway will be wholly situate in the townships and parishes following, namely:—Pendlebury, Pendleton, Salford, Eccles, and Manchester, and the Bill will enable the Company to stop up and extinguish all rights of way in and over, and will vest in the Company the site and soil of the following streets or ways in the said township of Pendleton, that is to say:—Laundry-street, Villiers-street, Railway-street, Peter-street, Harding-street, Priory-site, Priory-street, and Gardner-street, and in the township of Salford, in the said parish of Manchester, Tontine-street and Canal-bank, and the Bill will enable the Company and the Mayor, Aldermen, and Burgesses of the borough of Salford to enter into and fulfil contracts and agreements for, and in relation to, or consequent upon, the construction of the said railways, or either of them, and the execution of any works incidental thereto.

(c) A railway wholly situate in the township of Kirkdale, in the parish of Walton-on-the-Hill, in Lancashire, commencing by a junction with the Company's Liverpool, Crosby, and Southport Railway about 165 yards yards north-westward of the bridge carrying Glendower-street over the same railway, and terminating by a junction with the said railway at the bridge carrying that railway over the Leeds and Liverpool Canal at Sandhills.

(d) A railway wholly situate in Lancashire, commencing in the township of Butterworth, in the parish of Rochdale, by a junction with the Company's main line of railway about 80 yards northward of the footbridge over that railway, near Belfield Hall, and terminating in the township of Castleton in the said parish of Rochdale, by a junction with the Company's Oldham, Rochdale, and Royton line about 80 yards eastward of Boggart-lane.

(e) A short line of railway or curve wholly situate in the township of North Bierley, in the parish of Bradford, in the West Riding of Yorkshire commencing by a junction with the Company's Halifax to Bradford Railway about 65 yards south-westward of Newbiggin Bridge at or near to Low Moor, and terminating by a junction with the Company's Cleckheaton Branch Railway about 66 yards south-westward of the signal cabin E on that railway; and for the purposes of the said railway a portion estimated to contain 6 acres 3 roods and 5 perches or thereabouts of "Low Moor Common," in the said township of North Bierley, is intended to be taken by the Company.

(f) To make at or near to Seaforth, in Lancashire, the deviations of railway or portion of railway and exercise the other powers hereinafter described, that is to say:—

(1) To divert a portion of the Company's Liverpool, Crosby, and Southport Railway, such diversion commencing in the township of Litherland, in the parish of Sefton, by a junction with the said railway at the bridge carrying Sandy-lane or Brook-vale over the said railway, and terminating in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, by a junction with the said Liverpool, Crosby, and Southport Railway about 119 yards south-eastward of the bridge carrying the Company's Aintree and Bootle Branch Railway over the said Liverpool, Crosby, and Southport Railway.

(2) To divert the Company's Seaforth Fork or connecting line, such diversion commencing in the said township of Litherland by a junction with the Company's Aintree and Bootle Branch Railway at the junction of the said branch railway with the said Fork or connecting line; and terminating in the same township by a junction with the work lastly hereinbefore described about 152 yards southward of the level crossing of the said Liverpool, Crosby, and Southport Railway at Seaforth Station. The said diversion will be wholly situate in the said townships of Litherland and Bootle-cum-Linacre.

(3) To close in connection with the said deviation (No. 1), and for the purposes thereof, the following footpaths, that is to say:

(a) In the said townships of Litherland and Bootle-cum-Linacre the footpath leading from Linacre to Seaforth;

(b) In the said township of Litherland the footpath leading from Litherland to Sandylane aforesaid;

And the Bill will abolish all rights of way in and over the said footpaths respectively, and vest in the Company the site and soil thereof between the fences of the Company so far as the same do not already belong to them, and the Bill will or may enable the Company to take up and remove, when and as they may see fit, the existing junction between the said fork or connecting line and the Liverpool, Crosby, and Southport Railway at or near to the Company's Seaforth station, and the Bill will or may enable the Company, on the completion and opening of the said works, to abandon the use either in the whole or in part of so much of their existing Liverpool, Crosby, and Southport Railway, and the said fork or connecting line as will become unnecessary by the execution of the said intended works; and the Bill will authorise the Company to sell and convey or otherwise dispose of or to retain and hold for the purposes of their undertaking other than as part of the said last mentioned railway, all or any of the lands upon which the said portion of railway so to be disused is situate, and all or any lands adjoining or near thereto, used in connection therewith or for the purposes thereof.

The widening and improvement of the portion hereinafter described of the Company's railway and works, and the laying down of additional lines of railway thereon, that is to say:—

The portion of railway wholly situate in the township and parish of Wakefield, in the West Riding of Yorkshire, commencing by a junction with the Company's main line of railway about 70 yards westward of the bridge carrying the said railway over the Ings-road, and terminating by a junction with the lines of railway in the Kirkgate station in Wakefield, belonging jointly to the Company and the Great Northern Railway Company; and the Bill will or may enable the Company and the Great Northern Railway Company to enter into contracts with respect to the appropriation and use by the two Companies of the portions of railway when so widened and improved, and the division or apportionment between them of the cost of the said works or of any works incidental to or consequent thereupon.

To enable the Company to execute in the town-

ship, parish, and city of Liverpool, in Lancashire the following works, and to exercise the following or some of the following powers, that is to say:—

(a) To alter the levels of so much of the Company's main line of railway as extends from the bridge carrying the said railway over the Leeds and Liverpool canal to the termination of that railway in the Company's Exchange station in Tithebarn-street, in Liverpool; and the Bill will or may enable the Company to take down and remove the said bridge when and as they shall think fit.

(b) To alter the authorised levels of so much of the work "widening of line and enlargement of Exchange station in Tithebarn-street; Liverpool" authorised by "The Lancashire and Yorkshire Railway Act, 1876," as extends from the south-easterly side of the said canal to the termination of such work at Tithebarn-street as authorised by the said Act.

(c) To alter the authorised levels of so much of the railway "loop line at Liverpool" authorised by "The Lancashire and Yorkshire Railway Act, 1882," as extends from Emma Ann-street, in Liverpool, to the termination of the said railway as authorised by the said Act.

(d) To widen Bixteth-street on the easterly side thereof.

(e) To make a new street from Ormond-street to Edmund-street, to form a continuation of Bixteth-street when so widened.

(f) To make a new street from Edmund-street aforesaid, to Saint Paul's-square, to the west of the Company's Exchange station.

(g) To make a new street from Rigby-street to Leeds-street, alongside and to the west of the said Exchange station.

(h) To alter the levels of about 43 yards of Leeds-street, whereof 13 yards are to the westward, and 30 yards to the eastward of its junction with Back Leeds-street, and to alter the level of Back Leeds-street from its junction with Leeds-street aforesaid, to the easterly face of the bridge, carrying the Company's main line of railway over Back Leeds-street. To make a new street in continuation of Back Leeds-street, extending from the termination of the last described work to a point in Leeds-street about 13 yards eastward of the junction of Tinklepeg-lane with Leeds-street, and to alter the levels of so much of Leeds-street as extends from its junction with Highfield-street to a point in Leeds-street about 32 yards westward of the junction thereof with Upper Milk-street.

(i) To make a subway for foot passengers in continuation of the road on the southern side of Saint Paul's-square, passing underneath the Company's Exchange station as proposed to be enlarged and altered, terminating in Ray-street or Pall-mall.

(k) To acquire, by compulsion or agreement certain lands bounded on the southerly side by Leeds-street, on the westerly side by Great Howard-street, on the northerly and north-westerly sides by the Company's Great Howard-street goods depot and yard, and intersected by the Company's main line of railway leading into their Exchange station, and also by the lands and property of the Leeds and Liverpool Canal Company.

(l) To stop up and extinguish all rights of way in and over, and to vest in the Company the

site and soil of the following streets or portions of streets or roads, viz.:—

(1) So much of Leeds-street aforesaid as extends from the westerly face of the bridge carrying the Company's Exchange station over Leeds-street to the junction of that street with Ray-street.

(2) So much of Prussia-street as extends from the westerly side of the Company's Exchange station to Pall-mall.

(3) So much of Edmund-street as extends from the westerly side of the said Exchange station to Key-street, and the Bill will relieve the Company from the obligation imposed on them by the 19th section of "The Lancashire and Yorkshire Railway Act, 1876," to continue Edmund-street to Pall-mall.

And the Bill will or may enable the Company to stop up and extinguish all rights of way, and to vest in the Company the site and soil of all other streets, courts, ways, or places in Liverpool which may interfere with the execution of the proposed works, and will also provide for the keeping open as a public road or street Back Leeds-street aforesaid, notwithstanding the provisions to the contrary contained in "The Lancashire and Yorkshire Railway Act, 1876," and the Bill will provide that the said last-mentioned street, as proposed to be altered under the powers of the Bill, shall be maintained and repaired by the Corporation of Liverpool.

And the Bill will or may enable the Company and the Corporation of Liverpool, and the Leeds and Liverpool Canal Company, or any or either of them, to enter into and fulfil contracts and agreements for and in relation to or consequent upon the said works, and the execution of any works incidental thereto.

To enable the Company, for the purpose of sidings or other works, to construct additional or enlarged openings or archways under the Stanley-road at Kirkdale, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in Lancashire, on both sides of the bridge now carrying that road over the Company's Liverpool and Bury Railway.

To enable the Company to execute in the township, parish, and city of Manchester, in Lancashire, the following works, and to exercise the following powers, that is to say:—

(a) To make a new road, commencing at Long Millgate at its junction with Mill Brow, and terminating at or near to the front of the booking-offices at the Company's Victoria station.

(b) To close and appropriate the site and soil of the Mill Brow footpath, extending from the junction of such footpath with Long Millgate aforesaid, to its termination at or near to the Company's Victoria station.

And the Bill will or may provide that all rights and privileges now existing, whether by statute, custom, or charter, with respect to the grinding of malt or other produce at the "School Mills," shall be abolished.

To enable the Company to execute the following works, and to exercise the following powers at Chorley, in the township of Chorley, in the parish of Chorley, in Lancashire.

(a) To make a new road, commencing in and out of Lyons-lane at a point about 11 yards eastward of the bridge carrying Lyons-lane over the Bolton and Preston section of the North Union Railway, and terminating in Railway-street about 97 yards southward of the junction

tion of Chapel-street with Railway-street aforesaid; and the Bill will abolish all rights of way in and over, and will vest in the Company so much of the site and soil of Lyons-lane aforesaid, as lies southward of the said new road.

(b) To make a new road, commencing in and out of Lyons-lane aforesaid, at the junction thereof with Railway-street aforesaid, and terminating in the new road last described, about 61 yards from the proposed commencement thereof.

(c) To make a new street in continuation of Edward-street southward, and terminating in Lyons-lane about 24 yards eastward of the bridge carrying that lane over the North Union Railway.

(d) To close and appropriate the site of so much of Steele-lane or Chapel-street as lies between its junction with Railway-street and the eastern boundary of the Company's property at the level crossing at the Chorley station, including the level crossing of the said North Union Railway at that station.

(e) To increase the span of and to make additional arches or openings on the western side of the bridge carrying Brooke-street over the North Union Railway; and the Bill will or may enable the Company, for the purposes aforesaid, to pull down the whole or any portion of the existing bridge and to alter the level of the approaches to the said bridge on the western side thereof.

(f) To acquire, by compulsion or agreement, certain lands, bounded on the east by the North Union Railway, on the north by Lyons-lane aforesaid, and intersected by Brooke-street.

To enable the Company to execute the following works and to exercise the following powers at Bury, in the township of Bury, in the parish of Bury, in Lancashire:—

(a) To widen on the westerly side the bridge carrying the East Lancashire section of the Company's railway over the occupation road leading to Chamber Hall from Woodfield.

(b) To acquire, by compulsion or agreement, certain lands bounded on the east by the Company's said railway and at the northerly extremity by the said occupation road.

To enable the Company to abolish the crossing of their Hollinwood Branch Railway at Wrigley Head on the level by a public footpath leading from Wrigley Head to New Moston (the said level crossing being in the township of Failsworth, in the parish of Manchester, in Lancashire), and to enable the Company in lieu of the said level crossing to construct in the same township and parish a new road or way, commencing in and out of the existing footpath about 41 yards northward of the said level crossing, and terminating in the said existing footpath about 43 yards southward of such level crossing; and the Bill will abolish all rights of way over the Company's railway and property along the existing footpath, and will vest in the Company the site and soil thereof between the fences of the Company so far as the same do not already belong to them.

To enable the Company to execute in the township and parish of Mirfield, in the West Riding of Yorkshire, the following work, and exercise the following powers, or some of them, or some part or parts thereof respectively, that is to say:—

(a) To construct a new road, commencing in Dark-lane about 150 yards westward of the level crossing of the Company's Cleckheaton Branch Railway, and terminating in the same

lane about 160 yards eastward of the said level crossing.

- (b) To abolish the crossing of the Company's said Cleckheaton Branch Railway on the level by Dark-lane aforesaid, and to stop up all rights of way over the Company's railway and property along the said lane, and to vest in the Company the site and soil thereof between their fences so far as the same do not already belong to them.
- (c) To acquire, by compulsion or agreement, certain lands northward of Dark-lane aforesaid, and bounded on the easterly side by the said Cleckheaton Branch Railway.

To revive the powers conferred upon the Company by Section 14 of "The Lancashire and Yorkshire Railway Act, 1877," "new road and lands at Wakefield," with respect to the making of a new road in the township, parish, and borough of Wakefield, in the West Riding of Yorkshire, commencing in Kirkgate on the south side of the viaduct of the Company's railway, continuing eastwards for a distance of 90 yards, and terminating in a public road near the western end of the grain warehouses of the Company; and the Bill will enable the Company to appropriate to their own purposes so much of the last-mentioned public road as lies westward of the proposed eastern termination of the new road.

To enable the Company to stop up and extinguish all rights of way in and over, and to vest in the Company the site and soil of St. James's-road in Bootle, in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, in Lancashire, leading from Marsh-lane to St. James's Church.

To enable the Company to acquire, by compulsion or agreement, in addition to the other lands and property which they will by the intended Bill be authorised to acquire, the lands (in which term houses, buildings, and other hereditaments are in this Notice included) hereinafter described, or some of them, and to retain and hold such of the lands as have already been purchased by the Company, and shown on the said deposited plans hereinafter mentioned, that is to say:—

Certain lands at Blackburn, situate in the township, parish, and borough of Blackburn, in Lancashire, bounded on the southerly side by Jubilee-street, on the north-easterly side by Station-road, and on the westerly side by Bridge-street; and the Bill will enable the Company to stop up and extinguish all rights of way in and over, and to vest in the Company the site and soil of so much of Jubilee-street as extends from its eastern junction with Bridge-street to the Company's passenger station in Blackburn.

Certain lands at Pendleton, in the township of Pendleton, in the parish of Eccles, in Lancashire, bounded on the north-easterly side by the Company's Manchester and Bolton Railway, on the westerly side by Cobden-street, and on the south-easterly side by the Pendleton Flax Mills.

Certain lands at Whitefield, situate in the township of Pilkington, in the parish of Prestwich - cum - Oldham, in Lancashire, bounded on the westerly side by the turnpike road leading from Manchester to Bury, and on the northerly side by Moss-lane.

Certain lands at Rochdale, situate in the township of Castleton, in the parish of Rochdale, in Lancashire, bounded on the north-westerly side by the Company's main line of railway, on the north-easterly side by the Rochdale

Canal, and on the south-easterly side by Hare-street.

Certain lands in the township of Little Bolton, in the parish of Bolton-le-Moors, in Lancashire, bounded on the westerly side by the Company's Astley Bridge Branch Railway, and intersected by the footpath leading from Back-o'-th'-Bank to the Bottoms.

Certain lands in the township of Lockwood, in the parish of Almondbury, in the West Riding of Yorkshire, lying on the westerly side of the railway and sidings of the Company at their Lockwood station.

Certain lands at Goole, situate in the township of Armin, in the parish of Snaith, in the West Riding of Yorkshire, bounded on the southerly side by the Company's railway and near to the bridge carrying the Hull and Doncaster line of the North Eastern Railway over the Company's railway.

Certain lands, situate partly in the township of Clifton, in the parish of Dewsbury, and partly in the township of Wike, in the parish of Birstal, in the West Riding of Yorkshire, bounded on the north, south, and east sides by lands belonging to the Company, and on the west side by lands belonging or reputed to belong to Messrs. T. F. Firth and Son, and situate near to Bailiff-bridge; and the Bill will provide that as to such lands the provisions of Section 92 of "The Lands Clauses Consolidation Act, 1845," shall not apply.

To enable the Company and the London and North Western Railway Company jointly, as proprietors of the Preston and Wyre Railway, to execute at Kirkham, in the parish of Kirkham, in Lancashire, the following works, and to exercise the following powers, that is to say:—

- (a) To make a new road, commencing in the township of Medlar-with-Wesham in and out of the road leading from Weeton to Kirkham about 171 yards northward of the level crossing by such road of the Preston and Wyre Railway, and terminating in the township of Kirkham by a junction with the said first-mentioned road about 206 yards southward of the said level crossing.

- (b) To acquire, by compulsion or agreement, certain lands in the said township of Medlar-with-Wesham, bounded on the southerly side by the said Preston and Wyre Railway, and abutting on the easterly side of the said road leading from Weeton to Kirkham. Also certain other lands in the same township, bounded on the northerly side by the same railway, and abutting on the easterly side of the said last-mentioned road.

- (c) To abolish the crossing of the said Preston and Wyre Railway on the level at the Kirkham station by the said road leading from Weeton to Kirkham, and to stop up and extinguish all rights of way over the said railway at the point aforesaid, and to vest in the said proprietors the site and soil of so much of the said road as is situate 32 yards to the north-east of the centre of the said level crossing and 20 yards to the south-west thereof.

To enable the Company and the London and North Western Railway Company jointly, as Proprietors of the Preston and Wyre Railway, to acquire, by compulsion or agreement, certain lands in the said township of Medlar-with-Wesham, and parish of Kirkham, in Lancashire, lying on the southerly side of the said Preston and Wyre Railway and of the branch railway to Lytham,

and at the junction of the said two railways; and the Bill will provide for the stopping up and extinguishment of all rights of way in and over, and for the vesting in and appropriation by the Proprietors of the site and soil of, the public footpath, and of all other roads or ways intersecting or being upon the aforesaid lands, including the level crossing by such footpath of the Preston and Wyre Railway, and also so much of a certain level crossing, situate in the said township of Medlar-with-Wesham as now intersects the Proprietors' main line of railway, goods-yard, and sidings at their Kirkham station, and which level crossing is continued past the southern end of the Phoenix Mill; and the Bill will enable the said Proprietors to acquire, by compulsion or agreement, certain lands at Blackpool, situate in the township of Layton-with-Warbreck, in the parish of Bispham, in Lancashire, bounded on the easterly side by the railway and sidings of the Proprietors at their Talbot-road station in Blackpool, and at the eastern extremity of Upper Queen-street. And the Bill will provide for the stopping up and extinguishment of all rights of way (if any) in and over, and for the vesting in and appropriation by the Proprietors of the site and soil of, the footpath or way intersecting or being upon the last described lands, including the level crossing by such footpath of the said Preston and Wyre Railway.

To vest in the Company the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company to deviate from the lines of the railways, deviations of railway, roads, and other works hereinbefore mentioned; to any extent within the limits of deviation to be shown on the plans deposited as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

To authorise the Company to purchase lands, houses, and other property, compulsorily or by agreement, for the purposes of the said railways, deviations of railways, roads, and other works, or for any of the other purposes of the Bill; and the Bill will provide that whensoever the Company have, in pursuance of powers vested in them, acquired the lands and houses on both sides of any street, they may stop up and appropriate to their own purposes the sites and soil of such streets, as far as the same are shown on deposited plans and described in deposited books of reference, and all rights of way in or over the same shall be thenceforth extinguished.

To enable the Company to purchase so much of any house or other building, or manufactory, as they may require for the purposes of the Bill, without being subjected to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

To authorise and provide for the under-pinning, or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended railways, deviations of railways, roads, and other works, and which houses and buildings may not be required to be taken for the purposes thereof.

The Bill will provide that every new and substituted road or footpath shall be maintained and repaired by the same body or persons as are now liable to the repair and maintenance of the road or footpath for which it is substituted; and the Bill will or may confirm any agreement which

may have already been or which may at any time hereafter be entered into between the Company, the road authority, or any person or persons with relation to such new and substituted roads or footpaths, or any matter incidental thereto.

To empower the Company to levy tolls, rates, and charges in respect of the intended railways and works, and to exercise other rights and privileges.

The Bill will authorise the Company to raise further sums of money for the purposes of the Bill, and also for the completion of lines of railway and other works already authorised, and also for the general purposes of their undertaking, by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other special rights or privileges attached thereto, or by borrowing, or by the creation of debenture stock, or by any of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company or hereafter to belong to them, or under the control of their directors; and the Bill will confer similar powers on the London and North Western Railway Company with respect to the matters aforesaid affecting that Company jointly with the Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself certain of the provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will or may enlarge the powers and provisions of the Act 1 and 2 William IV., cap. 60, and of any other Act or Acts relating to the Lancashire and Yorkshire Railway Company and its undertaking, the Act 1 and 2 William IV., cap. 60, relating to the Manchester, Bolton and Bury Canal, and of any other Act or Acts relating thereto, the Act 5 and 6 William IV., cap. 58, and of any other Act or Acts relating to the Preston and Wyre Railway Harbour and Dock Company, the Act 9 and 10 Victoria, cap. 204, and any other Act or Acts relating to the London and North-Western Railway Company, and also "The Great Northern Railway Act, 1846," and of any other Acts relating to the Great Northern Railway Company and their undertaking; and the Bill will or may vary, amend, and enlarge the powers and provisions of "The Liverpool Improvement Act, 1878."

Duplicate plans and sections, describing the lines, situations, and levels of the proposed railways, roads, and other works, and the lands, houses, and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes, under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an ordnance map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection as follows, that is to say: As regards the railways, works, lands, and property in the county of Lancaster, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and as regards the railway, works, and lands in the West Riding of the county of York, with the Clerk of the Peace for the said West Riding, at his office at Wakefield; and on or before the

same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways, roads, and works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice, will be deposited with the Parish Clerk of each such parish, at his residence, and in 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, 1882.

Chris. Moorhouse, Solicitor for the Bill,
25, Victoria-buildings, Manchester.

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

In Parliament.—Session 1883.

Preston Park (Brighton).

(To confirm and give effect to Agreements between the Owners of Preston Park and the Corporation of Brighton for Sale and Purchase of Park; Extending and Enlarging Provisions of Will and Codicil of William Edmund Davies, and other Deeds relating thereto; Application of Monies coming to Corporation under that Will and Codicil towards Payment of Purchase Money or Providing otherwise for such Payment out of other Funds of the Corporation; Provision for Release of Annual Payments from said Trust Funds, and Charge thereof on Borough Fund; Power to Corporation of Brighton to Manage Park; Amendment of Acts).

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

To authorise Ellen Benett-Stanford, wife of Vere Fane Benett-Stanford, of Pyt House, Tisbury, in the county of Wilts, Esquire, with the concurrence of her husband in so far as the same may be necessary (hereinafter called "the Vendors"), with the authority of the Chancery Division of the High Court of Justice, or with such consents as may be necessary, to sell and convey to the Mayor, Aldermen, and Burgesses of the Borough of Brighton (hereinafter called "the Corporation"), for the purposes of a Public Park, and for such other purposes as may be prescribed by the intended Act, on such terms and conditions, and subject to such provisions and restrictions as may be provided by the intended Act, certain pieces or parcels of land situate at Preston Park, near Brighton, on either side of the road known as the Preston-road, and containing 62 acres or thereabouts, all in the parish of Preston and county of Sussex, together with the lodge thereon, and all fixtures, timber, and underwood.

To authorise and empower the Corporation to purchase the said lands or Park, and apply and appropriate to such purpose the funds or monies to which they are now or may eventually be entitled under and in pursuance of the codicil, dated 2nd day of October, 1879, to the Will of the now deceased William Edmund Davies, or any other funds or monies belonging to the Corporation.

To vary or modify, extend or enlarge, the provisions of the will of the said William Edmund Davies, dated 31st day of January, 1879, and of the said codicil, and also if need be of a certain

Deed of Arrangement between Mrs. Ann Davies, the widow of the said William Edmund Davies, and the Corporation, dated the 24th day of June, 1880, and a certain other deed varying the same, dated the 13th day of June, 1881, so as to enable the trust funds coming to the Corporation under that codicil to be applied in or towards the payment of the purchase money of the said lands or Park.

To make provision for the release of the said trust funds from any annual sums charged on the income thereof, and from the moiety of surplus income payable to the Testator's widow, and to make provision for the payment or charge on the Borough fund of such annual sum or sums and moiety of surplus income.

To make provision for laying out, improving and managing the said Park, and for widening and improving the said Preston-road, and to confer all requisite powers on the Corporation for that purpose.

To empower the Vendors and the Corporation to make and enter into and carry into effect contracts, arrangements, and agreements with reference to the purposes aforesaid, or any of them, and to confirm any agreement already entered into, or which may be entered into prior to the passing of the intended Act.

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

To alter, amend, extend, and enlarge, and, if need be, to repeal all or some of the powers and provisions of Stanford's Estate Act, 1871, and The Local and Personal Acts 6th George IV, cap. 179, The Brighton Borough Extension Act, 1873, The Brighton Pavilion Acts Amendment Act, 1876, and all other Acts relating to or conferring powers on the Corporation.

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

Dated this 15th day of November, 1882.

Day and Cather, 18, New Bridge-street,
E.C., Solicitors for the Bill.

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

Board of Trade.—Session 1883.

Porthleven Harbour.

(Application for Provisional Order for the Erection and Maintenance of a Structure to Exhibit thereon a Light; to Levy Additional Rates or Dues; Amendment and Repeal 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, by the Porthleven Harbour and Dock Company (hereinafter called "the Company") for a Provisional Order under "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:—

To authorise the Company to erect and maintain within the port and harbour of the Company at Porthleven, in the county of Cornwall (hereinafter referred to as "the Harbour"):

A structure, upon which to exhibit a light on the pier, within the limits coloured yellow on the plan hereinafter referred to.

The above-mentioned work will be wholly situate in the parish or extra-parochial place of Sithney, in the county of Cornwall.

To authorise the Company to levy increased and additional rates or dues on vessels and boats

and other craft entering and using and anchoring within the limits of the harbour, or in respect of the use thereof, or any part thereof, or of the quays, works, and conveniences connected therewith.

To authorise the Company to apply their existing funds for the purposes of the Provisional Order.

To confer on the Company all such powers, rights, authorities, and privileges necessary or expedient for carrying the powers of the Provisional Order into execution; to vary and extinguish all powers, rights, authorities, and privileges which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the Provisional Order; and to confer other rights, authorities, and privileges.

To amend all or some of the provisions of the Acts relating to the Harbour of Porthleven, namely, 51 Geo. III, cap. 195; 53 Geo. III, cap. 34; 56 Geo. III, cap. 22; 1 & 2 Geo. IV, cap. 42; and "The Porthleven Harbour Act, 1869," in so far as may be necessary for effecting any of the objects aforesaid; or to repeal such parts of the said Acts as may interfere with the said objects, and to make all such provisions as may be necessary for effecting any of the purposes of the Provisional Order.

On or before the 30th day of November instant, proper plans of the proposed works, and also a copy of this Notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Cornwall, at his office at Bodmin, in the said county, and at the Custom House at Penzance, in the said county, and at the office of the Board of Trade.

On and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished to all persons applying for the same, at the price of one shilling each, at the undermentioned offices of the Solicitors and Agents for the Company in St. Columb and London respectively.

Dated this 17th day of November, 1882.

Whitford and Sons, Solicitors, St. Columb, Cornwall.

Lewin, Gregory, and Anderson, 23, King-street, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1883.

Driffeld Cattle Market.

(Incorporation of Company for Constructing Cattle Market).

APPPLICATION will be made to Parliament in the ensuing Session for leave to bring in a Bill to incorporate a Company (hereinafter called the Company), and to confer upon the Company the following powers:—

To erect and maintain in the parish of Great Driffeld, in the East Riding of the county of York, a cattle market for the sale of cattle and other live stock with all requisite buildings, approaches, and all other works and conveniences upon land lying on the east side of the road leading from Driffeld to Wansford known as Wansford-road, and belonging to Mrs. Jane Elizabeth Turner and the representatives of the late William Turner, and now in the occupation of Francis Cook Matthews, and bounded on the north by land belonging to Mary Isabel Viscountess Downe, in the occupation of John Dunn, on the south partly by the occupation-road leading from the said Wansford-road to the cattle docks of the North Eastern Railway Company, and partly by land belonging to Thomas Boyes in the occupation of James Featherstone, on the east by other land belonging to the said

Mrs. Jane Elizabeth Turner and the said representatives of the late William Turner now in the occupation of the said Francis Cook Matthews and on the west by the said Wansford-road.

To levy tolls and charges, to confer, vary, and extinguish exemptions from the payment of tolls and charges, and to confer, vary, and extinguish other rights and privileges.

To prohibit the holding of any other market or fair within the said parish, and to prohibit or restrict the sale or exhibition of any cattle or other live stock in the streets and public places in the said parish, elsewhere than in the market of the Company, and to impose penalties for such sale or exhibition, and to make and enforce bye-laws and provisions for the government of the said market.

To purchase and acquire by compulsion or agreement all lands and easements for the purposes of the intended works.

To incorporate wholly, or in part, the Companies Clauses Consolidation Acts, 1845 to 1869; the Lands Clauses Consolidation Acts, 1845 to 1869; and the Markets and Fairs Clauses Act, 1847.

On the 30th day of November instant plans of the lands to be acquired for the purposes of the Bill, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of those lands, 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 East Riding of the county of York at his office at Beverley, in the same county, and also with the parish clerk of Great Driffeld at his residence.

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

Dated this 14th day of November, 1882.

W. T. Manning, 2, Westminster-chambers, Victoria-street;

Jennings and Co., Driffeld;

Solicitors for the Bill.

In Parliament.—Session 1883.

Brighton Corporation Water.

(Power to raise further money by borrowing or annuities. Amendment or extension of the Brighton Corporation Waterworks Act, 1872, and other Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by or on behalf of the Mayor, Aldermen, and Burgesses of the Borough of Brighton, in the County of Sussex (hereinafter called "The Corporation"), for leave to bring in a Bill to authorise the Corporation for the purposes of their Waterworks undertaking to raise further money by borrowing, or by the creation of Annuities, whether perpetual or terminable, redeemable or irredeemable, on the security of or charged upon their rates, rents, and revenues, including the special water rate, which by the Brighton Corporation Waterworks Act, 1872, the Corporation are authorised to make and levy, and their Corporate funds and property, and to extend all or some of the provisions of the last-mentioned Act with or without alterations or modifications to the further monies so to be raised and to the Corporation in respect thereof, and so far as may be necessary or thought expedient to alter, vary or repeal, all or some of the said provisions, and the provisions of any other Act or Acts relating to the Corporation or their Waterworks undertaking.

Printed copies of the Bill will be deposited in

the Private Bill Office of the House of Commons, on or before the twenty-first day of December next.

Dated this seventeenth day of November, 1882.

Francis J. Tillstone,

Town Clerk, Brighton.

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

In Parliament.—Session 1883.

London and North Western Railway.
(Additional Powers.)

(Widenings and Deviations of Railways and other Works and Additional Lands in the counties of Middlesex, Warwick, Stafford, Lichfield (city and county of city), Chester, Lancaster, York (West Riding), Westmorland, Cumberland, and Carnarvon; Power to the Company and the Lancashire and Yorkshire Railway Company, and to the Lancashire Union Railways Company, as to Footpaths and Lands; Power to levy Tolls, &c., and Alteration of Tolls on Whitehaven Junction Railway; Superfluous Lands of Company, and of Company and Lancashire and Yorkshire Railway Company; Extension of Time for Construction of Bolton and Kenyon Railway Deviation No. 2; Further Powers in connection with Docks at Garston and Widnes; Agreements with Lancashire and Yorkshire Railway Company, and with the Swinton and Pendlebury Local Board; Prevention of Trespass; Additional Capital and Application of Funds; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the London and North Western Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them, that is to say:—

To empower the Company to make and maintain the widenings (including in that term the alteration and improvement of and the laying down of additional lines of rails upon) and the deviations of portions of their existing railways, and the sea-wall wharf dock reservoir, and other works, hereinafter respectively described, with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith, that is to say:—

In the parish of Aston-juxta-Birmingham, in the county of Warwick:

The widening of so much of the Company's Grand Junction Railway as extends from the west end of the Lawley-street Viaduct to the junction with the said railway of the Company's Aston and Stechford Junction Railway;

In the townships and parishes of Heaton, Norris, Reddish, Denton, Manchester, and Ashton-under-Lyne, all in the county of Lancaster:

The widening of so much of the Company's Stockport and Guide Bridge Railway as extends from the bridge carrying Wellington-road, Stockport, over that railway, to the junction with that railway of the Company's railway from Denton to Dukinfield, and also, of so much of the last-mentioned railway as extends for a distance of one hundred and seventy yards or thereabouts, north-westwards from the said junction;

In the township of Golcar, in the parish of Huddersfield, in the West Riding of the county of York:

The widening of so much of the Company's Huddersfield and Manchester Railway as

extends from the north-east end of the viaduct, south of the Golcar station, to a point one hundred and fifty yards or thereabouts west of the bridge carrying Scar-lane over the said railway;

In the township and parish of Workington, and in the township of Seaton, in the parish of Camerton, and in the extra-parochial place of The Cloflocks, all in the county of Cumberland:

The deviation and alteration of the Company's Whitehaven Junction Railway, between the Church-street level crossing thereon and the bridge over the same railway, known as Siddick Bridge, and of so much of the Company's Cockermouth and Workington Railway as extends for a distance of four hundred and twenty yards or thereabouts, eastward from its junction, with the said Whitehaven Junction Railway;

With power to abandon and discontinue the use of so much of the said Whitehaven Junction Railway and of the said Cockermouth and Workington Railway respectively, as will be rendered unnecessary, by reason of such deviations; and to stop up, and discontinue so much of the existing footpath over the bridge by which the Whitehaven Junction Railway is now carried over the river Derwent as extends from a point ten yards or thereabouts northward, to a point sixty-five yards or thereabouts southward of the said bridge; and in lieu thereof to make a new footpath between the said points, which new footpath will be carried along the new bridge, by which the intended deviation of the Whitehaven Junction Railway is to be carried over the said river.

To empower the Company to execute the works and acquire the lands (in which term in this Notice houses and buildings are included), and exercise the powers following, that is to say:—

In the parish of St. Pancras, in the county of Middlesex:

To make a new street, commencing by a junction with Drummond-street, opposite the end of Melton-street, and terminating by a junction with Cardington-street, at a point one hundred and twenty-five yards or thereabouts east of its junction with the Hampstead-road; and to stop up and discontinue and appropriate to the purposes of the Company's undertaking so much of Cardington-street as lies between the termination of the intended new street and the junction of Cardington-street with Drummond-street;

To acquire, by compulsion or agreement, certain lands lying on the east side of the intended new street, and between that street and the portion of Cardington-street intended to be stopped up, and certain other lands lying on the west side of the intended new street and on the north side of Drummond-street, and at the east end of Little George-street, and certain other lands, being the burial-ground attached to St. James's Church, Hampstead-road;

In the parish of Willesden, in the county of Middlesex:

To construct an additional archway or opening immediately north of the existing arching under the road which now passes over the Company's London and Birmingham Railway, one hundred yards or thereabouts north-west of the crossing of the same railway by the

Midland and South Western Junction Railway ;

In the township of Atherstone, in the parish of Mancetter, in the county of Warwick :

To carry over the Company's Trent Valley Railway, by means of a footbridge, the existing footpath which now crosses that railway on the level eight hundred and eighty yards or thereabouts south-east of the Atherstone station ; and to stop up and discontinue so much of the said existing footpath as lies between the boundaries of the Company's property ;

In the parish of St. Michael, Lichfield, in the city and county of the city of Lichfield :

To make a new footpath, commencing by a junction with the approach road to the Company's Lichfield city station, at a point one hundred and ten yards or thereabouts north-east of the junction of that approach road with St. John-street, and passing along the northerly side of the said approach road to, and terminating by, a junction with the existing road, which passes over the Company's South Staffordshire Railway, at the north-east end of the said station ; and to stop up and discontinue and extinguish all public rights of way over so much of the said approach road as lies north-east of the junction therewith of the intended new footpath ;

In the township of Great Barr, in the parish of Aldridge, and in the parish of West Bromwich, all in the county of Stafford :

To stop up and discontinue so much as lies between the boundaries of the Company's property of the footpath which crosses the Company's Grand Junction Railway on the level, eighty yards or thereabouts south-east of the Newton-road station on that railway, and to make a new footpath along the south-west side of the said railway between the said level crossing and the bridge which carries the public road from West Bromwich to Newton-road Village over the same railway ;

In the township of Walsall Foreign, in the parish of Walsall, in the county of Stafford :

To stop up and discontinue so much as lies between the boundaries of the Company's property of the public footpath which now crosses the Company's Walsall and Cannock Railway on the level, two hundred and thirty yards or thereabouts north of the bridge carrying the road from Bloxwich to the Sneyd over that railway ; and to make a new footpath along the west side of the said railway between the said level crossing and the said road ;

In the parish of Cheslyn Hay, and in the township of Great Wyrley, in the parish of Cannock, all in the county of Stafford :

To make along the west side of the Company's Walsall and Cannock Railway a new footpath between the public road which passes under that railway at Wyrley station, and the existing footpath from Wyrley Bank to Bridgetown ;

In the township of Shavington-cum-Gresty, in the parish of Wybunbury, in the county of Chester :

To alter and divert to the westward so much of the public road known as Gresty-lane as lies between points thereon respectively two hundred and forty yards or thereabouts, and six hundred and twenty yards or thereabouts, north of the bridge carrying the Company's

Crewe and Shrewsbury Railway over the said lane, and known as Gresty Bridge ; and to acquire, by compulsion or agreement, certain lands lying on the west side of the portion of Gresty-lane so to be diverted ; and to stop up and discontinue and appropriate to the purposes of the Company's undertaking so much of the same road as lies between the points aforesaid ;

In the township of Tintwistle, in the parish of Mottram-en-Longdendale, in the county of Chester, in substitution for the deviation shown upon the deposited plans relating to the Denton and Saddleworth Railway, No. 2, authorised by the "London and North Western Railway (New Railways) Act, 1879," of the public road numbered on those plans 190, in the said parish :

To make a new road, commencing by a junction with the said public road (being the road from Micklehurst via Old Hollins to Mossley) at or near the bridge carrying the same over the Huddersfield Canal, near Carrhill Mills, and terminating by a junction with the same public road at a point two hundred and sixty-five yards or thereabouts, measured along that road in a southerly direction, from the said Denton and Saddleworth Railway, as now in course of construction. And to stop up and discontinue so much of the said public road as extends for a distance of one hundred and thirty yards or thereabouts in a westerly direction from the eastern boundary of the said railway ;

To make two new footpaths, one commencing by a junction with the said public road, at a point ninety yards or thereabouts east of the said bridge over the Huddersfield Canal, and passing over the said Denton and Saddleworth Railway, and terminating by another junction with the same road at a point forty yards or thereabouts, measured along that road in a southerly direction from the eastern boundary of the said railway, and the other commencing at or near the last-mentioned point, and extending thence for a distance of thirty yards or thereabouts in an easterly direction, and there terminating by a junction with the existing footpath, from Howard's Farm to the said public road ; and to stop up and discontinue so much of the two existing footpaths as lies between the termination of the last-mentioned new footpath, and the said public road ;

In the township of Worsley, in the parish of Eccles, in the county of Lancaster :

To acquire, by compulsion or agreement, certain lands lying on the north-west side of and adjoining the Company's Clifton Branch Railway, and on the south-west side of and adjoining the road from Light Barn Green to Swinton Park ;

To make a new road, commencing in and at the northern corner of the lands lastly hereinbefore described, and terminating at a point midway between Dorning-street and Lansdale-street, and sixty yards or thereabouts south from Manchester-road, Swinton ;

In the township of Widnes, in the parish of Prescott, in the county of Lancaster :

To make a new street, commencing by a junction with Ann-street East, in Widnes, sixty yards or thereabouts east of the Ann-street level crossing, on the Company's St. Helen's Railway, and terminating by a junction with Lugsdale-road, sixty yards or thereabouts north-east of the junction therewith of Ann-street West ; and to stop up and discontinue

and appropriate to the purposes of their undertaking the site of the said level crossing, and so much of Ann-street East aforesaid as is situate between the said level crossing and the commencement of the said intended new street, and to remove the existing footbridge at the said level crossing ;

In the township of Sutton, in the parish of Prescott, in the county of Lancaster :

To make a new footpath commencing by a junction with the public road leading from Clock Face to Sutton at or near its intersection by the public road known as Mill-lane, and passing thence under the Company's St. Helen's Railway and terminating by a junction with the existing footpath, which crosses that railway on the level, four hundred yards or thereabouts south of the crossing by the same railway, of the Company's Liverpool and Manchester Railway, at a point on such footpath seventy yards or thereabouts east of the said level crossing ; and to stop up and discontinue so much of the said existing footpath as lies to the west of the junction therewith of the said intended new footpath ;

In the township of Halewood, in the parish of Childwall, in the county of Lancaster :

To make a new footpath along the north side of the Company's Garston and Warrington Railway, commencing by a junction with the existing public footpath, which passes under that railway two hundred and eighty-five yards or thereabouts west of the Halebank station, and terminating by a junction with the public road which crosses the said railway at the same station ; and to stop up and discontinue so much of the said existing footpath as passes under and along the south side of the said Railway ;

In the townships of Allerton and Garston, in the parish of Childwall, in the county of Lancaster :

To make a new road commencing by a junction with Greenhill-road at a point three hundred and forty yards or thereabouts north-west of the level crossing of that road by the Company's Edgehill and Garston Railway, and passing thence over the said railway, and terminating by a junction with Long-lane at a point two hundred and ten yards or thereabouts north-west of the junction therewith of Greenhill-road aforesaid ; and to stop up and discontinue and appropriate to the purposes of their undertaking so much of the last-mentioned road as lies between points respectively ten yards or thereabouts north-east and south-west of the said level crossing ;

In the township and parish of Preston, in the county of Lancaster :

To stop up and discontinue so much of the Lancaster Canal, and the basins thereof, as lies south of a point on the canal fifty yards or thereabouts north of Bridge-lane where it crosses the said canal ; and to construct in lieu thereof a diversion or extension of the said canal from the said point to a point one hundred and thirty-five yards or thereabouts south of Bridge-lane, and twenty-seven yards or thereabouts east of the north-east corner of Stevenson's Foundry buildings ;

In the township of Saddleworth, in the parish of Rochdale, in the West Riding of the county of York,

To make the following new footpaths :—

A footpath commencing by a junction with the existing footpath from Kinder's-lane to Carr Barn, at a point immediately west of the crossing of the said footpath by the before-

mentioned Denton and Saddleworth Railway No 2, and terminating by another junction with the same footpath on the east side of the said railway, as now in course of construction at or near the junction of that footpath, with the footpath to Hall's Farm ; and to stop up and discontinue so much of the first-mentioned existing footpath as lies between the commencement and termination of the new footpath, and so much of the said footpath to Hall's Farm as lies between such termination and the western boundary of the said railway ; Two footpaths, one to be carried along the eastern side of the said Denton and Saddleworth Railway, between Shaw-lane and the existing footpath from Ballgreave Farm to Upper Mill, and the other commencing by a junction with Shaw-lane, at a point fifty-five yards or thereabouts north-west of the western boundary of the said railway, and passing thence in a south-westerly direction to and terminating by a junction with the existing footpath from Upper Mill to Shaw's Farm ; and to stop up and discontinue so much of each of the said existing footpaths as lies between the eastern boundary of the said railway, and the termination of the last-mentioned intended new footpath ;

In the township of Saddleworth, in the parish of Rochdale, in the West Riding of the county of York, in lieu of the diversion of the Bridle-road known as Pickhill-lane authorised by the "London and North Western Railway Act, 1882" :

To stop and divert so much of the said Bridle-road as extends from the west side of the said Denton and Saddleworth Railway, as now in course of construction, to the junction of the said Bridle-road with the road from Butter-house to Rye-fields, and to carry the same along the western side of the said railway to a junction with the said last-mentioned road.

In the township of Wortley, in the parish of Leeds, in the West Riding of the county of York :

To stop up and discontinue so much of the public footpath which crosses over the Company's Leeds and Dewsbury Railway, one hundred and thirty yards or thereabouts north-east of the bridge by which the Great Northern Railway is carried over that railway, as extends from its junction with Whitehall-road to its junction with another public footpath on the north-west side of the said first-mentioned railway ;

In the townships of Kendal and Natland, in the parish of Kendal, in the county of Westmorland :

A small dam or reservoir in the said township of Kendal, to be situate on the stream which passes along the south side of the wood known as Spindle Wood, belonging to the Earl of Bective, and to be formed by an embankment forty yards or thereabouts in length, to be constructed across the said stream at a point thereon ninety yards or thereabouts east of the junction of another stream, with the first-mentioned stream at the south-west corner of the said wood ;

A line of pipes commencing in the said dam or reservoir, and terminating at or near the Oxenholme station, on the Company's Lancaster and Carlisle Railway ;

In the township and parish of Workington, in the county of Cumberland,

To make two new roads :

No. 1, commencing by a junction with the street leading from South Quay to the Stanley-street level crossing on the Company's

Whitehaven Junction Railway, at a point sixty-five yards or thereabouts north-west of the said level crossing, and passing thence over the said railway by a bridge, and terminating at or near the junction of Belleisle-street and Belleisle-place; and so far as may be necessary for the purposes of the said new road, to alter the levels of the said first-mentioned street, and of Falcon-street, Stanley-street, and Belleisle-place;

No. 2, commencing by a junction with South Quay at a point one hundred and twenty yards or thereabouts west of the Church-street level crossing on the said Whitehaven Junction Railway, and passing thence over the said railway by the same bridge as road No. 1, and terminating, by a junction with Church-street, at a point seventy-five yards or thereabouts east of the last-mentioned level crossing; and so far as may be necessary for the purposes of the said new road to alter the levels of Church-street and Falcon-street;

To stop up and discontinue, and appropriate to the purposes of their undertaking, so much of Stanley-street as lies between points respectively twenty-five yards or thereabouts west, and fifty yards or thereabouts east of the said Stanley-street level crossing, and so much of South Quay and Church-street as lies between points respectively eight yards or thereabouts west, and sixteen yards or thereabouts east of the said Church-street level crossing;

And to acquire, by compulsion or agreement, the following lands, that is to say:—Certain lands lying between and at the junction of South Quay, and the street leading therefrom, to the said Stanley-street level crossing, and on the north-east side of the last-mentioned street; and certain other lands lying between and at the junction of such last-mentioned street and Stanley-street; and certain other lands lying between and adjoining the Whitehaven Junction Railway and Belleisle-place, and on the south side of Stanley-street; and certain other lands lying between and at the junction of Falcon-street and Church-street, and on the west side of Falcon-street;

In the parish of Eglwys Rhos, otherwise Llanrhos, in the county of Carnarvon:

A sea-wall, commencing at or about high water mark on the north-east side of the river Conway, opposite a point six hundred and seventy yards or thereabouts in a southeasterly direction, measured along the Company's Saint George's Harbour Railway from the Deganwy station, and extending for a distance of two hundred and twenty yards or thereabouts in a south-westerly direction from its said point of commencement to and terminating at or near low water mark on the same side of the said river;

A wharf or embankment with a sea-wall commencing at or about high water mark aforesaid, opposite the Deganwy station, and extending thence for a distance of six hundred and forty yards or thereabouts in a southerly direction along the foreshore of the said river, and terminating on the said foreshore fifty-five yards or thereabouts north of the termination of the intended sea-wall firstly hereinbefore described;

A dock to be situate on the foreshore of the said river, between the first-mentioned intended sea-wall, the said intended wharf or embank-

ment and high water mark aforesaid, with an entrance from the river Conway between the said sea-wall and the said wharf or embankment;

All proper entrances, cuts, basins, gates, sluices, sewers, dams, piers, jeties, quays, wharves, warehouses, sheds, buildings, stages, staiths, cranes, drops, slips, stairs, walls, bridges, embankments, approaches, roads, rails, tramways, sidings, junctions, turntables, machinery, buoys, beacons, works, and conveniences, connected with the said intended works or any of them, or necessary for the purposes thereof; and in connection with the said works to empower the Company to deepen, dredge, scour, cleanse, alter, and improve, from time to time, the bed, shores, and channel of the river Conway, adjoining or near to the entrance to the intended dock for the purpose of access thereto, and to use and appropriate the soil and material got thereby, and to take and divert from time to time water from the river Conway for the purpose of supplying the said dock with water.

To empower the Company to acquire, by compulsion or agreement, and to hold lands in the parishes, townships, and places hereinbefore mentioned for the purposes of the said intended widenings and deviations of railways and other works, and for other purposes. And also, in addition to the lands hereinbefore described, or referred to, to acquire, by compulsion or agreement, and to hold for the purpose of extending the station siding, and other accommodation of the Company, and for other purposes connected with their undertaking the lands hereinafter described or referred to, or some of them, that is to say:—

In the county of Middlesex:

Certain lands in the parish of St. Mary, Islington, being the houses and premises numbered, respectively, 9, 10, 11, 12, 13, 14, 15 and 16, and the sites of Nos. 16A and 16B, in Lyon-street, Barnsbury, and also the house and premises, numbered 173, in Bemerton-street;

Certain lands in the parish of Willesden, lying on the north side of and adjoining the Queen's Park station on the Company's London and Birmingham Railway;

Certain lands in the parish of Acton, lying on the east side of and adjoining the North and South Western Junction Railway, at and north of the junction therewith of the Midland and South Western Junction Railway, known as Acton Wells Junction;

In the county of Warwick:

Certain lands in the parishes of Rugby and Bilton, lying on the south side of and adjoining the Company's London and Birmingham Railway, at and near the junction therewith of the Company's Trent Valley Railway, with power to the Company to divert and carry along the southern side of the said lands the existing bridle road, which crosses under the first-mentioned railway near the said junction; and to stop up and discontinue so much of the said bridle road as will be rendered unnecessary by reason of such diversion; and certain other lands in the said parish of Rugby, lying on the north side of and adjoining the said London and Birmingham Railway, and between the last-named junction and the junction with the same railway of the Company's Rugby and Leamington Railway;

Certain lands in the parish of Monk's Kirby,

lying on the north-east side of and adjoining the Company's Trent Valley Railway, at or near the Brinklow station ;

Certain lands in the parish of Stoneleigh, lying on the south side of and adjoining the Company's London and Birmingham Railway, at the Tile-hill station ; and certain other lands in the same parish, lying on the same side of the said railway, at the Wakefield level crossing, seven hundred yards or thereabouts east of the said station ;

Certain lands in the parish of St. Michael, Coventry, lying on the north side of and adjoining the Company's Coventry and Nuneaton Railway, at and near the junction thereof with the Company's London and Birmingham Railway ;

Certain other lands in the same parish, lying on the south side of and adjoining the Company's London and Birmingham Railway, and at and near the mile-post thereon, indicating ninety-five miles from London, and three-quarters of a mile or thereabouts west of the junction with that railway of the Company's Coventry and Nuneaton Railway ;

Certain other lands in the same parish, lying on the south-east side of and adjoining the coal wharf at the Counden road station, on the Company's Coventry and Nuneaton Railway ;

In the county of Stafford :

Certain lands in the parish of Handsworth, lying on the south-east side of and adjoining the goods yard at the Witton station on the Company's Grand Junction Railway ;

Certain lands in the township and parish of Penkridge, lying on the east side of and adjoining the Company's Grand Junction Railway, at or near the Penkridge goods station ;

Certain lands in the parish of Castle Church, being the premises known as Friar's Cottage, lying between and adjoining the Company's Grand Junction Railway and Friar's-terrace at Stratford ;

In the county of Chester :

Certain lands in the township of Church Hulme otherwise Holmes Chapel, in the parish of Sandbach, lying on the east side of and adjoining the goods yard at the Holmes Chapel station on the Company's Crewe and Manchester Railway ;

Certain lands in the township and parish of Chendale lying on the north-west side of, and adjoining the Company's Crewe and Manchester Railway immediately north of the Mecker Brook ;

In the county of Lancaster :

Certain lands in the township of Newton, in the parish of Manchester, lying on the west side of and adjoining the Longsight passenger station on the Company's railway from Stockport to Manchester ; and certain other lands in the township of Gorton, in the same parish, lying on the east side of and adjoining the engine house and sidings at the same station ; with power to make a new footpath commencing by a junction with the existing footpath, which passes along the houses known as Tank-row, at a point ninety yards or thereabouts south of the northern termination of that footpath, near the engine house at the said Longsight station, and terminating by a junction with the existing footpath which joins the first-mentioned existing footpath at its northern termination aforesaid, at a point thereon forty-five yards

or thereabouts east of the said termination And to stop up and discontinue so much of the said existing footpaths as lies between the commencement and termination of the intended new footpath ;

Certain lands in the township of Barton-upon-Irwell, in the parish of Eccles, lying on the north side of and adjoining the Patricroft station on the Company's Liverpool and Manchester Railway, together with a portion of the site of that station ;

Certain other lands in the same township and parish, lying on both sides of and adjoining the Company's Clifton Branch Railway, and on the north-east side of and adjoining Monton road ;

Certain lands in the township of Kenyon, in the parish of Winwick, lying on the south side of and adjoining the Company's Liverpool and Manchester Railway, at and to the east of the Kenyon Junction station. And certain other lands lying on the north side of and adjoining the same railway, and between that railway and the Company's Bolton and Kenyon Railway ;

Certain other lands in the same township and parish, lying on the west side of and adjoining the said Bolton and Kenyon Railway, and near to and north of the bridge which crosses that railway three hundred and thirty yards or thereabouts north of the Kenyon Junction ;

Certain lands in the township of Huyton-with-Roby, in the parish of Huyton, lying on the south side of and adjoining the Company's Liverpool and Manchester Railway, and at the back of the Seel Arms Inn in Hall-lane Huyton Quarry ;

Certain lands in the township of Ditton, in the parish of Prescott, lying on the north side of and adjoining the Company's Garston and Warrington Railway, at or near the crossing by that railway of the Ditton Brook, one hundred and ten yards or thereabouts east of Ditton station ;

Certain lands in the extra-parochial place of Toxteth-park, lying between and adjoining Caryl-street and Sefton-street, and seventy-five yards or thereabouts north of Northumberland-street ;

Certain lands in the townships of Scotforth and Lancaster, in the parish of Lancaster, lying between and adjoining the Company's Lancaster and Preston Railway, and the road from Garstang to Lancaster, at and near the terminus of the said railway at Lancaster old station ;

In the West Riding of the county of York :

Certain lands in the township of Saddleworth, in the parish of Rochdale, lying on the west side of and adjoining the public road from Stalybridge to Huddersfield, north of and near to its intersection by the public road from Micklehurst to Greenfield, and in part intersected by the Company's Denton and Saddleworth Railway No. 2, now in course of construction ;

Certain other lands in the same township and parish, lying between and adjoining the said public road from Stalybridge to Huddersfield and the said railway, one hundred and eighty yards or thereabouts south of where the railway crosses Chew Brook ; and certain other lands in the same township and parish, lying on the west side of and adjoining the same railway, and two hundred and fifty yards or thereabouts south of Shaw-lane ; and certain other lands in the

same township and parish, lying on the west side of and adjoining the same railway, and on the south side of and adjoining Shaw-lane; and certain other lands in the same township and parish, lying on the west side of and adjoining the same railway, and between Shaw-lane and Saddleworth Fold-lane;

Certain lands in the township and parish of Thornhill, lying on the north-west side of and adjoining the Company's Leeds and Dewsbury Railway, at or near to and east of the junction of that railway with the Lancashire and Yorkshire Railway, known as the Thornhill Junction;

In the county of Cumberland:

Certain lands in the townships of Botchergate, Upperby, and Blackhall Low, in the parish of Saint Cuthbert, Carlisle, lying on both sides of and adjoining the river Potterill, near the Company's engine-shed and locomotive works; with power to divert the said river to the eastward, where it passes through the said lands, from a point one hundred and thirty yards or thereabouts, measured along the river in a southerly direction from Harraby Bridge to a point seven hundred and fifty yards or thereabouts, measured as aforesaid from the same bridge; and with power to make a new footpath, commencing by a junction with the existing footpath which now passes along the western side of the portion of the said river so to be diverted at a point one hundred and twenty yards or thereabouts south of the junction of that footpath with the London-road, and terminating by another junction with the same footpath at a point two hundred yards or thereabouts south-east of the footbridge under the Company's Lancaster and Carlisle Railway, at the southern end of the sidings leading to the said engine-shed; and another new footpath commencing at the eastern end of the said footbridge, and extending thence for a distance of ninety yards or thereabouts, in a north-easterly direction, to a junction with the first-mentioned intended new footpath; and to stop up and discontinue so much of the said existing footpath as lies between the commencement and termination of such first-mentioned intended new footpath.

To empower the Company and the Lancashire and Yorkshire Railway Company, or one of them, to exercise the powers following, that is to say:—In the township of Farington, in the parish of Penwortham, in the county of Lancaster:

To make a new footpath, commencing by a junction with the existing public footpath which crosses the North Union Railway one hundred and seventy-five yards or thereabouts north of the bridge carrying Fowler-lane over that railway, at a point on that footpath one hundred and seventy-five yards or thereabouts east of the said railway, and terminating by a junction with Fowler-lane aforesaid, at a point one hundred and twenty yards or thereabouts south-east of the said bridge; and to stop up and discontinue so much of the said existing footpath as lies between the western boundary of the said railway and the commencement of the intended new footpath.

To empower the Lancashire Union Railways Company to acquire, by compulsion or agreement, and to hold for purposes of their undertaking, the lands, and to exercise the other powers hereinafter described, that is to say:—

In the township and parish of Wigan, in the county of Lancaster, certain lands lying on the north of and adjoining the Lancashire Union Railway, between the junction therewith of the Kirkless Hall Branch and the occupation bridge under the said railway, immediately west of the Leeds and Liverpool Canal:

To divert and carry under the said railway the existing public footpath which now crosses the same on the level between the said junction and the said bridge, and also to divert the two existing public footpaths which now join the first-mentioned existing footpath at the north side of the said level crossing, and to carry the same respectively to another junction with such first-mentioned footpath as diverted, at a point twenty-two yards or thereabouts north of the same level crossing.

To authorise the purchase and acquisition of so much of any property as may be required for the purposes, or in exercise of the powers of the intended Act, without the Company purchasing the same becoming subject to the liability imposed by section 92 of the "Lands Clauses Consolidation Act, 1845."

To extinguish or provide for the extinguishment of all rights of way over the public, carriage, and other roads, streets, footpaths, ways, courts, alleys, and passages, or portions thereof, which are proposed to be stopped up and discontinued, or diverted, and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads, streets, footpaths, courts, alleys, and passages or portions thereof in the Company or Companies upon whom the powers to stop up the same are conferred.

To vary or extinguish all rights and privileges connected with the lands purchased or taken under the powers of the intended Act, or which would in any manner impede or interfere with the objects thereof; and to confer, vary, and extinguish other rights and privileges.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all public, carriage, and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic wires and apparatus, within or adjoining to the before-mentioned parishes, townships, and other places, which it may be necessary or convenient to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

To authorise deviations, laterally and vertically, from the lines and levels of any of the intended works, as shown on the plans and sections to be deposited as hereinafter mentioned.

To make provision for the repair of all or any of the new or altered roads, streets, footpaths, or highways, to be constructed or altered under the authority of the intended Act, by the same persons, and by the same means as other roads, streets, footpaths, or highways, in the parishes, townships, or places within which the new or altered roads, streets, footpaths, or highways, respectively will be situate, are for the time being legally repairable, or in such other manner as may be prescribed by the intended Act.

To empower the Company and the Swinton and Pendlebury Local Board to make and carry into effect agreements with respect to the payment by the said Local Board of the cost of the making of the intended new road, in the township of Worsley, in the parish of Eccles, and to confirm or give effect to any such agreement which may have been, or may be made prior to

the passing of the intended Act; and to empower the said Local Board to apply their funds to the purposes of any such agreement.

To empower the Company to demand and recover tolls, rates, dues, and charges, for or in respect of the use of the widenings and deviations of railways, and for or in respect of shipping, and persons, animals, and goods, using the sea-wall wharf, and dock and works connected therewith, and for or in respect of the new footpath, or footbridge, at Workington, and for or in respect of the other works by the intended Act authorised; and to alter existing tolls, rates, dues, and charges, and to grant exemptions from the payment of tolls, rates, dues, and charges; and to provide for the recovery, by the imposition and enforcing of penalties or otherwise, of all or any of such tolls, rates, dues, and charges.

To alter and vary or repeal the tolls, rates, and charges, or some of them, now leviable in respect of the use of the Company's Whitehaven Junction Railway, between Workington and Maryport, or of such other part of the said railway as may be prescribed by the intended Act; and to make applicable to the said portion of the said railway the tolls, rates, and charges, or some of them now leviable in respect of the use of the Cleator and Workington Junction Railway, or such other tolls, rates, and charges as may be prescribed or authorised by the intended Act; and so far as may be necessary, to alter and amend, or repeal all or some of the provisions of the Act Local and Personal, 7 and 8 Vic., cap. 64.

To make provision for the management, use, regulation, and protection of the intended sea-wall, wharf, and dock, and the works connected therewith, and the regulation and control of shipping, persons, animals, and goods, frequenting or using, or approaching to or departing from the same, and the pilotage of shipping; and the appointment, regulation, dismissal, and payment of a dockmaster, piermaster, pilots, and other officers; and the making and enforcing of bye-laws, and the imposition of penalties and restrictions; and to confer upon the Company all other usual and necessary powers with reference to such sea-wall, wharf, dock, and works.

To define the limits within which the dock, pier, and other masters, meters, weighers, and other officers and servants, to be appointed by the Company under the provisions of the intended Act, may exercise the powers conferred upon them respectively; and to provide and declare (if thought expedient so to do) that the provisions of the "Harbours, Docks, and Piers Clauses Act, 1847," with respect to lifeboats, and with respect to keeping a tide and weather gauge, shall not apply to the intended dock and works connected therewith, or to the Company in relation thereto.

To extend the time for the sale of all or any of the superfluous lands belonging to the Company, and to the Company and the Lancashire and Yorkshire Railway Company; and to confer upon the said Companies further power with reference to the retention, sale, or disposition of the said lands; and to alter, amend, and extend, with reference to the said lands, the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To extend the time now limited by the "London and North Western Railway (New Railways, &c.) Act, 1878," for the construction and completion of the Bolton and Kenyon Railway Deviation, No. 2,

authorised by that Act, and as far as may be necessary, to alter and amend the said Act.

To empower the Company at and with respect to their Garston Docks and their Widnes Dock, respectively, to set apart and appropriate to the use of any steam and other vessels, and of any canal, railway, or other Company, and of any person or body of persons, and for the purposes of any particular trade, any portion or portions of such docks or dock, and of the berths, wharfs, quays, yards, warehouses, and other works and conveniences at or connected therewith respectively, and to make, recover, and enforce such charges, rules, and regulations in respect thereof, as may be prescribed or provided for by the intended Act.

To empower the Company to grant and issue certificates of the warehousing or storing of goods at their Garston Docks and their Widnes Dock respectively, and to grant and issue warrants for the delivery of goods so warehoused or stored, and to make provision with respect to the transfer and delivery of such goods, and with respect to the tenor and effect of such certificates and warrants, and otherwise in relation thereto.

To make further and better provision for the recovery by the Company of rates, rents, and charges, payable to them in respect of traffic of every description, at, on, or in their Garston docks and their Widnes Dock respectively, and the wharfs, quays, yards, warehouses, and other works and conveniences thereat, or connected therewith; and for that purpose to empower the Company to seize and sell such traffic, and apply the proceeds thereof in or towards the payment and discharge of the rates, rents, and charges (including therein customs, duties, and inland revenue duties) due or payable in respect of such traffic.

To empower the Company and the Lancashire and Yorkshire Railway Company to enter into and carry into effect agreements with reference to the authorised widenings of the Company's railway between Huddersfield and Heaton Lodge, and of the Lancashire and Yorkshire Railway Company's railway between Heaton Lodge and Thornhill junction, and to the user by the said Companies respectively of the railways so authorised to be widened, and to confirm or give effect to any agreement with reference to such widenings which may have been or may be made between those Companies prior to the passing of the intended Act.

To make further and more effectual provision for the prevention and punishment by the imposition of penalties or otherwise, as may be provided by the intended Act, of trespassers upon the railways, stations, or works, belonging to or leased or worked by the Company, or the Company and any other Company, and to vest in such Company or Companies and their officers and servants more immediate powers for the removal or apprehension of such trespassers.

To empower the Company for all or any of the purposes of the intended Act, and of any other Act or Acts of the next session, and for other the general purposes of the Company to increase their capital, and to raise further sums of money by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To empower the Lancashire and Yorkshire Railway Company and the Lancashire Union

Railways Company respectively, to apply to the purposes of the intended Act to be executed by them any capital or funds belonging to them.

For the purposes aforesaid it is intended if need be to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them, that is to say :—

The Act 9 and 10 Vic., cap. 204, and all other Acts relating to the Company ;

The Act 21 and 22 Vic., cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company ;

The Lancashire Union Railways Act, 1864, and all other Acts relating to the Lancashire Union Railways Company ;

And notice is hereby given, that on or before the 30th day of November instant, maps, plans and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette will be deposited as follows, that is to say :—as relates to the works and lands in the county of Middlesex, with the Clerk of the Peace for that county, at his office at the Sessions House, Clerkenwell ; as relates to the works and lands in the county of Warwick, with the Clerk of the Peace for that county, at his office at Leamington ; as relates to the works and lands in the county of Stafford, with the Clerk of the Peace for that county, at his office at Stafford ; as relates to the lands in the city and county of the city of Lichfield, with the Clerk of the Peace for that city and county, at his office at Lichfield ; as relates to the works and lands in the county of Chester, with the Clerk of the Peace for that county, at his office at Chester ; as relates to the works and lands in the county of Lancaster, with the Clerk of the Peace for that county, at his office at Preston ; as relates to the works and lands in the West Riding of the county of York, with the Clerk of the Peace for that Riding, at his office at Wakefield ; as relates to the works and lands in the county of Westmorland, with the Clerk of the Peace for that county, at his office at Appleby ; as relates to the works and lands in the county of Cumberland, with the Clerk of the Peace for that county, at his office at Carlisle ; and as relates to the works and lands in the county of Carnarvon, with the Clerk of the Peace for that county, at his office at Carnarvon ; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the said intended works are proposed to be made or lands are situate, together with a copy of this Notice as published in the London Gazette will, on or before the said 30th day of November, be deposited as follows, that is to say :—as relates to the parish of Saint Mary, Islington, with the Vestry Clerk of that parish, at his office in Upper-street, Islington ; as relates to the parish of Saint Pancras, with the Vestry Clerk of that parish, at the Vestry-hall, King's Road, Saint Pancras ; as relates to the extra-parochial place of Toxteth Park, with the Parish Clerk of the adjoining parish of Liverpool, at his residence ; as relates to the extra-parochial place of The Cloffocks, with the Parish Clerk of the adjoining parish of Wokingham, at his residence ; and as relates to the other parishes, with the Parish Clerk of each such parish, at his residence ; or as relates to any other extra-parochial place, with the clerk of some adjoining parish at his residence.

And notice is hereby further given, that on or before the 21st day of December next, printed

copies of the intended Act will be deposited in the Private Bill Office of the House of Commons. Dated this 9th day of November, 1882.

R. F. Roberts, Euston Station, and 9, Great George-street, Westminster, Solicitor.

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

Board of Trade.—Session 1883.

Broadstairs Gas Company.

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

NOTICE is hereby given, that the Broadstairs Gas Company (hereinafter called "the Company") are about to apply to the Board of Trade under "The Gas and Water Works Facilities Act, 1870," for a Provisional Order, to be confirmed by Parliament in the ensuing session, and that by such Order the Company will seek for powers :—

1. To enable the Company, for the purposes of their authorized undertaking, to raise additional capital by the creation and issue of new shares or stock, with or without a preference or priority of dividend, and upon such terms and conditions as may be prescribed in the Order, and by borrowing on mortgage, bond, or otherwise, and by the creation and issue of debenture stock, or by all or some of such means.
2. To amend the Act relating to the Company, namely, "The Broadstairs Gas Act, 1875," and to extend to the Company the provisions, or some of the provisions, of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869."

And notice is hereby also given, that a copy of this advertisement will, on or before the 30th of November instant, be deposited at the office of the Clerk of the Peace for the county of Kent, at his office, at Maidstone, and also at the office of the Board of Trade, Whitehall, London.

And notice is hereby further given, that printed copies of the draft Provisional Order can, on and after the 23rd day of December next, be obtained at the offices of the Company at Broadstairs, or of Messrs. Wyatt, Hoskins, and Hooker, No. 28, Parliament-street, Westminster, on payment of one shilling for each copy. Every company, corporation, or person desirous of making to the Board of Trade any representation, or of bringing before that Board any objection respecting the said application, may do so by letter, addressed to the Assistant-Secretary of the Railway Department of the said Board, on or before the 15th day of January next. Copies of such objections must at the same time be also sent to the Secretary of the Company, or to Messrs. Wyatt, Hoskins, and Hooker aforesaid, and in forwarding such objections to the Board of Trade, the objectors or their agents should state that a copy of the same has been forwarded to the Promoters or their agents.

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

Dated this 17th day of November, 1882.

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

In Parliament.—Session 1883.

Borough of Portsmouth, Kingston, Fratton, and Southsea Tramways.

(Incorporation of a Company for Construction of Tramways; Widening of Streets and Bridge; Compulsory Purchase of Lands; Agreements with Corporation of Portsmouth and other Bodies, and with the Portsmouth Street Tramways Company, and the Provincial Street Tramways Company.)

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

To incorporate a Company (hereinafter called the Company), and to empower them to make, form, lay down and maintain, work, and use the tramways, street widenings, and other works hereinafter described, with all proper rails, plates, sleepers, and conveniences connected therewith (that is to say):—

A Tramway, No. 1, commencing in Kingston-road at a point 20 feet or thereabouts south of the south side of Kingston-cross, and passing southward along Kingston-road, and terminating opposite the northern side of the "George and Dragon" public-house. Tramway No. 1 will be a single line, except between Bedford-street and Dumbarton-street, where it will be a double line.

A Tramway, No. 1A, a short single line, commencing by a junction with the existing tramways at Kingston-cross at or near the southern end of London-road, and terminating by a junction with Tramway No. 1 at its commencement.

A Tramway, No. 1B, a short single line, commencing by a junction with the existing tramways in Kingston-cross, at or near the east end of Kingston-crescent, and terminating by a junction with Tramway No. 1 at its commencement.

A Tramway, No. 2, commencing by a junction with Tramway No. 1 at its termination, passing southward along Kingston-road, and terminating opposite the end of Lake-road. Tramway No. 2 will be a single line, except at the following places, where it will be a double line:—For a distance of $1\frac{1}{2}$ chains measuring southward from its commencement, and for a distance of 2 chains measuring northward from the south side of New-road.

A Tramway, No. 3, commencing by a junction with Tramway No. 2 at its termination, passing southward along Buckland-road and Fratton-road, and terminating at a point 34 yards, or thereabouts, south of St. Mary's-road.

Tramway No. 3 will be a single line, except at the following places, where it will be a double line:—For a distance of two chains measuring southward from its commencement, and for a distance of 2 chains measuring northward from its termination.

A Tramway, No. 4, commencing by a junction with Tramway No. 3 at a point 30 yards, or thereabouts, north of St. Mary's-road, passing eastward along St. Mary's-road, and terminating at or near the entrance to the Cemetery.

Tramway No. 4 will be a single line, except at the following places, where it will be a double line:—Between Olinda-street and Guildford-road, and for a distance of 2 chains east of St. Cuthbert-road.

A Tramway, No. 4A, a short single line, commencing by a junction with Tramway No. 4 at a point 35 yards, or thereabouts, east of the wall of St. Mary's Vicarage garden, and terminating by a junction with Tramway No. 5 at its commencement, as hereinafter described.

A Tramway, No. 5, commencing by a junction with the intended Tramway No. 3 at its termination, passing southward along Fratton-road, and terminating 20 yards, or thereabouts, north of the centre of Fratton Bridge.

Tramway No. 5 will be a single line, except at the following places, where it will be a double line:—Between points respectively 17 and 50 yards south of the south side of Fitzroy-street, and for a distance of $1\frac{1}{2}$ chains southward from the northern side of the open space in front of "The Old Red House" public-house.

Between Fratton-grove and Somers-road north for a distance of $1\frac{1}{2}$ chain northwards from its termination.

A Tramway, No. 6, a double line, commencing by a junction with Tramway No. 5 at its termination, passing southward over Fratton Bridge, and terminating in Victoria-road north, opposite Canal-road.

For the purpose of Tramway No. 6 it is proposed to empower the Company to widen Fratton Bridge on both sides thereof.

A Tramway, No. 7, commencing by a junction with Tramway No. 6 at its termination, passing southward along Victoria-road north, and terminating at or near the end of Elm-grove.

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

For a distance of $1\frac{1}{2}$ chains, measuring southward from its commencement.

For a distance of 2 chains, measuring northward from the southern side of Clarence House.

For a distance of 2 chains, measuring southward from the west side of Outram-road.

A Tramway, No. 8, commencing by a junction with Tramway No. 7 at its termination, passing southward and eastward along Victoria-road and Albert-road, and terminating at the north end of Festing-road.

Tramway No. 8 will be a single line, except at the following places, where it will be a double line:—

For a distance of 2 chains southward from its commencement.

For a distance of 2 chains eastward from the west side of Napier-road.

For a distance of 2 chains eastward from opposite Lazy-lane.

For a distance of 2 chains westward from its termination.

A Tramway, No. 9, commencing by a junction with Tramway No. 8 at its termination, passing southward and south-westward along Festing-road, South Parade, and St. Helen's Parade, and terminating opposite the end of Alhambra-road.

Tramway No. 9 will be a single line, except at the following places, where it will be a double line:—

For a distance of 2 chains northward from the end of Lumps-lane.

For a distance of 2 chains northward from the end of Granada-road.

For a distance of 2 chains eastward from its termination.

A Tramway, No. 9A, a short single line, commencing by a junction with Tramway No. 9 at its termination, and terminating by a junction with the existing tramway in St. Helen's Parade at its eastern termination.

A Tramway, No. 10, commencing by a junction with Tramway No. 7 at its termination, passing thence southward along Victoria-road south, westward along Marmion-road, and terminating in Marmion-road at or near the north end of Lennox-road north.

Tramway No. 10 will be a single line, except at the following places, where it will be a double line:—

For a distance of 2 chains from its commencement.

For a distance of 2 chains north of the junction of Victoria-road south with Marmion-road.

For a distance of 2 chains eastward from a point 30 yards eastward of its termination.

At the following places a less space than 9 feet 6 inches will intervene between the outside of the footpaths and the nearest rail of the tramways, for a distance of 30 feet and upwards, that is to say:—

Tramway No. 1.

On both sides from its commencement to a point 30 yards north of the north side of Bedford-street.

On the east side from the point last described to the termination of the intended tramway.

On the west side between Bedford-street and Dumbarton-street.

Tramway No. 1A.

On the east side from its commencement to its termination.

Tramway No. 1B.

On the south and west sides from its commencement to its termination.

Tramway No. 2.

On both sides for a distance of $1\frac{1}{2}$ chains southward from its commencement.

On the east side from the south side of Vine Cottage to the termination of the tramway.

On the west side for a distance of $1\frac{1}{2}$ chains northward from the north side of New-road.

Tramway No. 3.

On the east side for a distance of $1\frac{1}{2}$ chains southward from its commencement.

On the west side between points respectively 17 and 37 yards south of the end of Lake-road.

On the west side from the north side of Omega-terrace to the termination of the tramway.

Tramway No. 4.

On the east and north sides from its commencement to the west side of Guildford-road.

On the south side for a distance of 40 yards eastward from the western end of St. Mary's-road.

On the north side from the west side of St. Cuthbert's-road to the termination of the tramway.

Tramway No. 4a.

On the east and south sides for a distance of 30 yards from its commencement.

Tramway No. 5.

On the west side from its commencement to the north side of Church-road.

On the east side from a point $1\frac{1}{2}$ chains north of the south boundary wall of St. Mary's Church-yard to a point 17 yards south of the south side of Fitzroy-street.

On both sides for a distance of $1\frac{1}{2}$ chains southward from the point last described.

On the east side from the point last described to the northern side of the open space in front of the "Old Red House" public house.

On both sides for a distance of $1\frac{1}{2}$ chains southward from the point last described.

On the east side from the point last described to a point $1\frac{1}{2}$ chains north of the north side of Somers-road north.

On both sides from the point last described to the north side of Somers-road north.

On the east side from the point last described to the south side of Havelock-terrace.

On the west side for a distance of 15 yards south of the south side of Lucknow-street.

On both sides from the point last described to the termination of the tramway.

Tramway No. 6.

On both sides from its commencement to its termination.

Tramway No. 7.

On both sides from its commencement to the south side of Clarence House.

On the south and east sides for a distance of 2 chains south-westward of the west side of Outram-road.

Tramway No. 8.

On the west side for a distance of 2 chains southward from its commencement.

On the north side for a distance of 2 chains eastward from the east side of Napier-road.

On the north side for a distance of 2 chains eastward from the east side of Lazy-lane.

On both sides for a distance of 2 chains westward from its termination.

Tramway No. 9.

On the east and south side from its commencement to its termination.

Tramway No. 10.

On the east side for a distance of $1\frac{1}{2}$ chains north of the north side of St. Vincent-road.

On the south side for a distance of 80 yards eastward from the termination of the tramway.

Street Widening.

The widening of Fratton-road on the west side at the corner near Fratton Bridge.

The widening of Fratton Bridge and roadway there, throughout the whole length of this bridge, including the wing walls on both sides, and the necessary alterations of the levels of the approaches consequent upon such widening.

The widening of Victoria-road on its south-east side, from the junction there with Lazy-lane and Canal-road to a point 14 feet north of Ottawa-terrace.

The widening of Victoria-road on the north-west side from a point 44 feet north of the north end of Ottawa-terrace to a point in a line with the south side of Clarence House.

All the said intended tramways, street widenings, and other works will be situate in the parish of Portsea, in the county of Southampton.

Each of the said tramways will consist of a single pair of rails, on the gauge of 4 feet 8 $\frac{1}{2}$ inches, and it is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

To 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, water-pipes, gas-pipes, and electric telegraph pipes and apparatus within all or any of the parishes or places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or for substituting others in their place, or for the other purposes of the intended Act.

To empower the Company, for all or any of the purposes of their Act or undertaking, to purchase or acquire, by compulsion or agreement, lands and houses, or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

To empower the Company, when, by reason of the execution of any work affecting the surface

or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish or place mentioned in this Notice, and to maintain, so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway or part of a tramway so removed or discontinued to be used, or intended so to be.

To prescribe the power to be used by the Company upon the tramways, and to authorise them to use thereon animal power, and any mechanical power of any description, and either fixed or stationary.

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 person or Corporation for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

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

To empower the Company, on the one hand, and the Corporation of the borough of Portsmouth, and other bodies having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, on the other hand, to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To empower the Company on the one hand, and the Portsmouth Street Tramways Company and the Provincial Street Tramways Company, or one 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 Company of the intended tramways and works, or any part or parts thereof, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from, or destined for the tramways of the contracting Companies, or either of them, the supply and maintenance of stock and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective tramways and works of the contracting Companies, or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of Joint Committees for carrying into effect every or any such agreement as aforesaid.

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

The intended Act will incorporate the whole

or some of the provisions of "The Tramways Act, 1870," with such alterations and amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act as well as the powers hereinbefore mentioned, and will alter and amend, so far as may be necessary, "The Portsmouth Street Tramways Act, 1870," and any other Acts relating to that Company.

And Notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office in Winchester, and with the parish clerk of the parish of Portsea, at his residence.

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

Dated this 15th day of November, 1882.

R. W. Ford and Son, Portsmouth, Solicitors for the Bill.

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

Ford and Ford, Solicitors, Howard-street, Thames Embankment.

Board of Trade.—Session 1883.

Plymouth, Stonehouse, and Devonport Electric Lighting.

(Power to produce, supply, and store Electricity for lighting and other purposes, and for those purposes to break up public and private streets, and other places in the boroughs of Plymouth and Devonport, and the parish of East Stonehouse, all in the county of Devon; and to erect, lay down, provide and maintain wires and other apparatus and works, acquire land and other rights, and supply lamps, meters and fittings. Powers to the Local Authorities and others, and agreements with them. Power to demand and recover Rents and Charges, and to make Regulations as to fittings. Incorporation of Acts).

NOTICE is hereby given, that application is intended to be made by the Union Electric Light and Power Company, Limited, whose registered office is situate at St. Stephen's Chambers, Telegraph-street, in the city of London, (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of "The Electric Lighting Act, 1882," for a Provisional Order for the following purposes:—

To authorise and empower the Company to supply and store electricity, as defined by the said Act, for all or some of the public and private purposes as defined by the said Act, within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes in the said area, and to lay down, set up, maintain, renew or remove, either above or under ground or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid within the said area, and all other works to

carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands, or interests or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorise the Company to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Company on the one hand, and the Local Authorities on the other hand, to enter into agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and, if necessary, to authorise such Local Authorities to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of "The Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned, that by "The Electric Lighting Act, 1882," are conferred upon undertakers as defined by such Act; 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 those Acts, and to confirm or give effect to any agreement with any Local Authority or other corporation or person relative to the said Order, or the undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires, or the Board of Trade may prescribe with respect to all or any matters in connection with the proposed undertaking.

To authorise the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is the boroughs of Plymouth and Devonport, and the parish of East Stonehouse, all in the county of Devon.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

Plymouth.

Barbican, Southside-street, Parade, Notte-street (east of Southside-street), High-street, Whimble-street, Ban-hill, Buckwell-street, Treville-street, Old Town-street, Ebrington-street, East-street, Bedford-street, Westwell-street, Princess-square, Union-street, Mill-bay-road, Lockyer-street, George-street,

George-place, Cornwall-street, Market-place, Manor-street, Bank of England-place.

Stonehouse.

Union-street, Edgcumbe-street, Phoenix-street, St. Mary-street (south of Emma-place), Emma-place, Little Durnford-street, Durnford-street (north of Little Durnford-street), Chapel-street, Manor-street, Clarence-place, High-street, Fore-street, Stonehouse Bridge.

Devonport.

Devonport-hill, Cumberland-road, Chapel-street, Fore-street, Marlborough-street, Granby-street (east of Marlborough-street), Princess-street, St. Aubyn-street, Ker-street, George-street, Cumberland-street (east of St. Aubyn-street).

The streets, roads, or places not repairable by the Local Authority which the Company propose to take power to break up are as follows:—

Stonehouse Bridge.

The railways and tramways which the Company propose to take power to break up are as follows:—

The Great Western Railway, the London and South Western Railway, the Plymouth, Stonehouse and Devonport Tramways.

The canals and navigable rivers which the Company will be empowered to cross are as follows:—

The River Plym, the Stonehouse Creek.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of 1s. for each copy to all persons applying for the same at the office of the undersigned Walter Webb and Co., 23, Queen Victoria-street, in the city of London; at Messrs. Bowering and Co's., 20, George-street, Plymouth, and at Mr. R. S. Smith's, 45, Edgcumbe-street, Stonehouse, and 98, Fore-street, Devonport, in the county of Devon.

Every Local, or other public Authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the date hereof.

Dated this 22nd day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, London, E.C., Solicitors and Parliamentary Agents.

In Parliament.—Session 1883.

Swindon and Cheltenham Extension Railway. (Construction of New Railways and Deviation Railway; Abandonment of portion of authorised Line; Additional Capital; Compulsory Purchase of Lands; Stopping up a certain Footpath in the Parish of Cirencester; Tolls; Running Powers over portion of Midland Railway; Power to take parts of certain Properties; Payment of Interest out of Capital during Construction of Works; Power to separate Undertakings; Working and other Agreements with Swindon, Marlborough and Andover Railway Company or any other Companies, Bodies or Persons; Amalgamation, Sale or Lease of the respective Undertakings; Change of Name of Company; Modification of Section 16 of "The Lands Clauses Consolidation Act, 1845;" Amendment of Acts.)

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

ensuing session by the Swindon and Cheltenham Extension Railway Company (hereinafter referred to as "the Company") for an Act (hereinafter called "the intended Act") for the following purposes, or some of them, that is to say:—

To authorise the Company to construct the Railways and works hereinafter described, or some of them, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:

A Railway, No. 1, commencing in the parish of Siddington, in the county of Gloucester, by a junction with the Railway No. 1 authorised by "The Swindon and Cheltenham Extension Railway Act, 1881" (hereinafter called "the Act of 1881"), as now in course of construction, at a point thereon one thousand one hundred and fifty-five yards or thereabouts, measuring in a south-easterly direction along the centre line thereof, as now staked out from the point where that railway as now laid out will cross the public road leading from Siddington to Ashton Keynes, and terminating in the parish of Tetbury, in the county of Gloucester, at the southern fence of a certain field belonging or reputed to belong to William Hatt Cook, John Cook, and Walter Rich Cook, and in the occupation of John Cook and Reginald Heber Cook, at a point in that fence two hundred and fifty-three yards or thereabouts, measuring in a north-westerly direction from the north-west corner of St. Saviour's Church, in the parish of Tetbury, which intended railway will pass from, through, or into, or be situate within the parishes of Siddington, Rodmarton, Cherrington, and Tetbury, in the county of Gloucester, and the parishes of Somerford, Keynes, Kemble, Ashley and Long Newton, in the county of Wilts, or some of them.

A Railway, No. 2, commencing in the parish of Tetbury, and county of Gloucester, by a junction with the intended Railway No. 1, at or near a point on the western side of the public road at Tetbury common leading from the turnpike road from Tetbury to Cirencester, to Long Newton, eighty yards or thereabouts, measuring in a southerly direction from the junction of the said public road with the said turnpike road, and terminating in the parish of Minchinhampton, and county of Gloucester, by a junction with the Stonehouse and Nailsworth branch of the Midland Railway at the termination of the passenger line of that branch railway at Nailsworth, which intended Railway No. 2 will pass from, through, or into, or be situate within, the parishes of Tetbury, Avening, Cherrington, and Minchinhampton, in the county of Gloucester, and the parish of Long Newton, in the county of Wilts, or some of them.

A Railway, No. 3, situate wholly in the parish of Siddington, and county of Gloucester, commencing by a junction with the Railway No. 1 authorised by the Act of 1881, as now in course of construction, at a point thereon two hundred and fifty yards or thereabouts, measuring in a south-easterly direction along the centre line thereof, as now staked out from the point where that railway as now laid out will cross the public road leading from Siddington to Ashton Keynes, and terminating by a junction with the said intended Railway No. 1 at or near

a point in the field numbered 235 on the 25.344-inch ordnance parish map of the parish of Siddington, and county of Gloucester, fifty yards or thereabouts, measuring in a south-easterly direction from the intersection of the northern fence of the said field with the fence of the road numbered 261 on the said ordnance map.

A Deviation Railway, commencing in the parish of Cirencester, and county of Gloucester, by a junction with the Railway No. 1 authorised by the Act of 1881, at or near a point marked thirteen miles seven furlongs from the commencement of that railway on the plans of that railway deposited with the respective Clerks of the Peace for the counties of Gloucester and Wilts, with reference to the Act of 1881, and terminating in the parish of Preston, and county of Gloucester, by a junction with the said authorised Railway No. 1 at or near a point marked fourteen miles five furlongs from the commencement of that railway on the said plans, which Deviation Railway will be situate in the parishes of Cirencester and Preston, and county of Gloucester.

To enable the Company to carry the Railway No. 1 authorised by the Act of 1881 across and on the level, the roads Nos. 8 and 23, in the parish of Cricklade, on the plans of that Railway No. 1, deposited as aforesaid with reference to the Act of 1881.

To purchase, by compulsion or agreement, lands, buildings, and other property for the purposes of the intended Act, and to alter, vary, and extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with such purposes, or which would be inconsistent with the same, and to confer, vary, or extinguish other rights and privileges.

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

To stop up and discontinue a footpath, No. 88, in the parish of Cirencester, on the plans of the Railway No. 1 authorised by the Act of 1881, deposited with the respective Clerks of the Peace for the counties of Gloucester and Wilts with reference to that Act.

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

To authorise and require the Company to abandon the making of so much of the Railway No. 1 authorised by the Act of 1881, as lies between the commencement and termination of the intended Deviation Railway above described, and which will be rendered unnecessary by the construction of such Deviation Railway, and to release the Company from all liabilities, penalties, and obligations for the non-completion thereof, and to modify, or alter or cancel, and declare null and void all contracts, agreements, and arrangements entered into by or on behalf of the Company, with reference to the said portion of railway.

To enable the Company to apply to the purposes of the intended Act any capital or funds now or hereafter belonging to them, or under their

control, and to raise for such purposes, and for the general purposes of their undertaking, additional capital, by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by mortgage or borrowing, or by any of such means.

To authorise the Company, and all companies and persons lawfully working or using the railways of the Company, or the intended railways, or any part thereof, to run over and use with their engines and carriages, waggons, officers, and servants, and for the purposes of traffic of all kinds, so much of the Midland Railway now in course of construction as lies between the junction therewith of the intended railway No. 2 and Stroud, and any station that may be erected at Stroud, or such parts thereof as may be provided by the intended Act, together with the use of all stations, sidings, platforms, points, signals, junctions, and roads, water, engines, engine-sheds, standing room for engines, booking and other offices, warehouses, machinery, works, and conveniences connected with such railway or portions of railway as aforesaid, on payment of such tolls, rates, rent, or other consideration, and on such charges, terms, and conditions as may be agreed on, or as shall be prescribed or provided by the intended Act.

To authorise the Company to sell or lease their undertaking, works, property, rights, powers, and privileges to the Swindon, Marlborough and Andover Railway Company, or to any other Company, body, or persons, or to amalgamate with that Company, and to enable that Company or any other Company, body, or person, to enter into such amalgamation, or to purchase such undertaking, or to take and accept such lease, all on such terms and conditions as may be prescribed by the intended Act.

To authorise the Company to purchase or lease the undertaking, works, property, rights, powers, and privileges of the Swindon, Marlborough and Andover Railway Company, and to enable that Company to sell or lease their undertaking to the Company.

To confirm or provide for the confirmation of any agreement or agreements made, or which may be made, between or on behalf of the Company and the Swindon, Marlborough and Andover Railway Company, in relation to the undertakings of the said Companies respectively, or the working by the Company of the railways or undertaking of the Swindon, Marlborough and Andover Railway Company, or any part thereof, or of the railway of the Company, by the Swindon, Marlborough and Andover Railway Company, and of any Acts done by the said two Companies, or either of them, in contemplation or anticipation of or in any way relating to any of the objects of the intended Act, and to authorise agreements between the said two Companies.

To constitute, if so determined, the new railways to be authorised by the intended Act, a separate undertaking of the Company.

To make provisions as to consolidation and re-arrangement of the capitals of their respective Companies.

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

To authorise the Company, notwithstanding the ninety-second section of "The Lands Clauses Consolidation Act, 1845," to purchase and take, by compulsion or agreement, any vaults, cellars, arches, or other offices attached, or belonging to, or any other part of any house, building, manufactory, or other premises which they may require

for the purposes of the intended Act, without being required or compelled to purchase the whole of such house, building, manufactory, or premises.

To repeal, vary, or alter Section 16 of "The Lands Clauses Consolidation Act, 1845," and to provide that the Company may, notwithstanding the provisions of that section, enter upon, take, and use any lands or easements, notwithstanding that the provisions of that section have not been complied with, subject to such conditions and provisions as may be made by the intended Act.

To enable the Company or the directors of the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act, 1845," out of monies raised or to be raised by the Company under the powers of the intended Act, or under the powers of their existing Acts of Parliament, or any of them, or out of any other funds of the Company, to pay interest or dividends during the construction of the intended railways and works, and the authorised railways and works of the Company, and until the completion thereof respectively, or until such other time as may be prescribed by the intended Act, to the shareholders of the Company, on the sums which have been or may be from time to time paid up on the shares allotted to or held by them respectively.

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

To repeal, alter, or amend all or some of the provisions of "The Swindon and Cheltenham Extension Railway Act, 1881," and any other Acts relating to or affecting the Swindon and Cheltenham Extension Railway Company and the Swindon, Marlborough and Andover Railway Acts, 1873, 1878, 1879, 1880 and 1882, and any other Acts relating to or affecting that Company, the Act (local and personal) 7 and 8 Vic., cap. 18, and other Acts relating to or affecting the Midland Railway Company.

And Notice is hereby also given that a plan and section in duplicate of the intended railways and works, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan, and an ordnance map with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the Clerk of Peace for the county of Wilts, at his office at Marlborough, with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place will be deposited, in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place with the parish clerk of some adjoining parish at his residence, and that all such deposits will be made on or before the thirtieth day of November, one thousand eight hundred and eighty-two, 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 twenty-first day of December next.

Dated this 15th day of November, 1882.

J. C. Townsend, Swindon.

George Davis, Son, & Co. 80, Coleman Street, City, London, Solicitors for the Bill.

Martin and Leslie, 27, Abingdon Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1883.

Lambourn Valley Railway.

(Incorporation of Company; Construction of Railway; Running Powers over Berks and Hants Branch of Great Western Railway; Working and Traffic Arrangements with Great Western and Didcot Newbury and Southampton Junction Railway Companies; Compulsory Purchase of Lands; Power to take portions of certain Properties; Payment of Interest during Construction of Works; Tolls, Rates, and Charges; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for an Act (hereinafter called "the intended Act") to incorporate a Company (hereinafter called "the Company"), and to confer upon the Company the following, or some of the following, among other powers, viz.:—

To make and maintain the Railway hereinafter described, with all necessary stations, approaches, sidings, works, and conveniences in connection therewith, namely:—

A Railway commencing in the parish of Lambourn at a point in a field belonging or reputed to belong to Richard Hickman Murray, on the south side of the road called Fair Ground Hill, distant 85 yards or thereabouts measuring in an easterly direction from the east end of a row of cottages or tenements at the top of the said hill, and 9 yards or thereabouts measuring in a southerly direction from the south fence of the aforesaid road called Fair Ground Hill and terminating in the parish of Newbury by a junction with the Berks and Hants Branch of the Great Western Railway at a point thereon immediately on the west side of the bridge carrying the public road known as Bartholomew Street over the Great Western Railway, which intended railway will be made or pass, from, in, through, or into the parishes and places following, or some of them, that is to say, Lambourn, Eastbury, East Garston, West Shefford, East Shefford, Welford, Boxford, Speen, and Newbury, all in the county of Berks:

To cross, stop up, alter, or divert either temporarily or permanently, roads, railways, tramways, drains, sewers, pipes, rivers, canals, navigations, streams, and watercourses, so far as may be necessary for the purposes of the intended Act; to deviate laterally from the lines and vertically from the levels shown on the plans and sections hereinafter mentioned; to purchase lands, houses, and other property, compulsorily or by agreement, for the purposes of the intended Act; to levy tolls, rates, and duties; to grant exemptions from the payment of tolls, rates, and duties; and to vary, alter, or extinguish existing tolls and duties.

To empower the Company, the Great Western Railway Company, and the Didcot Newbury and Southampton Junction Railway Company, or any of them, either solely or jointly, to enter into arrangements or agreements with respect to the construction, maintenance, management, working or use of the railway and works to be authorised by the intended Act, or any part thereof, and with respect to the interchange of traffic passing over the respective railways of the Company and the above-named Companies, or any part thereof, and the fixing, collecting and apportionment of the tolls or profits arising therefrom, and to enable the said Companies, or any of them, to apply any portion of their income or capital to the purposes of any such arrangements or agreements.

To make provision for facilitating the inter-

change and transmission of traffic from, to and over the intended railway and the railways belonging to the Great Western and the Didcot Newbury and Southampton Junction Railway Companies respectively, or any of them, and for securing through booking and through invoicing, through trains, and through rates from, to, and over the said railways respectively, or any of them; also for fixing and ascertaining and settling the tolls, rates, and charges to be levied or charged, and other terms and conditions to be imposed for or in respect of any of the purposes aforesaid, and to make such alterations and reductions in the tolls, rates, and charges at present authorised to be levied or charged upon the railways of the said last-named Companies, or any of them, as may be necessary; and to authorise the Company, and the said last-named Companies, or any of them, from time to time to enter into agreements 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 intended Act.

To authorise the Company, and all Companies and persons lawfully working or using the intended railway, or any part thereof, to run over and use with their engines and carriages, waggons, officers, and servants, and for the purposes of traffic of all kinds, so much of the Berks and Hants Branch of the Great Western Railway as lies between the junction of the intended railway therewith and the Newbury Station, together with the use of that station and all other stations, sidings, platforms, points, signals, junctions and roads, water, engines, engine-sheds, standing room for engines, booking and other offices, warehouses machinery, works, and conveniences connected with such railway or portion of railway as aforesaid, on payment of such tolls, rates, rent, or other consideration, and on such charges, terms, and conditions as may be agreed on, or as shall be prescribed or provided by the intended Act.

To authorise the Company, notwithstanding the 92nd section of "The Lands Clauses Consolidation Act 1845," to purchase and take, by compulsion or agreement, any vaults, cellars, arches, or other offices, attached or belonging to, or any other part of any house, building, manufactory, or other premises, which they may require for the purposes of the intended Act, without being required or compelled to purchase the whole of such building, manufactory, or premises.

To enable the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act 1845," out of moneys raised or to be raised by the Company under the powers of the intended Act, to pay interest or dividends during the construction of the intended railway and works until the completion thereof respectively, or until such other time as may be prescribed by the intended Act, to the shareholders of the Company, on the sums which have been or may be from time to time paid up on the shares allotted to or held by them respectively.

The intended Act will vary or extinguish all rights and privileges which would interfere with any of the aforesaid objects, and confer other rights and privileges.

The intended Act will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869; "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Acts, 1845 and 1863;" and it will alter, amend, extend, and enlarge, or repeal some of the provisions of the local and personal Acts 5 and 6 William IV. cap. 107, and

any other Act relating to the Great Western Railway Company; "The Didcot, Newbury, and Southampton Junction Railway Act, 1880;" and any other Act relating to the Didcot, Newbury, and Southampton Junction Railway Company:

Duplicate plans and sections describing the line, situation, and levels of the proposed new Railway and works, and showing the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, an Ordnance map with the line of Railway delineated thereon, and a copy of this notice, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Berks, at his office at Abingdon, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or place in or through which the intended Railway and works will be made, or in which any lands, houses, and other property intended to be taken are situate, and a copy of this Notice will be deposited with the parish clerk of each such parish at his residence; and, in the case of any extra-parochial place, with the parish clerk of some adjoining parish, at his residence:

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

Dated this 14th day of November, 1882.

Lake, Beaumont, and Lake, 10, New-square, Lincoln's Inn;

Solicitors for the Bill.

Martin and Leslie, 27, Abingdon-street, Westminster;

Parliamentary Agents.

In Parliament.—Session 1883.

Didcot, Newbury, and Southampton Junction Railway.

(Consolidation of the separate Sections of the Company's Undertaking into one Undertaking; Consolidation of Share and Loan Capital; Conversion of Five per Cent. Debenture Stock into stock bearing a lesser rate of Interest; Purchase of Debenture Stock; Alteration of Borrowing Powers; Authorising Payment of Interest or Dividends out of Capital during Construction of Works; Change of Name of Company; Arrangements with and guarantee of Interest on Loan Capital by Great Western Railway Company; Amendment or repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Didcot, Newbury, and Southampton Junction Railway Company (hereinafter called "the Company"), for an Act (hereinafter called "the intended Act") for the following purposes, or some of them (that is to say):—

To enable the Company and the holders of shares or stock in the separate undertakings of the Company, called or known respectively as the Newbury section, the Southern section, and the Southampton section, to agree with respect to the consolidation of the said several sections into one undertaking, and to provide for the consolidation of the preference shares and the ordinary shares in the said separate sections into one or more preference and ordinary shares or stock of the Company; and to provide for all necessary arrangements in consequence thereof or consequent thereupon:

To enable the Company, to convert the whole or a portion of the debenture stock issued by the Company bearing interest at the rate of five per cent. into debenture stock bearing interest at

such lesser rate as may be prescribed by the intended Act, or to purchase such debenture stock at a price to be agreed upon or so prescribed, and to alter or vary the nominal amount of the borrowing powers of the Company:

To enable the Company or the Directors of the Company, out of moneys raised or to be raised by the Company under the powers of their several Acts of Parliament, or any of them, or out of any other funds of the Company, not specially appropriated, to pay interest or dividends during the construction of their undertaking or consolidated undertaking, and until the completion thereof, or until such other time as may be prescribed by the intended Act, to the shareholders of the Company, on the sums which have been or may be from time to time paid up on the shares allotted to or held by them respectively.

To change the name and style of the Company.

To enable the Company and the Great Western Railway Company to make and enter into and carry into effect, contracts and agreements with respect to the working, maintenance, and management of the undertaking of the Company, and the guarantee or payment of interest on the loan capital of the Company, and to confirm such agreements, or to repeal, vary, or modify the terms of any existing agreements or agreement between the said Companies.

To confer, vary, or extinguish all rights and privileges which it may be requisite to confer, vary, or extinguish for the purposes of the intended Act, and to confer other rights and privileges.

And powers will be taken, in so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, and repeal the powers and provisions of the local and personal Acts following, or some of them (that is to say): The Didcot, Newbury, and Southampton Junction Railway Acts, 1873, 1876, 1880, and 1882, and any other Acts relating to or affecting the Didcot, Newbury, and Southampton Junction Railway Company; the Act 5 and 6 Will. IV, cap. 107, and any other Acts relating to or affecting the Great Western Railway Company; and especially to repeal sections 40 to 46, both inclusive, of the Company's Act of 1880, and sections 41 to 47, both inclusive of the Company's Act of 1882.

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 10th day of November, 1882.

Lake, Beaumont and Lake, 10, New-square, Lincoln's-inn, London, Solicitors for the Bill;

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

In Parliament.—Session 1883.

Oxford, Aylesbury, and Metropolitan Junction Railway.

(Incorporation of Company; Construction of Railway from Oxford to join the Aylesbury and Buckingham Railway near Quainton-road Station; Compulsory Purchase of Lands, Tolls; Running Powers over parts of Aylesbury and Buckingham Railway; Widening and Alteration of Aylesbury and Buckingham Railway and Aylesbury Station; Working and other Arrangements with Great Western, Aylesbury, and Buckingham, and Aylesbury and Rickmansworth, or Metropolitan Railway Companies; Amendment of Acts.)

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

1. To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "The Company") to make and maintain the railway hereinafter mentioned, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, tanks, tunnels, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:

A railway, commencing in the parish of St. Clement's, Oxford, at a point situate in the garden of the house and premises, No. 12, High-street, St. Clement's, which garden belongs to John Seary, and is in the occupation of Thomas Bond, and terminating in the parish of Quainton, by a junction with the Aylesbury and Buckingham Railway, at a point 366 yards, or thereabouts, from the booking office of the Quainton-road Station, measured along that railway in a southeasterly direction, which said intended railway will pass from, through, or into the following parishes, townships, extra-parochial and other places, or some of them, that is to say:—Oxford, St. Clement's, St. Bartholomew, Headington, King's Mill, Cowley, Iffley, Marston, Elsfield, Forest Hill, Stanton St. John, Woodeaton, Beckley, Holton, Noke, Wheatley, Horspath, Studley, Studley Prior, and Piddington, in the county of Oxford; Boarstall, Oakley, Brill, Worminghall, Dorton, Chilton, Ludgershall, Wotton Underwood, Grendon Underwood, Ashendon, Waddesdon, Upper or Over Winchendon, Nether Winchendon, and Quainton, in the county of Bucks.

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

3. To empower the Company to cross, open or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, footpaths, pipes, sewers, canals, towing paths, navigations, rivers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, and telegraphic apparatus within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

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

5. To authorise the purchase and taking of the following piece of land, or such part or parts thereof as may be required for the intended railways and works, which piece of land is, or is reputed to be, common or commonable land, viz. :—

Description of Common and Name of Parish.	Area within limits of deviation.	Area as estimated to be required for works.
Peasmoor Piece (Parish of Marston).	Two acres	One quarter of an acre.

6. To enable the Company to levy tolls, rates, **No. 25171.**

P

and duties upon, or in respect of, the intended railway and works, and upon or in respect of the railway, stations, and works hereinafter mentioned, belonging to other Railway Companies, and to alter the tolls, rates, and duties which are now authorised to be taken on or in respect of that railway, stations, and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

7. To empower the Company, and any Company or persons for the time being working or using the railway of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers and servants, whether in charge of engines and trains or for other purposes whatsoever, and for the purposes of their traffic of every description, the Aylesbury and Buckingham Railway, and also the Aylesbury Station, jointly used by the Aylesbury and Buckingham and Great Western Railway Companies, and all stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railway and stations.

8. To empower the Company and the Aylesbury and Buckingham Railway Company, and if requisite the Great Western Railway Company, to enter into arrangements, upon such terms as may be agreed between the parties or prescribed by the Bill, for the widening, if necessary, of and laying additional rails upon, any portion of the Aylesbury and Buckingham Railway, and enlarging and improving the said Aylesbury Station, and to authorise the respective Companies to apply any portion of their funds for that purpose.

9. To empower the Company on the one hand, and the Great Western Railway Company, the Aylesbury and Buckingham Railway Company, and the Aylesbury and Rickmansworth or the Metropolitan Railway Company, or any or either of those Companies, on the other hand, from time to time to enter into and carry into effect, and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance of the contracting Companies, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission and delivery of traffic upon or coming from or destined for the railways of the contracting Companies or any or either of them; the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits, arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

10. And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

11. And so far as may be necessary or deemed expedient for the purposes of the Bill, to repeal,

amend, alter, or extend all or some of the provisions of the Local and Personal Acts hereinafter mentioned, or some or one of them, that is to say:—5 & 6 Wm. IV., cap. 107, and all or any other Acts relating to the Great Western Railway Company, 23 & 24 Vic., cap. 192; 27 & 28 Vic., cap. 217; 28 & 29 Vic., cap. 93; and all or any other Acts relating to the Aylesbury and Buckingham Railway Company, the Metropolitan Railway Act, 1854, and any other Act relating to the Metropolitan Railway Company.

And on or before the 30th day of November instant, plans and sections of the railways and works proposed to be authorised by the Bill, showing the lines, 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 Oxford, at his office at Oxford, in that county; and with the Clerk of the Peace for the county of Bucks, at his office at Aylesbury, in that county; and on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place, in or through which the said works are, or is intended to be made, together with a copy of this Notice, as published in the "London Gazette," will be deposited for public inspection in the case of each such parish with the Parish Clerk thereof, at his residence, and in the case of each such extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 9th day of November, 1882.

Fowler, Christie, and Co., Victoria Mansions, Westminster, Solicitors.

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

In Parliament.—Session 1883.

Caledonian Railway (Additional Powers).

(Construction of Railway from the North British Railway Company's Stobcross Branch to the Glasgow Yoker and Clydebank Railway; Acquisition of Lands; Running Powers and Facilities over Portions of the North British Railway, and over the Glasgow Yoker and Clydebank Railway and Railways in connection therewith; Agreements relative thereto; Power to levy Tolls, Rates, and Charges; Alteration of Tolls, Rates, and Charges, and of Rights and Privileges; Amendment of Acts.)

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

To empower the Caledonian Railway Company (hereinafter called "the Company") to make and maintain the Railway and other works hereinafter described, and all proper stations, approaches, sidings and conveniences in connection therewith, that is to say:—

A Railway commencing by a junction with the Stobcross branch of the North British Railway, at a point thereon 30 yards or thereabouts, measured in a southerly direction along the said branch from the centre of the bridge carrying that branch over the parish road leading from the Crow-road to the Great Western-road, via Gartnavel, and terminating by a junction with the Glasgow Yoker and Clydebank Railway, at

a point thereon 200 yards or thereabouts, measured in a westerly direction along the said last-mentioned railway, from the centre of the bridge carrying that railway over the said Crow-road; which intended railway and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situated in the parishes of Govan and Renfrew, or one of them, and in the counties of Lanark and Renfrew, or one of them.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take, and use, temporarily or permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the said intended railway, and of the works and conveniences connected therewith.

To empower the Company to deviate in the construction of the said intended railway, from the line and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans and provided by the Bill; to cross, stop up, appropriate, alter, and divert, temporarily and permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, and electric apparatus, in the parishes or places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert for the purposes of the said intended railway and other works; to extinguish any rights of way over or affecting any of the lands to be acquired under the powers of the Bill; to vary for the purposes of the Bill the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to the limits of lateral and vertical deviation in the construction of works, and to alterations of roads, and substitution of roads in lieu of altered roads; and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to the purchasing the whole of any house, building, or manufactory where part only thereof is required for the purposes of the Bill.

To provide that all altered or diverted portions of road which may be constructed by the Company under the powers of the Bill, shall for all purposes form respectively parts of the existing roads in lieu of or in connection with portions of which the same are respectively substituted or made under the said powers, and shall be maintained by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To empower the Company to levy and recover tolls, rates, and charges for the use of the said intended railway and the works connected therewith, and of the railways over which running powers and facilities are to be applied for as hereinafter mentioned, and the conveyance and accommodation of traffic thereon and thereat; and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Company to run over, work and use, with their own or other engines and carriages, officers and servants, and for the purposes of traffic of every description, the following railways or any part thereof (that is to say): so much of the railways of the North British Railway Company as extends from the junctions of that Company's Sighthill branches with the Caledonian Railway to the junction of the Glasgow Yoker and Clydebank Railway with the Stobcross Railway of the North British Railway Company; as also the several railways authorised by the Glasgow Yoker and Clydebank

Railway Act, 1878, and any other railways and branch railways which may be hereafter formed in extension of, or in connection with, the railways authorised by the last-mentioned Act; and all sidings, stations, approaches, watering places, water, and other works and conveniences upon and connected with the said railways, or any of them, upon such terms and conditions, and upon payment of such tolls, rates, and charges or other consideration as may be agreed upon or determined by or under the provisions of the Bill; and to require the North British Railway Company and the Glasgow Yoker and Clydebank Railway Company, and each of these Companies, to receive, accommodate, through-book and invoice, forward, convey and deliver at, over, from and to the said several railways, and each of them, traffic of every description passing or intended to pass between any place on or beyond the railways of the Company and any place on or beyond the Glasgow Yoker and Clydebank Railway, and to afford to such traffic all other reasonable and necessary facilities, all upon such terms and conditions and on payment of such tolls, rates, and charges or other consideration as may be agreed upon or determined as aforesaid; and for these purposes to alter the tolls, rates, and charges leviable on or in respect of the railways over which running powers and facilities are sought as aforesaid, and to confer, vary, and extinguish exemptions from payment of such tolls, rates, and charges; as also to enable the Company on the one hand and the North British Railway Company and the Glasgow Yoker and Clydebank Railway Company, and each of those Companies on the other hand, to enter into agreements with respect to the use by the Company and their officers and servants of the said several railways, and the facilities to be afforded to the Company over and in respect of the same, and to confirm any agreements which may have been entered into in relation to any of the aforesaid matters.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, electric apparatus and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto; and to empower the Company, and the other Companies hereinbefore named, and all other Companies, Corporations, Commissioners, Trustees, and persons affected by those objects, to enter into agreements with each other in relation thereto, and to confirm any such agreements that may have been entered into.

To amend, and so far as necessary for any of the purposes aforesaid, to repeal, the provisions of the following Acts, that is to say: The Caledonian Railway Act, 1845, and the several other Acts relating to the Company, and to the undertakings belonging to or held in lease, or worked by them, jointly or separately; the North British, Edinburgh, Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862, and all other Acts relating to the North British Railway Company and their undertaking; the Glasgow Yoker and Clydebank Railway Act, 1878, the North British and Yoker Railway Companies' Act, 1880; and the Caledonian Railway (Glasgow Harbour) Act, 1864; and the Edinburgh and Glasgow Railway (Extensions) Act, 1864, and the agreement scheduled to and confirmed by the two last mentioned Acts; the Clyde Navigation (Stobcross Dock) Act, 1870, and the agreements

scheduled to and confirmed by that Act; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Company or any other Company or undertaking hereinbefore mentioned or referred to.

Plans, describing the line and situation of the said intended railway and the lands, houses, and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, and sections describing the levels of the said intended railway, together with Books of Reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and Ordnance or published maps with the line of the said intended railway delineated thereon, so as to show its general course and direction, and copies of this Notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the office at Glasgow of the Principal Sheriff Clerk of the county of Lanark, and in the office at Paisley of the Principal Sheriff Clerk of the county of Renfrew; and copies of so much of the said plans, sections, and Books of Reference as relates to the respective parishes hereinbefore mentioned, with copies of this Notice, will, on or before the said 30th day of November, be deposited for public inspection with the Session Clerks of such parishes respectively, at their respective offices.

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

Dated this 17th day of November, 1882.

Geo. Jackson, Glasgow.

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

In the Board of Trade—Session 1883.

"The Electric Lighting Act, 1882."

Local Government District of Malvern.

(Application by the Malvern Local Board for Provisional Order, authorising them to Supply Electricity; Description of proposed Works; Definition of Area of Supply; List of Streets and Places along which it is proposed to place Electric Lines and Works; List of Streets and Places not Repairable by any Local Authority it is intended to take power to break up; Purchase of Lands; Power to Borrow Money; Regulations to be inserted in Provisional Order; Power to Make Bye-laws; Incorporation of Acts.)

NOTICE is hereby given, that the Local Board for the district of Malvern, in the county of Worcester, being the Urban Sanitary Authority for the Urban Sanitary District of Malvern, in the said county, and as such the Local Authority having, under "The Electric Lighting Act, 1882," jurisdiction within the area hereinafter mentioned, intend to apply to the Board of Trade for a Provisional Order, under the above-mentioned Act, authorising them to do all and every the matters and things, and to execute all and every of the works that may be necessary to supply electricity for public and private purposes within the district hereinafter defined, and to carry out the objects hereinafter mentioned (that is to say):—

1. The objects of the applicants are the supply of electricity for public and private purposes, as defined by the 3rd Section of "The Electric Lighting Act, 1882," and, so far as may be lawful, the transmission of telegrams within the limits hereinafter mentioned, and to provide, erect, construct, and maintain all proper and necessary works, appliances, lines, meters, accumulators,

fittings, batteries, wires and other things necessary for the said purposes, or any of them.

2. The applicants are the Local Board for the district of Malvern, and their office is situate at Church-street, Malvern, in the county of Worcester.

3. The works the applicants propose to execute are all such buildings, erections, sheds, engines, machinery, and appliances as may be necessary or proper for the purpose of generating and supplying electricity for public or private purposes, as defined in Section 3 of "The Electric Lighting Act, 1882," including the transmission of telegrams, in a regular and efficient manner, within the area of supply hereinafter mentioned, and the laying, erecting, and fixing wires, pipes, posts, insulators, lines, meters, accumulators, fittings, apparatus, and appliances for transmitting and supplying electricity throughout the area of supply hereinafter defined, together with full power to break up all public and private streets, roads, ways, and places, so far as may be necessary for placing and maintaining, in efficient working order, any electric line above ground, along, over, or across any street, roadway, or place, or any pipes, wires or other appliances under any street, roadway, or place, and generally to do all such works as may be necessary to enable the said Board to generate, accumulate, transmit, and supply electricity in the best and most approved manner that may, from time to time, be in force, for all or any of the purposes that are mentioned in "The Electric Lighting Act, 1882," or any Act or Acts that may be passed amending or extending the same.

4. The proposed area of supply will include the district of the Urban Sanitary Authority of Malvern, in the county of Worcester, which comprises part of the parish of Great Malvern.

5. The streets or other places in, over, under, or along which it is proposed to place electric lines, pipes, wires, meters, accumulators, fittings, works, or apparatus for the purpose of supplying electricity throughout the area of supply, are the following (that is to say):—

Abbey-road; Albert-road; Avenue-road; Bank-street; Barnard's-green-road; Belvoir-road; Belle Vue-terrace; Cemetery-road; Church-street; Cockshot-road; College-road; Como-road; Cowleigh-road; Foley-terrace; Gloucester-road; Graham-road; Lansdown-crescent-road; Ledbury-road; Mill-lane; Madresfield-road; Newtown-road; North Malvern-road; Pickersleigh-road; Poolend-street; Priory-road; Pump-street; St. Ann's-road; St. James's-road; Tibberton-road; Victoria-road; Wells-road; Worcester-road; Zetland-road.

6. The streets, roads, and other places, not repairable by any local authority, which the applicants propose in the said Provisional Order to take power to break up, if in the course of the execution of any of the works authorised by the said Order it shall be found necessary to do so, are the following, that is to say:—

Alexander-road; Hornvold-road; Malvern Link Common-road; Manby-road; Orchard-road; road on eastern boundary of College Grounds; road through College Grounds; Thorngrove-road; Trinity-road.

7. The said Board, by the said Provisional Order, do not propose to ask for powers to break up any railway or tramway within the proposed area of supply, nor to cross any canal or navigable river.

8. The said Board propose to take power in the said Provisional Order to purchase such lands, tenements, hereditaments, rights of way, easements, and other rights or liberties as may

be necessary or expedient to purchase for the purpose of effectually supplying electricity within the proposed area.

9. The said Board propose, by the said Provisional Order, to take power to borrow such monies as may from time to time be found necessary for the purpose of defraying the expenses that may be incurred in providing a supply, and supplying electricity within the proposed area, on such security and in the manner provided by the Electric Lighting Act, 1882.

10. The said Board propose that there shall be inserted in the said Provisional Order, amongst other regulations and conditions, regulations on the following matters:—

(a.) The limits within which, and the conditions under which, the supply of electricity shall be compulsory or permissive.

(b.) Conditions to secure a regular and efficient supply of electricity.

(c.) Provisions for securing the safety of the public from personal injury by shock, fire, or otherwise.

(d.) Conditions as to price, nature, amount of supply, and obligation to supply.

(e.) Provision for making bye-laws by the said Board, to secure all or any of the objects mentioned in section 6 of the Electric Lighting Act, 1882, and annexing to any breach of such bye-laws such penalties, to be recovered in a summary manner, as may be thought necessary.

11. The Board propose that there shall be incorporated in the said Provisional Order the Lands Clauses Acts, 1845, 1860, and 1869, except those parts that relate to the taking and purchase of lands otherwise than by agreement, and to the entry upon lands by the promoters of the undertaking. The Gas Works Clauses Act, 1847, with respect to breaking-up streets for the purpose of laying pipes, and with respect to the waste and misuse of gas, or injury to the pipes or other works, except so much thereof as relates to the use of any burners other than such as have been provided and approved by the Undertakers, and Sections 38 to 42 inclusive, and Sections 45 and 46 of the Gas Works Clauses Act, 1871.

12. Printed copies of the draft of the proposed Order can be obtained on and after the 21st day of December next, at the office of Messrs. Hunt and Son, Solicitors, No. 5, New Inn, London, W.C.; and at the offices of the Malvern Local Board, situate at Malvern, in the county of Worcester; and at the office of Mr. Joseph Higgins Whatley, at Edith-walk, Malvern, at the price of one shilling each. And printed copies of the said Order, when made by the Board of Trade, can be obtained at any of the same places and at the same price.

Every Local or other Public Authority, Company or person desirous of making any representation to the Board of Trade, with reference to the above-mentioned matter or things, or any of them, or of bringing before the Board of Trade any objection, representation or memorial respecting the application, may do so by a letter addressed to the Board of Trade, Whitehall, London, S.W., and having the words "Electric Lighting Act," marked outside the cover enclosing such letter, provided such letter is sent within 2 months from the 18th day of November 1882 (the date of the newspaper containing this advertisement).

A map, showing the boundaries of the proposed area of supply, and the streets or other places in, over, or along which it is proposed to place any electric line or other works, will be deposited for inspection at the Board of Trade, Whitehall, at

the office of the Clerk of the Peace of the county of Worcester, Shirehall, Worcester, and at the office of the Malvern Local Board, Malvern, on or before the 30th day of November, 1882, and will be accompanied by a copy of this advertisement.

Dated this 17th day of November, 1882.

Hunt and Son, 5, New Inn, London, W.C.
J. H. Whatley, Edith-walk, Malvern, Solicitors for the Applicants.

In Parliament.—Session 1883.

Cardiff and Monmouthshire Valleys Railway.
(Incorporation of Company; Construction of Railways in Counties of Glamorgan and Monmouth; Compulsory Purchase of Land; Tolls and Charges; Traffic Agreements; Running Powers; Payment of Interest out of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to incorporate a Company, and to authorise the Company to be incorporated (hereinafter called "The Company"), to make and maintain the railways hereinafter described, or some of them, or some part or parts thereof respectively, with all proper stations, sidings, junctions, approaches, works, and conveniences connected therewith (that is to say):—

1. A Railway (No. 1), commencing in the parish of Roath, in the county of Glamorgan, by a junction with the Railway No. 2, described in and authorised by the Bute Docks (Cardiff) Act, 1882, at a point distant 15 chains or thereabouts, measured in a south-westerly direction from the boundary stone marked T and B, near the south-east corner of the Tharsis Copper Works, and terminating in the parish of Risca, in the county of Monmouth, by a junction with the Western Valleys Branch of the Monmouthshire Railway, at a point distant 5 chains or thereabouts, measured in a south-easterly direction towards Newport from the distance post on that branch railway denoting $5\frac{1}{2}$ miles from Newport, which intended Railway No. 1 will pass from, in, through, or into, or be situated within the parishes and places of Roath, Llanedern, Michaelston-fedw, otherwise Llan-fedw, in the county of Glamorgan, and St. Mellons, Michaelston-fedw, Machen, Bassalleg, and Risca, in the county of Monmouth.

2. A Railway (No. 2), to be wholly situate in the parish of Roath, in the county of Glamorgan, commencing by a junction with the intended Railway No. 1, at a point on the footpath on the southern side of the turnpike road leading from Cardiff to Newport distant 25 chains or thereabouts, measured in a north-east direction along the turnpike road from the milestone denoting 156 miles from London and two miles from Cardiff, and terminating by a junction with the Great Western Railway, at a point, distant $10\frac{1}{2}$ chains or thereabouts, measured in a south-westerly direction along that railway from the distance post thereon denoting 168 miles from Paddington.

3. A Railway (No. 3), to be wholly situate in the parish of Machen, in the county of Monmouth, commencing by a junction with the intended Railway No. 1, at point distant 100 yards or thereabouts, measured in a southerly direction from the north-west corner of the field numbered 844 on the Tithe Commutation map of the parish of Machen, and terminating by a junction with the Brecon and Merthyr Tydfil Junction Railway, at or near the distance post on that railway denoting $3\frac{1}{4}$ miles from Bassalleg.

4. A Railway (No. 4) commencing in the parish

of Machen, in the county of Monmouth, by a junction with the intended Railway No. 1 at the same point in the said field numbered 844 on the Tithe Commutation Map of the parish of Machen, where the intended Railway No. 3 is described as commencing and terminating in the parish of Bassalleg in the same county by a junction with the Brecon and Merthyr Tydfil Junction Railway at or near the distance post on that railway denoting 2 miles from Bassalleg, which intended Railway No. 4 will pass from, in, through or into, or be situated within the parishes of Machen and Bassalleg, in the county of Monmouth.

5. A Railway (No. 5) commencing in the parish of Machen by a junction with the intended Railway No. 1, at a point in the field numbered 509 on the Tithe Commutation Map of that parish, distant 120 yards or thereabouts, measured in a southerly direction from the north-east corner thereof and terminating in the parish of Machen by a junction with the Sirhowy Railway of the London and North Western Railway Company, at a point distant 9 chains 17 yards or thereabouts, measured in a north-westerly direction from the distance post on the Sirhowy Railway denoting 15 miles from Nantybwhch, which said intended Railway No. 5 will pass from in through or into the parishes and places of Machen, Risca and Mynyddislwyn, in the county of Monmouth.

The Bill will authorise the Company to exercise the powers and effect the objects following, viz:—

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 prescribed by the Bill and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, stop up, alter, or divert, temporarily or permanently all such railways, tramways, canals, rivers, streams, turnpike, and other roads, bridges, sewers, drains, and pipes, and other works within the before-mentioned parishes and places as it may be necessary to cross, stop up, alter, or divert for the purposes of the intended railways, or any of them.

To purchase, by compulsion or agreement, lands, houses and hereditaments and to acquire easements in or over lands 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, and hereditaments so purchased.

To levy tolls, rates, fares, and charges upon or in respect of the intended railways and works and also upon the portions of railway to be used by the Company as hereinafter mentioned; to alter the tolls, fares, rates and charges now taken or authorised to be taken on those portions of railway, and to confer exemptions from the payment of such tolls, rates and duties.

To authorise the Company, on the one hand, and the Brecon and Merthyr Tydfil Junction Railway Company, the Great Western Railway Company, the London and North Western Railway Company, the Midland Railway Company, the Taff Vale Railway Company, and the Rhymney Railway Company, or any or either of those Companies, on the other hand, from time to time to enter into and carry into effect and rescind contracts and agreements for and with respect to the working, use, management, and maintenance of the intended railways and works, or of any part thereof, the supply of engines and working stock and plant, and of officers and servants for the conduct and conveyance of the traffic on the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, management and maintenance,

the interchange, transmission, forwarding and delivery of traffic coming from or destined for the respective railways of the contracting Companies; the fixing and collecting of the tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and appropriation of the receipts and revenue arising therefrom, and the Bill will sanction or confirm and give effect to any such contracts or agreements which have been, or may before the passing thereof be, entered into between the Company and any or either of the said other Companies with reference to the matters aforesaid, or any of them.

To empower the Company and all companies and persons lawfully working or using the railways of the Company, or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages and wagons, and officers and servants, and for the purposes of traffic of all kinds, upon such terms and conditions and on payment of such tolls and rates as may be agreed upon or settled by arbitration or prescribed by the Bill, the portions of railway next hereinafter mentioned (that is to say):

- (a.) The Sirhowy Railway of the London and North Western Railway Company.
- (b.) The railways connected with the Docks at Cardiff, belonging to the Marquess of Bute and his Trustees.
- (c.) So much of the Great Western Railway as is situated between the termination of the intended Railway No. 2, and the junction of the Great Western Railway with the Penarth Railway.
- (d.) So much of the Penarth and Penarth Extension Railways as is situated southward of such last-mentioned junction.
- (e.) So much of the Brecon and Merthyr Tydfil Junction Railway as is situated between the junctions therewith of the intended Railways No. 3 and No. 4, and the stations at Machen and Bassalleg.
- (f.) So much of the Western Valleys branches of the Monmouthshire Railway as are situated northward of the junction therewith of the intended Railway No. 1 near Risca.

Together with the use of all terminal and other stations, sidings, platforms, points, signals, junctions, roads, water, watering places and water engines, engine sheds, standing room for engines and carriages, booking and other offices, warehouses, machinery, coal tips, works and conveniences connected with such portions of railway respectively.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds interest or dividends on any shares or stocks of the Company, for such period and under such conditions as may be prescribed by the Bill.

To vary or extinguish all rights and privileges which may interfere with the objects of the Bill, or any such contracts or agreements as aforesaid, and to confer other rights and privileges.

The Bill will incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863; and it will alter, amend, enlarge, or repeal some of the provisions of the local and personal Acts following, viz.: 22 and 23 Vic. cap. 68; 23 and 24 Vic. cap. 17; 24 and 25 Vic. caps. 10, 227 and 235; and of any other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company; 5 and 6 Will. IV. cap. 107; and

of any other Acts relating to the Great Western Railway Company; 20 and 21 Vic. cap. 140, and of any other Acts relating to the Rhymney Railway Company; 9 and 10 Vic. cap. 204, and of any other Acts relating to the London and North Western Railway Company; 6 Will. IV. cap. 82; 1 Vic. cap. 70; 3 and 4 Vic. cap. 110; and of any other Acts relating to the Taff Vale Railway Company; the Bute Docks Acts 1865, 1866, 1874, and 1882, and of any other Acts relating to the Bute Docks, Cardiff.

And notice is hereby given, that on or before the 30th day of November, in the present year, duplicate plans and sections of the intended railways and works, showing the lines and levels thereof, and the lands which may be taken for the purposes thereof, with a book of reference to such plans and ordnance map, with 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 Monmouth, at his office at Usk, and with the Clerk of the Peace for the County of Glamorgan, at his office at Cardiff, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways or works will be made or pass, with a copy of this notice published as aforesaid, will be deposited with the Parish Clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the clerk of some adjoining parish at his residence.

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

Dated this 9th day of November, 1882.

Griffith and Corbett, Cardiff, Solicitors for the Bill.

Board of Trade.—Session 1883.

Tramways Act, 1870.

Edgware and Uxbridge Roads Tramways (Hallidie's Cable System).

(Construction of Tramways in the Parishes of Hampstead, Willesden, Paddington, St. Marylebone, Hammersmith, St. Mary Abbott's Kensington, and St. George's Hanover Square, in the County of Middlesex; Power to use Hallidie's system of Cable 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 Edgware and Uxbridge Roads Tramways Company, Limited (hereinafter referred to as "the Company") to make, form, lay down, maintain, and use the tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works, and conveniences in connection therewith (that is to say):

Tramway No. 1, commencing in the parish of St. John Hampstead at a point in the Edgware-road, situate 50 feet or thereabouts, south-east of the southern entrance door to the Brondesbury Railway Station, passing thence in a south-easterly direction along the Edgware-road and terminating at a point in the Uxbridge-road, 50 feet eastward of the easternmost passenger sanctuary at the southern termination of the Edgware-road.

This tramway will be a double line throughout.

Tramway No. 2, commencing in the parish of Hammersmith in the centre of the Uxbridge-

road, at a point opposite the junction of Holland-road with that road, passing thence in an easterly direction along Uxbridge-road, and terminating by a junction with the intended Tramway No. 1 at the termination thereof above described.

This tramway will be a double line throughout.

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

As regards Tramway No. 1, on both sides of the road, between two points respectively, commencing opposite the corner of the southern kerbstone of Palmerston-road, and continuing thence south-easterly along the tramway for a distance of 205 feet.

On both sides of the road, between two points respectively, commencing 130 feet from a point in the Edgware-road opposite the mile stone at the corner of Willesden-lane, and continuing along the tramway in a south-easterly direction for a distance of 440 feet.

On both sides of the road, between two points respectively, commencing 160 feet south-east of a point in the Edgware-road, opposite Maida Hill West, for a distance of 225 feet along the tramway in a south-easterly direction.

On both sides of the road, between two points respectively, commencing 70 feet south-east from a point in the centre of the Edgware-road opposite the Harrow-road, for a distance of 45 feet along the tramway in a south-easterly direction.

Also past the following passenger sanctuaries in the Edgware-road, for a distance in each instance of 25 feet north-west and 25 feet south-east of the centre of such sanctuaries, viz., opposite Church-street, Praed-street, Cambridge-terrace, Upper Berkeley-street, and also past the one in the Uxbridge-road for a distance of 25 feet east and 25 feet west of the centre thereof, near the termination of the proposed tramway.

As regards Tramway No. 2, on both sides of the road, between two points commencing 50 feet east from a point in the centre of the Uxbridge-road opposite Silver-street, for a distance of 235 feet along the tramway in an easterly direction.

Also past the following passenger sanctuaries in the Uxbridge-road, for a distance in each instance of 25 feet east and 25 feet west of the centre of such sanctuaries, viz., opposite the Broad-walk, Kensington Gardens, Inverness-terrace, Porchester-terrace, and Edgware-road.

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, Hampstead, Willesden, Paddington, St. Marylebone, Hammersmith, St. Mary Abbott's Kensington, and St. George's Hanover-square, in the county of Middlesex.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 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, pass-

ing 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 Hallidies system of cable tramways, or by 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 the Sessions House, Clerkenwell.

And notice is also given, that on or before the same day a copy of the said plans and sections, with 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; at the office of the Vestry Clerk of the parish of Hampstead, Hampstead Hill; at the office of the Willesden Local Board, Edgware-road; at the office of the Vestry Clerk of Paddington, Harrow-road; at the office of the Vestry Clerk of St. Marylebone, Marylebone-lane; at the office of the Clerk to Fulham District Board of Works, Broadway, Hammersmith; at the office of the Vestry Clerk of St. Mary Abbott's Kensington, at the Vestry Hall, Kensington; at the office of the Vestry Clerk of St. George's Hanover-square, Mount-street, Grosvenor-square; 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 under-

signed, Messrs. Fowler, Christie, and Co., Victoria Mansions, 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, Christie, and Co.

Dated this 15th day of November, 1882.

Fowler, Christie, and Co., Victoria Mansions, Westminster, Solicitors and Parliamentary Agents.

In Parliament—Session 1883.

Oxted and Groombridge Railway (Croydon and London Extension).

(Construction of Railways from Sanderstead to Dulwich; New Road at Croydon; Stopping up of Roads; Compulsory Purchase of Lands; Tolls; Running Powers over Railways of Facilities against, Agreements with, and other Provisions affecting London, Chatham, and Dover, London, Brighton, and South Coast, and South Eastern Railway Companies, and Powers to those Companies to raise and apply Moneys and contribute to the Undertaking of the Company; Extension of Time for Purchase of Land and Construction of Railways already authorised; Increase of Capital and Payment of Interest or Dividends thereout; Amendment of Acts and other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Oxted and Groombridge Railway Company (who are hereinafter called "the Company") for leave to bring in a Bill (hereinafter called "the Bill") for effecting the purposes, or some of the purposes, following (that is to say):—

1. To authorise the Company to make and maintain the railways, road, and works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all proper and sufficient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

Railway No. 1.—A railway, all in the parish of Sanderstead, in the county of Surrey, commencing by a junction with the up line of Railway No. 1 (Croydon to Oxted) authorised by the London, Brighton, and South Coast Railway (Croydon, Oxted, and East Grinstead Railways) Act, 1878 (hereinafter called "the Act of 1878"), now in course of construction at or near a point 166 yards or thereabouts, measured in a southerly direction from the southern end of an accommodation bridge carrying that railway over a portion of Purley Downs, such bridge being on the south-east side of, and distant about 230 yards from, Purley House, part of the property numbered 25 in the said parish on the published Ordnance map (on a scale of $\frac{1}{25000}$) of that parish, and terminating at or near a point in the northern corner of the field numbered 40 in the said parish on the said map, which point is on the southern side of, and 100 yards or thereabouts distant from the bridge carrying the main line of the London, Brighton, and South Coast Railway Company (hereinafter called "the Brighton Company"), over

the road leading from the "Red Deer" public-house, in the Brighton-road, in the parish of Croydon, to the village of Sanderstead.

Railway No. 2.—A railway, all in the parish of Sanderstead, commencing by a junction with the down line of the said Railway No. 1 authorised by the Act of 1878 at or near the point above described as the commencement of Railway No. 1 intended to be authorised by the Bill, and terminating at or near the point above described as the termination of the same railway.

Railway No. 3.—A railway commencing in the parish of Sanderstead by a junction with Railways Nos. 1 and 2 intended to be authorised by the Bill, at the termination thereof respectively, as above described, and terminating in the parish of St. Giles, Camberwell, in the county of Surrey, by a junction with the main line of the London, Chatham, and Dover Railway Company (hereinafter called "the Chatham Company") at or near the south-eastern end of the platforms of their Dulwich station.

Which said intended railways and works will be made or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Sanderstead, Croydon; St. Mary, Lambeth; and St. Giles, Camberwell, all in the county of Surrey.

Road in Croydon:—A road wholly situate in the town and parish of Croydon, in the county of Surrey, commencing by a junction with the road known as Scarbrook-road at or near the southernmost corner of the piece of ground on which the public baths are erected, and terminating in the road or street known as Old Town at or near a point 235 yards or thereabouts, measured in a northerly direction along that road or street from its junction with the road known as Duppas Hill-lane.

2. To authorise the Company to stop up, divert, or discontinue as public highways, passages, and footpaths, and to extinguish all rights of way over and to appropriate to the purposes of the Company and their undertaking, and to vest in the Company the site and soil of the following roads, passages, and footpaths (that is to say):—

The road known as The Avenue, Duppas Hill, in the parish of Croydon.

The roads, passages, or footpaths known as Hill-street and Hill-place, in the parish of Croydon, and leading into the road or street known as Old Town.

The road known as Dagmar-road, near the South Metropolitan Cemetery at Lower Norwood, in the said parish of St. Mary, Lambeth, from the northern end of the said road to the junction thereof with the road known as Hamilton-grove, the total length of the said Dagmar-road to be interfered with being 150 yards in length or thereabouts.

3. To authorise the Company, notwithstanding anything contained in the Railways Clauses Consolidation Acts, to deviate laterally from the lines of the intended railways, road, and works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill; and also to deviate vertically, as may be provided by the Bill, from the levels shown on the sections hereinafter mentioned.

4. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads,

highways, streets, pipes (including those for supply of electricity), 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 railways, road, and works, or any of them, or of the Bill.

5. To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railways, road, 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, including a portion of the common or commonable lands in the parish of Croydon, known as the Duppas Hill Recreation Ground, lying under or on the east side of a road made for the Ecclesiastical Commissioners at the eastward side of the said recreation ground, the quantity of such common or commonable land proposed to be taken being estimated to contain one acre and a quarter.

6. To enable the Company to levy tolls, rates, and duties, upon or in respect of the intended railways and works, and upon the railways, and portions of railways, stations, and works hereinafter mentioned belonging to the Chatham Company, to the Brighton Company, or to the South Eastern Railway Company (hereinafter called "the South Eastern Company") respectively, and to alter the tolls, rates, and duties which the last-mentioned Companies and the Company are now respectively authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

7. To empower the Company and any Company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed upon, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages, and waggon, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways or portions of railways hereinafter mentioned (that is to say): so much and such parts of the railways of the Chatham Company as lie between the termination of the proposed Railway No. 3 and the Holborn Viaduct and Victoria Stations of that Company, together with those stations, and all other stations, roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences, of or connected with the said railways or portions of railways and stations.

8. To require the Chatham Company, the Brighton Company, and the South Eastern Company, or any or either of those Companies, upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to book through and forward all passengers, goods, animals, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854) to or from or over the whole or any part of the railways belonging to them, or under their management, or control, respectively, to and from the railways of the Company, or either of them, or any part or parts thereof respectively, so as to prevent any undue interruption,

diversion, or delay in the passage of the said traffic.

9. To empower the Company on the one hand, and the Chatham Company, the Brighton Company, and the South Eastern Company, or any or either of those Companies on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management and maintenance by the contracting Companies, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of Joint Committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which may have been or may be made touching any of the matters aforesaid.

10. To empower the Company from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with any other company or person with respect to the working, use, management, and maintenance by such company or person of the railways and works of the Company, or any part or parts thereof respectively.

11. To authorise the Chatham Company, the Brighton Company, and the South Eastern Company, or any or either of them, to subscribe towards, and to take and hold shares in the capital of the Company, and to guarantee to and for the Company interest, dividends, annual or other payments, on all or any of the shares and stocks of the Company, and also to guarantee the principal and interest of any loan and any rent or other fixed charges of the Company.

12. To empower the Chatham Company, the Brighton Company, and the South Eastern Company, or any or either of them, for all or any of the purposes of the Bill, to increase their respective capitals, and to raise money by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee in payment of interest or dividend, or other rights and privileges, and by borrowing and by debenture stock, or by any such means, and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them respectively, or which they may have power to raise.

13. To sanction and give effect to any contract, agreement, or arrangement made, or which prior to the passing of the Bill may be made, between the Company and the railway companies before named, or any or either of them, with reference to all or any of the matters aforesaid or other the objects and purposes of the Bill.

14. To extend the time limited by the Oxted and Groombridge Railway Act, 1881 (hereinafter called "the Act of 1881"), for the exercise of the powers of compulsory purchase of lands for the purposes of the railways and works by that Act authorised, and also to extend the time limited by the same Act for the con-

struction and completion of the said railways and works.

15. To enable the Company to increase the number of their directors authorised by the Act of 1881.

16. To enable the Company to purchase so much of any house or other building or manufactory as they may require for the purposes of the said Bill, without being subjected to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

17. To empower the Company on the one hand, and the Local Board of Health for the District of Croydon (hereinafter called "the Local Board") on the other hand, to enter into and carry into effect contracts and arrangements with respect to the construction or maintenance of the intended road at Croydon, or any part thereof, the acquisition and appropriation of land and property, the contribution of funds, and any incidental matters relating thereto.

18. To authorise the Local Board to subscribe and contribute funds towards the making and maintaining of the said intended road, or any or some part thereof, and for such purpose to empower them to apply existing rates, dues, or other revenues, and to raise further money from time to time by rates or by borrowing on mortgage or bond, debenture stock, or otherwise.

19. The Bill will authorise the Company to raise further sums of money for the purposes of the Bill, and also for the general purposes of their undertaking, by the creation of shares or stock with or without a guarantee, or preferential dividend, or other special rights or privileges attached thereto, or by borrowing, or by the creation of debenture stock, or by any of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them or under the control of their directors, and also to enable the Company, notwithstanding anything in the Companies Clauses Consolidation Acts, 1845, 1863, and 1869, or the Act of 1881, contained to the contrary, to pay out of the capital or any funds of the Company, from time to time, interest or dividends on any shares, stocks, or debenture stocks of the Company, or any part thereof respectively; and the Bill will or may provide that the capital necessary for the construction of the railways, road, and works intended to be authorised by the Bill, or any part thereof, shall be distinct from the general capital of the Company, and that the said intended railways and works, or any portions thereof, shall or may be constituted a separate undertaking as to outlay, profits, and revenue; and the Bill will or may 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 out of the receipts arising from the traffic common to the general undertaking of the Company, and to the said separate undertaking, and to provide also for the ultimate merging (if so agreed upon) of the said separate capitals in the general capital of the Company.

20. 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.

21. And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions or some of the provisions of the local and personal Act of 16th and 17th Vic., c. 132, and all other

Acts relating to or in any way affecting the Chatham Company, of the local and personal Act 9th and 10th Vic., c. 283, and all other Acts relating to or in any way affecting the Brighton Company, of the local and personal Act 6th and 7th Wm. 4, c. 75, and all other Acts relating to or in any way affecting the South Eastern Company, and of the local and personal Act of 44th and 45th Vic., c. 189, relating to the Oxted and Groombridge Railway Company, and of the Public Health Act, 1875, and all other Acts relating to the Local Board of Health for the District of Croydon.

22. And notice is hereby also given, that on or before the 30th day of November, 1882, plans and sections showing the lines, situations, and levels of the intended railways, road, and works, and the lands, houses, and other property which may be taken for the purpose thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Session House, Newington-causeway, in that county, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to the urban sanitary district of Croydon, and to each parish and extra-parochial place in or through which the said railways, road, and works, or any part thereof, are or is intended to be made or will be situate, or in which any lands, houses, and other property to be taken or acquired compulsorily under the powers of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows (that is to say):—In the case of the urban sanitary district of Croydon with the clerk of the local board, as the urban sanitary authority, at his office at the Town Hall, Croydon; in the case of the parish of St. Mary, Lambeth, with the vestry clerk of that parish at his office at the Vestry Hall, Kennington-road, in that parish; in the case of the parish of St. Giles, Camberwell, with the vestry clerk of that parish, at his office at the Vestry Hall, Camberwell, in that parish; and in the case of each other parish, with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 16th day of November, 1882.

Cope and Co., 3, Great George-street,
Westminster, Solicitors for the Bill.

Henry E. Brown, 22, Great George-street,
Westminster, Parliamentary Agent.

The Electric Lighting Act, 1882.

Supply of Electricity in the Parish of Chelsea.

(Application to the Board of Trade of Ferranti, Thompson, and Ince, Limited, to grant a Provisional Order empowering them to supply Electricity in a portion of the Parish of Chelsea, in the county of Middlesex.)

In pursuance of the Board of Trade Rules,

NOTICE is hereby given, that an application will be made by Ferranti, Thompson, and Ince, Limited, whose registered office is situate at 3, Fenchurch avenue, in the city of London, to the Board of Trade for a Provisional Order empowering them to supply electricity within the parish of Chelsea, in the county of Middlesex,

for all or any of the public and private purposes specified in section 3 of the Electric Lighting Act, 1882, within the area hereinafter mentioned. The proposed works will comprise the formation and erection of such lighting stations as may be found necessary, in the proposed area, and for the purpose of carrying out the proposed supply. The area which it is proposed to supply consists of the whole of the streets and other places within the parish of Chelsea, with the exception of the outlying district of Kensal New Town. It is proposed by the applicants to place electric lines or other works necessary to enable them to make the proposed supply in, over, or along any of the streets or other places comprised within the said proposed area, schedule "A" hereto contains a list of the streets and other places which are not repairable by a local authority, and of the railways which the applicants propose by the Provisional Order to take powers to break up. Such schedule also contains a list of the streets and other places which are partly repairable by the local authority and partly by private individuals, and are identified by the words "partly private," in, over, or along which the applicants also propose to place electric lines or other works. Every local or other public authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the 18th day of November, 1882. Copies of the proposed Provisional Order can, upon payment of one shilling per copy, now be obtained at the offices of the applicants, No. 3, Fenchurch avenue, London, E.C., at the offices of the undersigned, Messrs. Ingledew and Ince; and also at the office of the *West Middlesex Advertiser*, 30, Sloane square, Chelsea. Copies of the Provisional Order, when granted, will also be obtainable at the same addresses.

Schedule A.

Albert cottages, Flood street; Allen cottages, Beaufort street; Augusta court, Lawrence street; Bifron street; Bramerton street (partly private); Burnaby street; Badcock's cottages, Flood street; Blackland's place, Symons street; Bolton gardens, Pimlico road; Bosbury's yard, White Lion street; Brown's court, Cheyne walk; Carlyle road; Clabon mews; Clover mews; Cremorne road; Camera cottages, Little Camera street; Cottage place, Fulham road; Cross Keys yard, Lawrence street; Damer terrace; Danver's buildings, Cheyne walk; Davis place, World's End passage; Dove court, Pimlico road; Edith grove (south of King's road); Elm Park gardens; Elm Park gardens mews; Elm Park road (east of Beaufort street); Elm Park mews; Eatley's buildings, Manor street; Eden place, Pond place; Exeter buildings, Exeter street; Foundry place, World's End passage; Garden grove, Church street; Garden row, North street; George place, Lower George street; Grove cottages, Manor street; Grove place, Symons street; Hooper's court, North street; Jackson's buildings, World's End passage; Jones' cottages, Wellington street; Kimbolton cottages, Fulham road; Kimbolton row, Fulham road; Lennox gardens; Lennox gardens mews; Lackland cottages, Lackland place; Little Keppel place, Leader street; Manresa road; Meek street; Merton gardens; Manor buildings, King's road; Manor gardens, Manor street; Markham place, College place; Marlborough place,

Leader street; Mason's grove, Fulham road; Mermaid yard, Turk's row; Morby's yard, Turk's row; Moss place, Symons street; Pont street mews; Park terrace cottages, King's road; Pentagon-place, Pavilion road; Raasay street; Ralston street; Read's place, Manor street; Roll's cottages, King's road; Rose and Crown court, Turk's row; Shafto Mews; Stadium street; Steer's buildings, Flood street; Sun court, Cheyne walk; Tadema road (partly private); Tedworth square (east and south sides); Tetcott road; The Vale; Tite street (north of Queen's road; Trafalgar square (south side); Upcerne road; Uverdale road; Vicat street; Victoria cottages, Little Cadogan place; Victoria yard, Turk's row; Wickham place; Waterloo place, Turk's row; Wellesley grove, Britten street; Wellington buildings, Manor street; White Hart court, Cheyne walk; Winterton place, Park walk.

Railways—West London Railway; Metropolitan District Railway.

Dated the 18th day of November, 1882.

Ingledew and Ince, St. Benet Chambers, Fenchurch-street, London, E.C., Solicitors for the Applicants.

In Parliament—Session 1883.

Didcot, Newbury, and Southampton Junction Railway.

(Bournemouth and Poole Extension.)

(Extension of Railway to Bournemouth and Poole; Compulsory Purchase of Lands; Taking of Common or Commonable Lands; Power to Take Parts of Houses, Buildings, and other Premises; Tolls; Additional Capital; Authorising Payment of Interest or Dividends during Construction of Works; Constituting New Railways and Works a separate Undertaking; Working and other Agreements with the Great Western, London and South Western, Poole and Bournemouth, and Swindon, Marlborough, and Andover Railway Companies; Running Powers over Portions of London and South Western Railway, Tramway, &c., and Poole and Bournemouth Railway; Reciprocal Running Powers over intended Railways; Agreements with Venderers and others interested in Common Lands; Amendment or Repeal of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the Didcot, Newbury, and Southampton Junction Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") for the following purposes, or some of them (that is to say):—

1. To authorise the Company to make and maintain the railways and works hereinafter described, or some of them, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

A Railway, No. 1, commencing in the parish of Millbrook, in the county of Southampton, by a junction with the Railway No. 1 authorised by the Didcot, Newbury, and Southampton Junction Railway Act, 1882 (hereinafter called "the Act of 1882"), at or near a point marked 30 miles 2 furlongs on the plans of that railway deposited with the respective clerks of the peace for the counties of Berks and Southampton with reference to the Act of 1882, such distance denoting 30 miles 2 furlongs from the commencement of that railway, and termi-

nating in the parish of Holdenhurst in the county of Southampton, in a garden attached to a house or villa in Dean Park, Bournemouth, known as "Broad Hayes," belonging or reputed to belong to William Clapcott Dean, leased to Ellen Knott and Susan Flyter, and in the occupation of Major Greig, at a point in that garden 6 yards or thereabouts measuring in a north-easterly direction from the north-east corner of the said house or villa;

A Railway, No. 2, commencing in the parish of Holdenhurst and county of Southampton by a junction with the intended Railway No. 1, at the termination thereof hereinbefore described, and terminating in the same parish by a junction with the Poole and Bournemouth Railway at a point thereon 270 yards or thereabouts measuring along that railway in a north-westerly direction from the centre of the bridge carrying that railway over the the road known as Prince of Wales-road, otherwise Branksome Wood-road;

A Railway, No. 3, commencing in the New Forest (extra-parochial) and county of Southampton by a junction with the intended Railway No. 1 at a point 18 chains or thereabouts, measuring in a south-westerly direction along the road leading from Burley-street to Crow from a stone post at the junction of that road with the road leading from Burley-street to Picket Post, and terminating in the parish of Ringwood and county of Southampton by a junction with the Southampton and Dorchester Railway of the London and South Western Railway Company at a point thereon 240 yards or thereabouts measuring in an easterly direction along the Southampton and Dorchester Railway from the mile-post on that Railway denoting 105 miles from London;

A Railway, No. 4, wholly situate in the parish of Millbrook and county of Southampton, commencing by a junction with the Railway No. 1 authorised by the Act of 1882 at a point marked and measured 30 miles 6 furlongs and $1\frac{1}{2}$ chains or thereabouts on the plans of that railway deposited with the respective clerks of the peace for the counties of Berks and Southampton with reference to that Act, such distance denoting 30 miles 6 furlongs and $1\frac{1}{2}$ chains from the commencement of that railway, and terminating in a field belonging or reputed to belong to Anna Maria Martha Knowlys, and in the occupation of Arthur Thomson and Jabez Harrison, or one of them, at a point 157 yards or thereabouts measuring in a south-westerly direction from the south-west corner of a dwelling house known as Springfield House, belonging or reputed to belong to Samuel James Wiseman, and in the occupation of Mary Ann Arnott.

2. The said intended railways and works will pass from, in, through, or into, or be situate within the parishes, townships and extra-parochial and other places following, or some of them (that is to say): Millbrook, Nursling, Eling, Lyndhurst, Minstead, Bramshaw, Brockenhurst, Ringwood, Sopley, Christchurch, Holdenhurst, New Forest, Burley, all in the county of Southampton.

3. For the purposes of the intended railways a portion, estimated to contain one hundred and eighty acres or thereabouts, of the common or commonable lands, part of the New Forest,

partly in the parishes of Minstead and Lyndhurst, and partly extra-parochial, in the county of Southampton; a portion, estimated to contain five acres and half an acre, of the common or commonable lands known as "The Furlongs," in the parish of Eling and same county: a portion, estimated to contain nine acres or thereabouts, of the common or commonable lands known as Christchurch Town Common in the parish of Christchurch, and portions, estimated to contain twenty-five acres or thereabouts, of the common or commonable lands known as Poors commons, at Littledown and Bournemouth respectively, both in the parish of Holdenhurst, are intended to be taken by the Company.

4. To cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, landing-places, piers, quays, footways, ways, and rights of way, ferries, railways, tramways, canals, aqueducts, rivers, navigations, streams, sewers, drains, watercourses, gas, water, telegraph, electric, and other pipes and telegraphic and electrical apparatus which it may be necessary to cross, stop up, alter, divert, or interfere with for the purposes of the intended Act.

5. To purchase by compulsion or agreement lands, buildings, tenements, and hereditaments, for the purposes of the intended Act, and to alter, vary, and extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with such purposes, or which would be inconsistent with the same, and to confer, vary, or extinguish other rights and privileges.

6. To authorise the Company, notwithstanding the ninety-second section of "The Lands Clauses Consolidation Act, 1845," to purchase and take, by compulsion or agreement, any vaults, cellars, arches, or other offices, attached or belonging to, or any other part of any house, building, manufactory, or other premises, which they may require for the purposes of the intended Act, without being required or compelled to purchase the whole of such house, building, manufactory, or premises.

7. To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works or any part or parts thereof, 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.

8. To enable the Company to apply to the purposes of the intended Act any capital or funds now or hereafter belonging to them or under their control, and for such purposes and for the general purposes of their undertaking, to raise additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by mortgage or borrowing, or by any of such means.

9. To enable the Company or the directors of the Company, out of moneys raised or to be raised by the Company under the powers of the intended Act or under the powers of their several Acts of Parliament or any of them, or out of any other funds of the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay interest or dividends during the construction of the intended railways, and also of the authorised railways and works of the Company, and until the completion thereof respectively, or until such other time as may be prescribed by the intended Act, to the shareholders of the Company on the sums which have been or may be from time to

time paid up on the shares allotted to or held by them respectively.

10. To provide, if so determined, for the formation of the intended railways and works into a separate undertaking of the Company, and that the capital to be appropriated to and the moneys to be borrowed on mortgage of such undertaking, and the revenues to be derived therefrom shall be kept separate as regards such undertaking, and to provide for the keeping of all such separate accounts and for all other matters necessary or proper for carrying out the objects of the Company with respect to such separate undertaking or as may be defined by the intended Act.

11. To enable the Company on the one hand, and the Great Western Railway Company, the London and South Western Railway Company, the Poole and Bournemouth Railway Company, and the Swindon, Marlborough, and Andover Railway Company, or any of them, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, and use of the intended railways, and of all or part of the authorised railways and works of the Company or by the Company of any of the railways and works of those other Companies respectively, and to confirm any agreements which may have been or may be entered into between the Company and the said other Companies or any of them, and, if need be, to alter, modify, or rescind existing agreements entered into between the said Companies.

12. To authorise the Company, and all companies and persons lawfully working or using the said intended railways or any part thereof, to run over and use with their engines and carriages, waggons, officers, and servants, and for the purposes of traffic of all kinds, the following portions of railway and tramways belonging to or used and worked by the London and South Western Railway Company, the Midland Railway Company, and the Poole and Bournemouth Railway Company, or any of them:—

That portion of the railway from Poole to Bournemouth which lies between the junction of Railway No. 2 therewith and the Poole station;

The tramways along the public quays at Poole belonging to or used by the London and South Western Railway Company;

That portion of the London and South Western Railway which lies between the junction of Railway No. 3 therewith and the Ringwood station, together with that station; and all other stations, sidings, platforms, points, signals, junctions, and roads, water, engines, engine sheds, standing room for engines, booking and other offices, warehouses, machinery, works, and conveniences, on payment of such tolls, rates, rent, or other considerations, and on such charges, terms, and conditions as may be agreed on or prescribed by the intended Act.

13. To enable the London and South Western Railway Company to run over and use with their engines and carriages, waggons, officers and servants, and for the purposes of traffic of all kinds, the intended Railways Nos. 2, 3, and the proposed passenger stations at Bournemouth and Burley, on payment of such tolls, rates, rent, or other considerations, and on such charges, terms, and conditions as may be agreed on or prescribed by the intended Act.

14. To empower the Company on the one hand, and the verderers or others interested in the common or commonable lands which may be taken under the powers of the intended Act, on

the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the acquisition of lands for and the construction and maintenance of the intended railways, or any of them, or any parts thereof, respectively.

15. To vary or extinguish all rights and privileges which would in any manner interfere with the objects and purposes of the intended Act, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

16. And powers will be taken, in so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, and repeal the powers and provisions of the local and personal Acts following, or some of them (that is to say): The Didcot, Newbury, and Southampton Junction Railway Acts, 1873, 1876, 1880, and 1882, and any other Acts relating to or affecting the Didcot, Newbury and Southampton Junction Railway Company; the Act 5 and 6 Will. IV, cap. 107, and any other Acts relating to or affecting the Great Western Railway Company; the Act 4 and 5 Will. IV, cap. 88, and any other Acts relating to or affecting the London and South Western Railway Company; the Swindon Marlborough and Andover Railway Acts, 1873, 1878, 1879, 1880, and 1882, and any other Acts relating to or affecting the Swindon, Marlborough, and Andover Railway Company; the Poole and Bournemouth Railway Act, 1865, and any other Acts relating to or affecting the Poole and Bournemouth Railway Company.

17. And notice is hereby also given, that a plan and section in duplicate of the intended railways and works, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan, and an Ordnance map with the lines of railway delineated thereon showing their general course and direction, will be deposited with the clerk of the peace for the county of Southampton, at his office at Winchester, and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place will be deposited, in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place with the parish clerk of some adjoining parish at his residence; and that all such deposits will be made on or before the 30th day of November, 1882, and will be accompanied by a copy of this notice.

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

Dated this 15th day of November, 1882.

Lake, Beaumont and Lake, 10, New-square, Lincoln's Inn, London; *Pearce, Paris*, and *Smith*, Southampton, Solicitors for the Bill.

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

Board of Trade.—Session 1883.

Tramways Act, 1870.

Highgate Hill Extension and Archway Road Tramways.

(Construction of Tramways in the Parishes of Islington, St. Pancras, and Hornsey, in the County of Middlesex; Power to use Hallidie's system of Cable 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 High-street, Highgate, by a junction with the authorised Highgate Hill Tramway at the termination thereof opposite Southwood-lane, passing thence in a north-westerly direction along High-street and North Hill, and terminating in the latter road at the junction thereof with the Archway-road at a point 550 feet, or thereabouts, in a north-westerly direction from the north-western corner of the Wellington public-house.

This tramway will be a double line, except at the following points, where it will be single, viz., for a distance of 290 feet or thereabouts along the tramway from its commencement, and for a distance of 240 feet along the tramway at a distance of 150 feet from the south-east corner of the Wellington public-house, and for a distance of 220 feet along the tramway at a distance of 270 feet from the northerly termination thereof.

Tramway No. 2, commencing by a junction with Tramway No. 1 at the termination thereof above described, and terminating at a point opposite the Archway Tavern, 5 feet or thereabouts from the rails of the North Metropolitan Tramway there.

This tramway will be a single line, except at the following places, where it will be double; that is to say (all the distances being measured in a south-easterly direction), for a distance of 200 feet or thereabouts from its commencement, for a distance of 200 feet or thereabouts between a point situate 720 feet or thereabouts and a point situate 950 feet or thereabouts from the termination of the double line before described; for a distance of 200 feet or thereabouts, from a point 170 feet from the south-east corner of Southwood-lane; for a distance of 200 feet from a point situate 1200 feet from the south-east corner of Holmesdale-road; for a distance of 200 feet from a point situate 800 feet from Highgate Archway; and for a distance of 200 feet from and up to the termination of the said tramway.

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, on both sides of the road, between two points respectively commencing 1 foot in a northerly direction from the arch over the Archway-road, passing along the tramway for a distance of 36 feet, and terminating 1 foot in a southerly direction from the said arch.

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 4 feet 8½ inches.

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

To empower the 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 by-laws as the Board of Trade may from time to time make, by means of Hallidie's system of cable tramways, or by 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 the Sessions House, Clerkenwell.

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 offices 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, Upper-street, Islington, with the Vestry Clerk of the parish of St. Pancras, at his office in Pancras-road, and with the Clerk to the Hornsey Local Board, at his office in 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, Christie, and Co., Victoria Mansions, 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, Christie, and Co.

Dated this 14th day of November, 1882.

Fowler, Christie, and Co., Victoria Mansions, Westminster, Solicitors and Parliamentary Agents.

Board of Trade.—Session 1883.

"Electric Lighting Act, 1882."

Urban Sanitary District of Folkestone, in the County of Kent.

Power to the Urban Sanitary Authority of Folkestone to produce, supply, and store Electricity for lighting and other purposes, and for those purposes to break up Private Streets and other places in the District, and to erect, lay down, provide, and maintain Wires and other Apparatus and Works; to acquire Land and other Rights, and to supply Lamps, Meters, Fittings, and other necessary adjuncts; to demand and recover Rates, Rents, and Charges; and to make Bye-Laws and other Regulations, and for the incorporation of other Acts.

NOTICE is hereby given, that application is intended to be made by the Urban Sanitary Authority of Folkestone, in the County of Kent, to the Board of Trade, on or before the 21st day of December next, under the provisions of the "Electric Lighting Act, 1882," for a Provisional Order for the following purposes:—

To authorise and empower the said Urban Sanitary Authority to supply and store electricity as defined by the said Act, for all or any or some of the public and private purposes as defined by the said Act, within the area hereinafter specified, and for those purposes to enter upon and break up and interfere with all public and private streets, roads, and places, footways, railways, tramways, bridges, culverts, sewers, drains, gas and water mains, and pipes and telegraph and pneumatic tubes and pipes, and also all streets which are not repairable by the said Urban Sanitary Authority, and to lay down, maintain, renew, or remove, either above or underground or otherwise, electric lines, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the said Urban Sanitary Authority to supply, produce, store, transmit, or distribute electricity for the several public and private purposes aforesaid, within the said area, and all other works to carry out the objects of the said Urban Sanitary Authority.

To enable the said Urban Sanitary Authority to purchase, hold, acquire, or to take on lease any lands or hereditaments, or any rights or interests therein, and to maintain and work thereon all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorise the said Urban Sanitary Authority to manufacture, hire, sell, and let all necessary engines, lines, machines, apparatus, meters, lamps, accumulators, fittings, plant, machinery, and other matters and things of every description required for the above purposes.

To authorise the said Urban Sanitary Authority to enter into and upon any houses,

buildings, lands, and hereditaments, supplied by them for any purposes connected with such supply.

To enable the said Urban Sanitary Authority to enter into agreements with any company or person for the supply and storing electricity, and for carrying out all or any of the above stated powers, or all or any other powers proposed by the intended Order to be conferred upon the said Urban Sanitary Authority.

To incorporate with the Provisional Order and to extend and apply to the proposed works, and to the Urban Sanitary Authority as the Undertakers, all or any of the provisions of the "Electric Lighting Act, 1882," and of the Acts incorporated therewith, and to confer upon the said Urban Sanitary Authority, all or some of the powers within the area of supply hereinafter specified, that by the "Electric Lighting Act, 1882," are conferred upon the Undertakers as defined by that Act, and so far as may be necessary or expedient for the purposes of the Provisional Order, to alter, amend, repeal, or extend all or some of the provisions of those Acts, and to make all such other rules, regulations, and conditions as the said Act authorises or requires, or the Board of Trade may prescribe with respect to all or any matters in connection with the proposed works and undertaking.

To authorise the said Urban Sanitary Authority to take, collect, and recover all rates, rents, and charges, and to fix the same, and from time to time to revise, alter, and vary the same.

The area of supply within which it is proposed that the provisions of the said Order shall apply to and be in force, is the Urban Sanitary District of Folkestone, in the County of Kent (being so much of the Borough of Folkestone as is not included within the Local Government District of Sandgate).

The streets and other places in, over, or along which it is proposed in due course and time to place any electric lines or other works, are all the streets within the said area of supply, and amongst such streets and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and other places (but not to the exclusion of the other streets and places within the said area):—Sandgate-road from the Town Hall to the western boundary of the said Urban Sanitary District; the Leas-road, from the north-west end of West-terrace, and top of Church Hill to the western end of Clifton Crescent, and the promenade known as "The Leas;" Rendezvous-street, from the Town Hall, Grace Hill and Dover-road, to the upper railway station on the down and up platforms—Canterbury-road, from the bridge of the South-Eastern Railway Company in Dover-road to the Black Bull hotel—Black Bull-road, from the Black Bull hotel to the Red Cow inn—thence Foord-road to its junction with the Dover-road and Tontine-street—thence along Tontine-street to the Harbour station of the South-Eastern Railway Company—Guildhall-street, Cheriton-road, and Shorncliffe-road, from the Town-hall to the Shorncliffe Railway station—Cheriton-place from the Leas-road to the junction with the Shorncliffe-road—Shakespeare Terrace and Manor-road from the Leas-road to the Shorncliffe-road—Castle-hill-avenue and Earl's-avenue from the Leas-road to Shorncliffe-road—Marine-parade and Marine-

crescent from the harbour to the Bathing Establishment Lower Sandgate-road.

The streets following not repairable by the Urban Sanitary Authority, viz.:—The Leas-road, from Castle-hill-avenue to the western end of Clifton-crescent and the promenade known as "The Leas"—Castle-hill-avenue and Earl's-avenue, Marine-parade, Marine-crescent, and Manor-road—The Railway which the said Urban Sanitary Authority propose to take powers to break up is "The South-Eastern Railway."

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order, when applied for, 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 Messrs. Talbot and Tasker, 47, Bedford row, in the County of Middlesex, and at the Office of the undersigned, No. 4, Cheriton-place, Folkestone, in the County of Kent.

Every local or other public Authority, Company, 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 Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," within two months from the 18th day of November, 1882, being the date of the newspaper containing the first advertisement.

Dated this 18th day of November, 1882.

W. G. S. Harrison, Town Clerk and Solicitor and Clerk to the said Urban Sanitary Authority; Offices, 4, Cheriton-place, Folkestone.

In Parliament.—Session 1883.

Haverstock Hill and Hampstead Tramways.
(Construction of Tramways; Gauge; Power to use Hallidie's System of Cable Tramways; Provisions as to User, Repair, &c., of Streets; Tolls; Agreements with Local and Road Authorities; Amendment of Acts.)

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

To authorise the Steep Grade Tramways and Works Company Limited (in this Notice called "the Company") to construct and maintain the following street tramways, or some part or parts thereof respectively.

Where, in the description of the proposed tramways, any distance is given with reference to any street which intersects or joins the streets in which the tramways are to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other; and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The tramways proposed to be authorised by this Bill are the following, and will be wholly situate in the county of Middlesex:—

Tramway No. 1 (a double line), commencing in the parishes of St. John, Hampstead, and St. Pancras, at the point of junction of Chalk Farm-road with Crogsland-road, passing thence in a north-westerly direction along Haverstock-hill, Rosslyn-street, and High-street, Hampstead, and terminating in the parish of St. John, Hampstead, in the last-named street at the junction of that street with Church-lane.

Tramway No. 2, commencing in the parish of St. John, Hampstead, at the termination of Tramway No. 1, passing thence in a north-westerly direction along High-street, Heath-street, on to the Heath, and terminating in the parish of St. John, Hampstead, at the lamp-post in the centre of the road opposite the Jack Straw's Castle hotel.

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

In Heath-street, from a point 300 yards from the commencement of Tramway No. 2, for a distance of 170 feet measuring in a north-westerly direction, from a point 43 yards 1 foot from the south-east corner of East Heath-road, for a distance of 200 feet, measuring in a south-easterly direction.

At the following place 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 on both sides of the road and the nearest rail of the said tramway, that is to say, between two points respectively commencing and ending 80 and 580 yards from the commencement of Tramway No. 2.

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

Each of the tramways hereinbefore-mentioned is intended to be constructed on a gauge of 4 feet 8½ inches.

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, subject to such bye-laws as the Board of Trade may from time to time make, by means of Hallidie's system of Cable Tramways, or other mechanical or motive power, in addition to, or in substitution for, animal labour.

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, 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 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 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 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 tramways as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish or place mentioned in this Notice, and maintain, so long as occasion may require, a temporary tramway 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 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
No. 25171. R

which would interfere with the objects of the Bill, and to confer other rights and privileges.

To incorporate with the Bill, 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 Bill, 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 Locomotive Act, 1865, or any Act amending such Acts.

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 Green, in the said county, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes 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 St. John, Hampstead, with the clerk of the vestry of St. John, Hampstead, at the Vestry Hall, Haverstock Hill, Hampstead; as relates to the parish of St. Pancras, with the vestry clerk of that parish, at his office in Pancras-road, 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 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 14th day of November, 1882.

Fowler, Christie, & Co., Victoria Mansions,
Victoria - street, Westminster, S.W.,
Solicitors for the Bill.

C. J. Hanly, 27, Great George-street,
Westminster, S.W., Parliamentary
Agent.

In Parliament.—Session 1883.

East of London, Crystal Palace, and South Eastern Junction Railway.

(Incorporation of Company; Construction of Railways from or near the Ladywell Station of the Mid-Kent Branch of the South Eastern Railway to the Crystal Palace; Compulsory Purchase of Lands; Tolls; Running Powers over portion of the South Eastern Railway and use of the Ladywell Station; Compulsory Facilities over the Railways of and Working and other Agreements with the South Eastern, London, Brighton, and South Coast, East London, and Great Eastern Railway Companies; Contribution by Crystal Palace Company; Power to that Company to raise further Capital, and to enter into Agreements with Company, and to hold Shares in Under-taking; Amendment of Acts.)

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

To incorporate a Company (hereinafter called "the Company"), and enable the Company to make and maintain the railways and works hereinafter mentioned, or one 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):—

A Railway (No. 1) situate wholly in the parish of Lewisham, in the county of Kent, commencing by a junction with the Mid-Kent Branch of the South Eastern Railway Company at a point thereon 12 yards, or thereabouts, measured along the said Branch Railway, to the southward of the southern end of the platforms of the Ladywell Station, and terminating at a point 152 yards, or thereabouts, southwards of the south side of Forest Hill-road (otherwise London-road, Forest-hill) and 20 yards, or thereabouts, westward of the fence separating a field (belonging to William Charles Holt and Frederick Lett, the trustees of the will of the late William Henry Whittell, deceased, and William Morgan Whittell, and in the occupation of William Walker) from the old disused foot-path leading southwards from Forest Hill-road.

2. A Railway (No. 2) wholly in the parishes of Lewisham and Beckenham, in the county of Kent, and the hamlet of Penge, in the parish of St. Mary, Battersea, in the county of Surrey, commencing in the parish of Lewisham, in the county of Kent, by a junction with the intended Railway No. 1 at the termination thereof, and terminating at a point in the grounds of the Crystal Palace, in the said parish of St. Mary, Battersea, 10 yards or thereabouts northward of the north side of and 57 yards or thereabouts from the north-eastern corner of the Orangery.

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

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, footpaths, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes and other places aforesaid, or any of them, as may be necessary or convenient to cross, divert, alter, or stop up, for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to acquire, by compulsion or agreement, lands, houses, tenements, and hereditaments, within the parishes and other places aforesaid, for the purposes of the intended 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 to be purchased or taken, or which would in any manner impede or interfere with the objects of the Bill.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the portion of railway station and works hereinafter mentioned belonging to the South Eastern Railway Company, and if necessary to alter the tolls, rates, and duties which that Company is 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 railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls

and rates as may be agreed on or as may be settled by arbitration or provided by the Bill, to run over, work and use with their engines, carriages and wagons, officers and servants, whether in charge of engines and trains or for any other purpose whatsoever, and for the purposes of their traffic of every description, the portion of railway and station hereinafter mentioned, that is to say:—

So much of the railway of the South Eastern Railway Company as lies between the point of commencement of the intended Railway (No. 1) hereinbefore described and the Ladywell Station of that Company, including that station;

and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said portion of railway and station.

To empower the Company on the one hand, and the South Eastern Railway Company, the London, Brighton, and South Coast Railway Company, the East London Railway Company, and the Great Eastern Railway Company (which Companies are hereinafter referred to in this Notice as "the four Companies"), or any one or more of them, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of 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 any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To require and compel the four Companies, and each and every, or any of them, upon such terms and conditions as shall be agreed upon, or as shall be provided by the intended Act, to book through and forward all passengers, goods, animals, minerals, carriages, and traffic (the word "traffic" having in this Notice the meaning assigned to it by the Railway and Canal Traffic Act, 1873) to or from, or over the whole or any part of the railways and stations under their respective management or control, or over or to which they have running powers, or the means or right of forwarding traffic to and from the intended railways, 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) to alter and vary the tolls which the said Companies are now authorised to receive and take upon their said railways, or any of them.

To authorise the Crystal Palace Company to contribute towards the cost of constructing the intended railways and works, or any part thereof, out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the intended Act by ordinary or preference shares or stock, and by borrowing, and to

enable the Crystal Palace Company to hold shares in the capital of the Company.

To authorise the Company and the Crystal Palace Company to make and carry into effect agreements with respect to the assurance by the Crystal Palace Company, with or without consideration, of lands for the purposes of the intended railways and works.

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 it may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions or some of the provisions of the several local and personal Acts of Parliament following (that is to say):—6 Will. IV., cap. 75, and all other Acts relating to the South Eastern Railway Company and the several undertakings vested in or worked by them; the Act of the 18 and 19 Vic., cap. 169, and all other Acts relating to the Mid-Kent Railway Company; the Act of 9 and 10 Vic., cap. 283, and all other Acts relating to the London Brighton and South Coast Railway Company; the East London Railway Act, 1865, the East London Railway (Additional Powers) Act, 1866, the East London Railway (Various Powers) Act, 1868, the East London Railway (Further Powers) Act, 1870, "The Great Eastern Railway (Metropolitan Railways) Act, 1870," "The East London Railway Act, 1871," "The East London Railway Act, 1874," "The East London Railway Act, 1875," "The East London Railway Act, 1876," "The East London Railway Act, 1877," "The East London Railway Act, 1879," "The East London Railway Act, 1881," "The East London Railway Act, 1882," and all other Acts relating to or affecting the East London Railway Company; and the Act of 16 Vic., cap. 20, and all other Acts relating to the Crystal Palace Company.

And Notice is hereby also given, that plans and sections of the railways 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 under the powers of the Bill with a book of reference to such plans respectively, together with, in each case, a copy of this Notice, as published in the "London Gazette," will, on or before the 30th of November, 1882, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone; 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 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, 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 said parish of Lewisham and the said hamlet of Penge, in the parish of St. Mary, Battersea, with the clerk of the Board of Works for the Lewisham district, at his office at Rushey Green, Catford Bridge, in the county of Kent; and as relates to the other parishes and extra-parochial places in or through which the said railways and works, or any part thereof, are or is intended to be made, or will be situate 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 in the House of Commons on or before the 21st day of December, 1882.

Dated this 15th day of November, 1882.

Fowler, Christie, and Co., Victoria Mansions, S.W., Solicitors for the Bill.

C. J. Hanly, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1883.

Great Western and Llynvi and Ogmore Railway Companies.

(Amalgamation of the two Companies; Confirmation of and Power to enter into Agreements, and other Powers; Amendment of Acts.)

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

To amalgamate from and after such period or periods, and upon such terms and conditions as may have been, or may be agreed upon, or as may be fixed and determined by or under the provisions of the intended Act, the Llynvi and Ogmore Railway Company (hereinafter called "the Llynvi Company") with and into the Great Western Railway Company (hereinafter called "the Company"), and to provide for the union and consolidation into one undertaking of the undertakings of the Great Western and Llynvi and Ogmore Railway Companies (hereinafter called the "two Companies") respectively, so that the said undertakings, including, among others, railways, canals, docks, ferries, land property, estates, and effects, rights, powers, and privileges, liabilities, and obligations, of what nature or kind soever, and whether with reference to the separate undertakings, works, or property of the two Companies respectively, or to the undertaking, works, or property of any other Company, body, or persons, in which the two Companies, or either of them, may have any interest, and whether with reference to the purchase of lands and houses, construction and maintenance of works, levying of tolls, rates, and duties or otherwise vested in and belonging to or exercised, or enjoyed by, or attaching to the two Companies jointly or severally, or jointly with any other Company or Companies at the time of the said amalgamation, may (except where otherwise provided in, by, or under the provisions of the said intended Act) be vested in and belong to and be exercised, enjoyed, and fulfilled by one united and consolidated Company (hereinafter called "the Amalgamated Company"), and with or without the reservation to each or any class of proprietors in the two Companies respectively, when amalgamated, of any exclusive rights or privileges.

To provide upon such amalgamation for the dissolution of the Llynvi Company as a separate and independent Company, and for the incorporation of the proprietors therein with the Company and its proprietors, and for the appointment, resignation, and retirement of and other arrangements with respect to directors, officers, and servants, and for regulating, fixing, enlarging, consolidating, converting, and determining the capital and borrowing powers of each of the two Companies or of the Amalgamated Company, and the rights, privileges, preferences, and priorities of the proprietors therein, and of the different classes of such proprietors as amongst themselves in the capital and debenture stock of each of the two Companies, or of the Amalga-

mated Company, and for the fulfilment and discharge by the Company or the Amalgamated Company of all or some of the contracts, agreements, or arrangements entered into, and liabilities incurred by the two Companies, jointly or severally, and either alone or jointly with any other Company or Companies, or otherwise howsoever, and capable of taking effect or being enforced at the period of such union or amalgamation.

To make provision for the conversion into stock of the Company or of the Amalgamated Company of any stocks, shares, or annuities of the Llynvi Company, whether the same have or have not been consolidated and converted by that Company under the provisions in that behalf of any Act relating to them, and also to make further and other provision with respect to any shares and stock or stocks the interest or dividend on which is guaranteed or otherwise secured by the two Companies or either of them.

To provide for the mortgage or bond or other debts of the two Companies respectively, and the security of their respective creditors, and also to make provision as to any bonds, debentures, debenture stocks, annuities, or other securities the interest or dividend on which is paid, guaranteed, or secured by the two Companies or either of them.

To confirm or give effect to any agreement or agreements made between or on behalf of the two Companies, and of any Acts done by them or either of them in contemplation or anticipation of, or in any way relating to any of the objects of the intended Act, and to authorise agreements between the two Companies.

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

To alter, amend, extend, enlarge, or repeal the powers and provisions of any Acts inconsistent with the objects of the intended Act, or which it may be necessary or expedient to alter, amend, extend, enlarge, or repeal, for giving effect to the objects and provisions of the intended Act, or any of them, and especially of the following, and of any other Acts relating to or affecting the Company and their undertaking, viz., 5 and 6 William 4, cap. 107, Great Western Railway Act, 1851; Great Western Railway (Birmingham and Chester Railways) Act, 1854; West Midland and Severn Valley Companies Act, 1861; West Midland Railway Additional Works Act, 1862; Great Western Railway (West Midland Amalgamation) Act, 1863; Great Western Railway (South Wales Amalgamation) Act, 1863; Great Western Railway (Vale of Neath Amalgamation) Act, 1866; Great Western Railway (Wycombe Railway Transfer) Act, 1866; Great Western Railway (Various Powers) Act, 1867; Great Western Railway (Hereford and Gloucester Canal Vesting) Act, 1870; London and North Western Railway (Additional Powers) Act, 1870; Great Western Railway (Additional Powers) Act, 1871; Great Western Railway Act, 1872; Great Western Railway (Swansea Canal) Act, 1872; Great Western Railway Acts, 1873, 1874, 1876, 1877, and 1878; the Great Western, Bristol, and Exeter Railway Companies' Amalgamation Act, 1876; the Great Western and South Devon Railway Companies' Amalgamation Act, 1878; the Great Western and Monmouthshire Railway Companies' Amalgamation Act, 1880; Great Western Railway Act, 1880; Great Western

Railway Act, 1881; and Great Western Railway Act, No. 1, 1882. Also the following and any other Acts relating to or affecting the Llynvi Company and their undertaking, viz., 18 and 19 Vic., cap. 50; 25 and 26 Vic., cap. 115; 26 and 27 Vic., caps. 139 and 199; 27 and 28 Vic., cap. 48; 28 and 29 Vic., cap. 205; 29 and 30 Vic., caps. 117, 120, and 252; 30 and 31 Vic., cap. 115; 32 and 33 Vic., cap. 61; 36 and 37 Vic., cap. 177; and 39 and 40 Vic., cap. 195.

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

Dated the 14th day of November, 1882.

In Parliament.—Session 1883.

Metropolitan Board of Works (Bridges, &c.).
(Further Powers to the Metropolitan Board of Works; Alteration of the Bridge over the Thames at Hammersmith; Restricting subsequent Interference therewith; Construction, Maintenance, and subsequent Removal of a temporary Bridge over the river at Hammersmith; Powers affecting the River Thames; Purchase of Undertaking of Poplar and Greenwich Ferry Company; Dissolution of that Company, and Repeal of Acts; Payment of Costs of copy of rate book, &c., in certain cases.)

NOTICE is hereby given, that the Metropolitan Board of Works (who are hereinafter referred to as "the Board") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To enable the Board to alter and reconstruct the existing bridge over the River Thames at Hammersmith partly in the parish of St. Peter and St. Paul, Hammersmith, in the county of Middlesex, and partly in the parish of Barnes, in the county of Surrey, or any part or parts of that bridge, and to stop all traffic over the said bridge during such alteration or reconstruction.

To enable the Board to make and maintain across the River Thames a temporary bridge with approaches thereto for use during the alteration or reconstruction of the existing Hammersmith Bridge, which said temporary bridge and approaches will commence at Bridge-road, in the said parish of St. Peter and St. Paul, Hammersmith, and terminate in Bridge-road, in the parish of Barnes, in the county of Surrey.

To enable the Board to take down, remove, and sell or dispose of the said temporary bridge and the materials thereof when the alterations of Hammersmith Bridge are finished, and of any paving and other materials removed or becoming unnecessary in consequence of the alteration of Hammersmith Bridge.

To enable the Board for the purposes of the said works to alter and interfere with the bed and foreshore of the River Thames, and, if necessary, to dredge and deepen the same, to cross, divert, stop up, and interfere with, and to make junctions and communications with streets, roads, passages, and places, also to cross, divert, stop up, or remove sewers, drains, gas and other mains, pipes, tubes, wires, culverts, steps, areas, telegraph, electric and other apparatus; to make and enforce regulations affecting vessels navigating the River Thames during the execution of the works, and to execute and do all such works, matters, and things as may be deemed expedient for the purposes of the Bill.

To enable the Board to purchase by compulsion or agreement all such lands, houses, and other property as may be required for the purposes of or in connection with the said bridge and works or the approaches thereto, or as will be

included within the limits to be defined upon the deposited plan, and also to acquire and exercise easements or rights in, through, under or over any such lands, houses, and other property, or in and over the River Thames and the banks, bed, soil, and foreshore thereof, whether for permanent or temporary work or purposes, and to use temporarily any land or property required for the intended temporary bridge or approaches, without being compelled to purchase the same, and to vary and extinguish any such easements and rights, and all such other rights, easements, and privileges as may be necessary in the attainment of any of the objects of the Bill.

To enable the Board to purchase so much only of any property as may be required for the purposes of the intended Act, and to exempt the Board from the liability imposed by the 92nd Section of "The Lands Clauses Consolidation Act, 1845," and if deemed expedient from the provisions of the said Act with respect to the sale of superfluous lands.

To enable the Board and their officers to enter, survey, and value at any time, buildings shown on the deposited plans, and to make provision as to the appointment of an umpire, under Section 28 of "The Lands Clauses Consolidation Act, 1845," by the Board of Trade, and for ascertaining separately the value of the premises required by them and the amount of compensation for loss or damage awarded in respect thereof.

To enable the Board to sell, convey, lease, and otherwise dispose of any lands, houses and property, or any easement, right, or privilege in, under, through, or over the same, which may be acquired or vested in them under the powers, and may not be required for the purposes of the Bill, and to sell and dispose of any building, paving, or other materials.

To prohibit the breaking up or interference with the bridges hereinbefore mentioned, or the approaches thereto, or the road or footway over the same for laying down any gas, water, or other main, or pipe, or other work except with the consent of the Board, and subject to such terms and conditions as to payment and otherwise as the Board may determine.

To charge the maintenance and repair of the carriage and footway of the approach roads, the altered bridge, or some part or parts thereof, partly upon the Fulham District Board of Works and partly on the Mortlake District Highway Board, or other the authority having the management of Bridge-road, Barnes, or in such manner as the Bill may define.

To transfer to and vest in the Board the undertaking of the Poplar and Greenwich Ferry Company, constituted and empowered under the Local Acts 52 Geo. III., cap. 148, and 54 Geo. III., cap. 171, together with all their rights, powers, and privileges, and all lands, property, estate, and effects of whatever kind, or some part or parts thereof, and either subject to or freed from any leases, incumbrances, and liabilities of the said Ferry Company, and to extinguish and abolish all rights of levying toll on or in respect of the roads known as the East and West Ferry-roads, in the parish of All Saints' Poplar, in the county of Middlesex, and to empower the Board to purchase and to require the said Company or their assigns to sell the same, upon such terms and conditions as in default of agreement may be determined by arbitration, or as may be defined in the Bill, and for this purpose, if the Board think fit, to make applicable to any such purchase the powers of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and of "The Metropolis Toll

Bridges Act, 1877," some or one of them, with respect to the compulsory purchase of lands or tolls.

To repeal all or some of the provisions of the said Acts 52 Geo. III., cap. 148, and 54 Geo. III., cap. 171, and any other Act relating to the Poplar and Greenwich Ferry Company, and to abolish all rights of ferry therein mentioned, and to provide for the dissolution of the said Company and the winding up of its affairs, and for the distribution and application of the purchase money paid to the said Company by way of purchase or compensation, and for compensation to servants and officers of the Company (if Parliament should think fit), and to vest the said roads in the Poplar District Board of Works, and to require the said Board thereafter to repair, maintain, and light the same, and to deal with the same as other public roads within their district.

To provide that where in case of any default or neglect of any vestry, district board, or other body or persons to pay any amount or any part of any amount required by any precept of the Board within the time specified, the Board have obtained a copy of any rate or rate book, or any other like information in accordance with Section 15 of "The Metropolis Management Amendment Act, 1862," the cost and expenses of and incidental to the obtaining of such copy or information may, in the discretion of the Board, either be paid as part of their general expenses or be charged upon the Vestry District Board, or other body or person making such neglect or default, and to enable the Board to recover the same accordingly, either as a debt due to them or by including the same in some other precept to the authority in default, or in such other manner as the Bill may define.

To incorporate with the Bill so far as may be deemed necessary, and with such exceptions, variations, and modifications as the Board may think fit: "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" and "The Railways Clauses Consolidation Act, 1845;" and to make applicable to the provisions of the intended Act, the provisions of the last-mentioned Act with respect to the temporary occupation of land, and especially to alter and vary (if thought expedient) the provisions of "The Lands Clauses Consolidation Act, 1845," relating to the settlement of questions of disputed compensation, and to vary and extinguish all rights, easements, and privileges which would or might impede or interfere with the execution of any of the objects of the Bill, and to confer, vary, or extinguish other rights, easements, and privileges.

Duplicate plans and sections describing the line, situation, and levels of the proposed works, and showing the lands, houses, and other property in or through which the works will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell-green, E.C., and with the Clerk of the Peace for the county of Surrey, at his office, at the Sessions House, Newington, S.E.

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 parishes hereinafter mentioned, together with a copy of this notice, will be deposited as follows:—

So far as relates to the parish of Saint Peter and Saint Paul Hammersmith with the clerk to the Board of Works for the Fulham dis-

trict at his office, Broadway House, Ham-mersmith, W.

So far as relates to the parish of Barnes with the parish clerk of that parish at his residence.

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

Dated this 15th day of November, 1882.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring Gardens, Charing Cross, London, S.W.

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

In Parliament.—Session 1883.

Drypool Parish Burial Ground.

(Sale of Portion of Lands in Township of Southcoates and Parish of Drypool, known as the Drypool Parish Burial Ground; Appointment of Trustees; Powers to Compel Sale of said Lands; Application of Moneys to be received; Indemnification for Liabilities; Removal of Doubts as to Title of said Lands, and other Powers.)

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

To authorise the sale upon such terms and conditions, and for such consideration, pecuniary or otherwise, as may be deemed expedient, of the lands in the township of Southcoates and parish of Drypool, in the town and county of the town of Kingston-upon-Hull, conveyed to William Marshall and Thomas Sissons (the then churchwardens of the parish church of Drypool), their heirs and assigns, by a certain indenture, dated the 20th day of December, 1850, for a churchyard or burial ground for that parish, or any part or parts of such lands, either as a whole or in lots, and either by public auction or private contract, discharged from all ecclesiastical or other uses or purposes (if any) which may now be attaching or attachable thereto, and so that the same may be used or appropriated to any secular purposes whatsoever. The said lands are about 1 acre 1 rood and 34 perches in extent, and are situate on the north side of the Hedon-road, and between that road and the present burial ground of the said parish of Drypool.

If thought fit, to appoint, or provide for the appointment, of trustees for executing the intended Act.

To empower, and if need be to require and compel, the said trustees, if appointed, and the Lord Archbishop of the diocese for the time being, and the patrons, vicar, incumbent, and churchwardens of the parish of Drypool, the patrons, vicar, incumbent, and churchwardens of the district Chapelry of St. Peter's, Drypool, and the representative or representatives of the said William Marshall and Thomas Sissons, or some or one of them, and all or any persons whose concurrence or consent may be necessary to sell and convey the aforesaid lands, or any part or parts thereof, and to make, do, enter into, and execute any contracts, or agreements, deeds, or other instruments, matters, and things which may be necessary, proper, or convenient for carrying into effect all or any of the objects of the intended Act, and to confirm, and if need be, to vary any contract or agreement which may be made or entered into prior to the passing of the intended Act.

To make provisions for and with respect to the payment of the purchase money, or other consideration received in respect of the sale of the said lands or otherwise, under the Bill, and for the appropriation and application thereof to such purposes, ecclesiastical or otherwise, as the Bill may define or Parliament prescribe, and for the temporary investment of such moneys or any part thereof, and of the income to be derived therefrom.

If thought fit, to indemnify and keep harmless all or any persons who may have incurred any liability in connection with the said lands, or with the trusts of the said indenture of the 20th December, 1850, from any such liability, and to remove any doubts which may have arisen as to the title to or the uses of or otherwise howsoever with respect to the said lands.

To make such other provision as may be necessary or expedient for the purpose of effecting any of the objects aforesaid, and to vary or extinguish all rights and privileges which could or might interfere with any of the objects of the Act being fully carried out, and to confer other rights and privileges.

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, 1882.

Thomas Henry West, 21, Parliament-street, Hull;

Thomas Priestman, Temple-buildings, Hull; Solicitors for the Bill.

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

In Parliament.—Session 1883.

Dudley, Sedgley, and Wolverhampton Tramways.

(Power to work Tramways by Steam, Mechanical, or other Motive Power; Repeal or Amendment of Acts, and of the Dudley, Sedgley, and Wolverhampton Tramways Order, 1880.)

APPLICATION is intended to be made to Parliament in the ensuing session by the Dudley, Sedgley, and Wolverhampton Tramways Company Limited (hereinafter called "the Company") to empower the Company and all persons, Corporations, and Companies lawfully using the tramways of the Company to work such tramways, or any part or parts thereof (subject to such bye-laws or regulations as the Board of Trade may from time to time make), by means of locomotive engines or carriages moved by steam or by other mechanical or motive power, in addition to or in substitution for animal power.

And the Bill will vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and will confer other rights and privileges, and will amend or repeal (so far as may be necessary or expedient) the provisions, or some of the provisions, of "The Tramways Act, 1870," and "The Dudley, Sedgley, and Wolverhampton Tramways Order, 1880."

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 6th day of November, 1882.

H. C. Barker, 8, Union-court, Old Broad-street, London, E.C., Solicitor for the Bill.

C. J. Hanly, 27, Great George-street, Westminster, S.W., Parliamentary Agent.

In Parliament—Session 1883.

Barry Dock and Railways.

(Incorporation of Company; Power to make Dock, Entrance Channel, and other Works at Barry Island in Glamorganshire; Utilisation of Part of Channel; Railways from Barry Island to the Taff and Rhondda Valleys, with Branches to the Great Western and Taff Vale Railways; Stoppage and Alteration of Roads, &c.; New Roads and other Works; Compulsory Purchase of Lands; Tolls Rates and Charges; Tonnage and other Dues; Dredging, &c.; Removal of Obstructions; General Dock Powers; Lease of Lands; Warehouses &c.; Appointment of Officers; Rules Regulations and Bye-laws; Working Agreements, Running Powers, and Compulsory Facilities affecting the Taff Vale, Rhymney, and Great Western Railway Companies.)

A APPLICATION is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the following or some of the following among other purposes (that is to say):—

To incorporate a company (herein referred to as "the Company") and to confer upon the Company all necessary powers for making and maintaining the dock, railways and works herein-after described viz.:—

Dock Works.

1. A dock with a lock, a basin, and an entrance to be situate between Barry Island and the mainland of Glamorganshire on the bed shore and banks of the channel dividing the island from the mainland and of Barry Harbour, and to be comprised within an area bounded on the north and south respectively by high-water mark of ordinary spring tides in the said channel or harbour, and on the east and west respectively by the embankments next hereinafter described, viz.:—

(a.) An embankment or dam forming the western side of the intended new dock commencing in the parish of Merthyr Dovan at or near the southern boundary of the field numbered on the Ordnance map (scale $\frac{1}{25000}$) 260 in that parish and terminating on Barry Island at or near the north-western boundary of the field numbered on the said Ordnance map 3 in the parish of Sully.

(b.) An embankment or dam, forming in part the eastern side of the intended new dock and in part the eastern and southern sides of the intended basin, commencing at or near the south-eastern boundary of the field numbered on the said Ordnance map 214 in the parish of Cadoxton-juxta-Barry and terminating on Barry Island at or near the point marked on the said Ordnance map as Red Brink Point, at the eastern end of the field numbered on the said Ordnance map 16 in the parish of Sully.

The lock will commence at the south-eastern end of the intended new dock hereinbefore described at about 450 yards from the said point marked Red Brink Point measured in a northerly direction and lead into the basin which basin will be situate on the north-east of Barry Island between the said lock and the commencement of the entrance channel next hereinafter described near Red Brink Point.

2. An entrance channel commencing about 80 yards measured in an easterly direction from Red Brink Point aforesaid, passing through the embankment (b) hereinbefore described and extending in a south south-easterly direction to or near to low-water mark.

3. Breakwaters viz.:—

(1.) A breakwater commencing on Barry

Island at the south-easternmost corner of the field numbered on the said Ordnance map 8 in the parish of Sully and extending for a distance of 70 yards or thereabouts in a south-easterly direction.

(2.) A breakwater commencing on Barry Island at the south-easternmost corner of the field numbered on the said Ordnance map 17 in the parish of Sully extending in a south-easterly direction for a distance of 400 yards or thereabouts and terminating on the western side of the entrance channel hereinbefore described.

(3.) A breakwater 200 yards or thereabouts in length commencing on the eastern side of the entrance channel hereinbefore described at a point 450 yards or thereabouts south-east of Red Brink Point aforesaid and terminating at a point 440 yards or thereabouts measured in an easterly direction from Red Brink Point.

4. A cut or channel commencing between Castle Land Point and Warren Tump as marked on the said Ordnance map at a point about 100 yards south-east of the southernmost corner of the field numbered on the said Ordnance map 215 in the parish of Cadoxton-juxta-Barry and terminating at the entrance channel hereinbefore described at its commencement near Red Brink Point aforesaid.

5. A road commencing in the parish of Cadoxton-juxta-Barry at Mill Cottage described on the said Ordnance map and thereon numbered 260 in the said parish and terminating on the northern side of the field numbered on the said Ordnance map 13 in the parish of Sully.

6. A road commencing by a junction with the existing road leading by East Barry, at the western corner of the field numbered on the said Ordnance map 258 in the parish of Merthyr Dovan passing over the embankment (a) hereinbefore described and terminating on Barry Island at the western side of the field numbered on the said Ordnance map 3 in the parish of Sully.

Which said intended works hereinbefore described will be situate in the parishes of Sully, Barry, Merthyr Dovan, and Cadoxton-juxta-Barry or some or one of them in the county of Glamorgan and on the banks and shore of the channel between Barry Island and the mainland and in Barry Harbour and in the sea or Bristol Channel or on the foreshore thereof.

7. A new road or road improvement situate wholly in the parish of St. Andrew's Major commencing by a junction with the existing public road leading from Cardiff to Dynas Powis and numbered on the said Ordnance map 450a, at a point opposite a house marked thereon as Eastbrook House and numbered 407, and terminating by a junction with the existing public road leading from Sully to Cadoxton and numbered on the said Ordnance map 677a, at a point 120 yards or thereabouts measuring along the said road in the direction of Cadoxton from the bridge that carries the said road over the stream called Cadoxton River.

8. A new road or road improvement commencing in the parish of St. Andrew's Major at the point described as the termination of the last hereinbefore described intended road or road improvement and terminating in the parish of Cadoxton-juxta-Barry by a junction with the intended road firstly hereinbefore described (par. 5) at or near the property described on the said Ordnance map as Mill Cottage and thereon numbered 260 which intended new road or road improvement will pass into or through the parishes or places following or some of them

namely St. Andrew's Major, Merthyr Dovan, Sully, and Cadoxton-juxta-Barry all in the county of Glamorgan.

Railways.

A railway No. 1 commencing in the parish of Barry in the field numbered on the said Ordnance map 90 in that parish, 180 yards or thereabouts measured in a north-easterly direction from the Ship Hotel, in the property numbered 98 on the said Ordnance map and terminating in the parish of Ystradyfodwg near Cwm Parc in a field numbered on the said Ordnance map 579 in the said parish, at a point about 20 yards south of the Cwm Parc Railway and 180 yards or thereabouts west of the weighing-machine house at Ystradfechan.

Railway No. 2 commencing in the parish of Merthyr Dovan by a junction with the said intended Railway No. 1 hereinbefore described, in the field numbered on the said Ordnance map 262 in that parish, which is situate between the sea-beach and the road from Holton Fawr to East Barry as marked on the said map, at a point between the limekiln in the said field and the eastern boundary of the said field and terminating in the parish of Sully at a point 100 yards or thereabouts measured in a north-westerly direction from the Marine Hotel on Barry Island.

Railway No. 3 commencing in the parish of Cadoxton-juxta-Barry by a junction with the said intended Railway No. 1 hereinbefore described near the centre of a field adjoining the sea and numbered on the said Ordnance map 215 in that parish and terminating on Barry Island in the parish of Sully by a junction with the said intended Railway No. 2 hereinbefore described near the centre of the field numbered on the said Ordnance map 3 in that parish.

Railway No. 4 commencing in the parish of Cadoxton-juxta-Barry by a junction with the said intended Railway No. 1 in an enclosure numbered on the said Ordnance map 112 in that parish at a point 30 yards or thereabouts measured in a north-westerly direction from the north-west angle of the house called or known as Peartree House and terminating in the parish of Llandough-juxta-Cardiff by a junction with the railway known as the Penarth Passenger branch of the Taff Vale Railway at a point 240 yards or thereabouts measuring along the said railway in the direction of Cardiff from opposite the centre of the Penarth Dock Passenger Station.

Railway No. 5 wholly in the parish of St. Andrew's Major commencing near Coldbrook Fawr by a junction with the said intended Railway No. 1 at or near the northern corner of the enclosure numbered on the said Ordnance map 601 in that parish and terminating by a junction with the intended Railway No. 4 in an enclosure also near Coldbrook Fawr numbered on the said Ordnance map 613 in that parish at a point near about 20 yards from the north-west boundary fence of the said enclosure and about 200 yards from the north corner of the said enclosure.

Railway No. 6 commencing in the parish of St. George otherwise St. George-super-Ely by a junction with the intended Railway No. 1 in an enclosure situated on the north side of the road from Drope to Michaelston-super-Ely and numbered on the said Ordnance map 190 in the said parish at a point 20 yards or thereabouts from the southern boundary thereof and 130 yards or thereabouts from the south-west corner thereof and terminating in the parish of Peterston-super-Ely otherwise Llanbadarfro by a junction with

the Great Western Railway at a point 70 yards or thereabouts measuring along the said Great Western Railway in the direction of London from opposite the booking-office at the passenger station at Peterston.

Railway No. 7 wholly in the parish of Pentyrch commencing by a junction with the said intended Railway No. 1 in an enclosure situated near Efail-y-castell as marked on the said Ordnance map (which enclosure is numbered 584 in that parish) at a point 20 yards or thereabouts from the northern boundary fence of the said enclosure and 40 yards or thereabouts from the north-west corner of the said enclosure and terminating by a junction with a railway (now in course of construction) described in the Llantrissant and Taff Vale Junction Railway Act 1866 as Railway No. 1 at a point about 4 miles 6 furlongs 3 chains or thereabouts from the commencement of the said railway as shown on the plans referred to in the said Act as deposited in November 1865 with the Clerk of the Peace for the county of Glamorgan.

Railway No. 8 wholly in the parish of Llantwit-fardre commencing by a junction with the intended Railway No. 1 in the southern corner of the enclosure numbered on the said Ordnance map 824 in that parish which enclosure adjoins the Llantrissant and Taff Vale Junction Railway and terminating by a junction with the Taff Vale Railway at a point 180 yards or thereabouts measuring along that railway in the direction of Cardiff from opposite the booking office of the passenger station at Treforest.

Railway No. 9 commencing in the parish of Llantrissant otherwise Llantrisant in the wood on the south side of the River Rhondda at a point 150 yards or thereabouts southward of the centre of the said river near Gyeffillon House and 260 yards or thereabouts west of the south-west corner of the workshop at the Lan Colliery and terminating in the parish of Llanwonno by a junction with the Rhondda Fawr branch of the Taff Vale Railway at a point 540 yards or thereabouts measured in an easterly direction along the said railway from the centre of the bridge carrying the said railway over the River Rhondda to the eastward of Hafod Station on the Taff Vale Railway.

Which said intended railways will be made or pass from through or into the following parishes townships or places or some of them namely Barry, Merthyr Dovan, Sully, Cadoxton-juxta-Barry, St. Andrew's Major, Cogan, Wenfroe, Caeran otherwise Cayra, Llandough-juxta-Cardiff, St. Fagan's, St. George otherwise St. George-super-Ely, Michaelstone-super-Ely, St. Nicholas, Peterston-super-Ely otherwise Llanbadarfro, St. Bride's-super-Ely otherwise Llansaintfraed, Capel Llanilterne otherwise the Chapelry of Llanilterne in the parish of St. Fagan's, Pentyrch, Llantwit Fardre, Llantrissant otherwise Llantrisant, Llanwonno, Regos, otherwise Rhigos, Tonteg, Craig, Pontypridd, Pwllgwaun, Graillon, Porth, Dinas, Dynas Powis, Tony pandy, Llwynypia, Pentre, Gyeffillon, Hafod, Cymmer, Ton Pentre, Treorky, Cwm Parc, Treforest, Trehafod, Eirw, Ton, Ystrad, and Ystradyfodwg all in the county of Glamorgan or in part in the sea or Bristol Channel and Barry Harbour and the foreshore thereof.

To enable the Company to stop up and appropriate the site of part of the channel between Barry Island and the mainland namely so much thereof as is situate between a point in the said channel about 100 yards south-east of the southernmost corner of the field numbered on

the said Ordnance map 215 in the parish of Cadoxton-juxta-Barry (being the commencement of the intended cut or channel hereinbefore described) and a point in the said channel between East Barry as marked on the said Ordnance map and the north-western corner of the field in Barry Island numbered on the said Ordnance map 3 in the parish of Sully (being the point where the embankment (a) hereinbefore described is intended to cross the said channel.)

To enable the Company to deepen dredge scour cleanse alter and improve from time to time so much of the said channel between Barry Island and the mainland as will not be appropriated for the purpose of the intended works and also other portions of the channel and Barry Harbour and the channels leading thereto and any channels or banks near thereto and the foreshore and bed of the sea at or near the proposed entrance channel and breakwaters for the purpose of forming and maintaining convenient means of access to the intended dock and works and for removing obstructions and for other purposes and to take and divert water from the said channel or the Cadoxton river in order to supply the intended dock with water.

To enable the Company to make and maintain in connection with the intended dock railways and works or any of them all necessary or convenient graving-docks gridirons shipbuilding yard patent slipways shipping places sluices timber-ponds stairs sewers drains culverts pipes jetties quays sidings tramways wharves public wharves wells reservoirs gasworks landing-stages coal-tips staiths drops moorings buoys dolphins slips warehouses roads ways approaches sheds buildings cranes lifts and other conveniences and machinery in connection with the said dock and railways.

To enable the Company to cross alter stop up or divert whether temporarily or permanently all roads footpaths towing paths railways tramways rivers navigations streams sewers and other works and to alter or remove any telephonic electric or telegraphic wires posts tubes or apparatus gas pipes water pipes and hydrants as may be necessary or convenient in constructing or maintaining the said intended dock railways and works and to divert or stop up and appropriate the soil of any streets or public roads and footpaths within the limits of deviation marked on the deposited plans and to extinguish all rights of way over the same and to authorise deviations laterally and vertically from the lines and levels of the works as shown upon the plans and sections hereinafter mentioned to any extent which may be defined in the Bill or the intended Act.

To enable the Company to stop up and extinguish all rights of way over the road numbered on the said Ordnance map 316 in the parish of Merthyr Dovan leading from Holton Fawr to the beach and over the road leading thence along the beach below the cliffs in an easterly direction to or towards the commencement at Mill Cottage of the intended new road hereinbefore firstly described.

To make provisions for the management use regulation and protection of the intended dock basin lock channel works and conveniences the regulation and control of vessels resorting thereto and the pilot in charge thereof the pilotage and towage of shipping the passage and navigation anchorage and lying of vessels ships and craft along at or near to the intended dock channel and works the placing of buoys lights beacons chains posts and other conveniences. To enable the Company to undertake the warehousing of

goods the discharging of ballast from vessels the supply of water for ships' use and for other purposes and to exercise all such powers as are usual in the case of Dock Companies.

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 dock railways and works and to empower the Company notwithstanding Section 92 of the Lands Clauses Consolidation Act 1845 to purchase and take by compulsion a part or parts of any house building manufactory or premises without being required or compelled to purchase the whole thereof and to vary or extinguish all rights and privileges in any manner connected with the lands houses tenements and hereditaments so purchased or taken.

To authorise the 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 roads and works all or some of which pieces of land are or reputed to be common or commonable land viz. :—

Description of Common and Name of Parish.	Area within limits of deviation not exceeding	Area estimated to be required for works about
Cadoxton Common and Cadoxton Moors (Parish of Cadoxton - juxta-Barry.)	17 acres	5½ acres
Dynas Powis (Parish of St. Andrew's Major.)	One acre	½ an acre

To enable and authorise any tenant for life of or other person having a limited estate or interest in any lands which might be benefited or improved in value by or derive facilities or accommodation from the construction or working of the intended dock railways and works or any of them or any station siding road approach or conveniences connected therewith to subscribe to and hold shares in the undertaking of the Company and to raise the moneys necessary for that purpose by mortgage and to charge the same upon such lands and the fee simple and inheritance thereof and to grant and convey lands to the Company for the intended works or any of them either without payment or other consideration or for such consideration and upon such terms as may be agreed upon between any such person and the Company.

To enable the Company to demand take and recover tolls rates and charges upon or in respect of the intended railways roads and works or any of them and upon the railways and portions of railways stations and works which it is proposed to authorise the Company to run over work and use as hereinafter mentioned and to confer exemptions from the payment of such tolls rates and charges respectively.

To authorise the Company to demand levy and recover tonnage and other dues, ballast charges, charges for supplying water and rates in respect of vessels resorting to the intended dock or works or coming within such limits as the Bill may define and also dues rates or charges in respect of goods wares merchandise cattle articles and things shipped or unshipped at the said intended dock and works, for the hire or use of any pilot or tug vessels or boats of the Company, and in respect of watching, lighting,

and any services to be rendered or performed or cranes wharves or other conveniences provided by the Company and to confer exemptions from and from time to time to compound for any such tolls rents rates dues or other payments.

To empower the Company for such considerations at such rents and upon such terms and conditions as may be provided for by the Bill from time to time to sell or lease any lands from time to time belonging to them to let wharves or warehouses buildings yards cranes machines shipping staiths tips or other conveniences and to make charges in respect thereof and to exempt all or some of such lands and the Company in respect thereof from the operation of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To provide and declare (if thought expedient so to do) that the provisions of "The Harbours Docks and Piers Clauses Act 1847" with respect to lifeboats and with respect to keeping a tide and weather gauge shall not apply to the Company or their undertaking.

To authorise the Company to make and enforce bye-laws rules and regulations for the management control and regulation of the said intended dock and works and with reference to goods wares merchandise cattle ships vessels boats carts carriages and other vehicles using or passing over or frequenting or resorting to the proposed dock or any of the works conveniences or lands of the Company and with reference to pilotage the discharge and tipping of ballast and other matters.

To empower the Company to buoy light or remove wrecks obstructions or floating timber and to recover the costs thereof.

To empower the Company to appoint and remove harbour masters dock masters pier masters meters weighers constables and other officers and to define the limits within which such harbour and pier masters may exercise the powers to be conferred upon them. To confer on the Company powers to detain vessels committing damage and to proceed against the owners or persons in charge thereof, to manage and regulate warehouses and goods and things warehoused, to sell perishable goods, to issue dock warrants and freight warrants and generally to confer on the Company all such powers as are usual in the case of dock and railway companies.

To empower the Company and any company or persons for the time being working or using the railways of the Company or any of them or any part or parts thereof respectively either by agreement or otherwise and on such terms and conditions and on payment of such tolls and rates as may be agreed on or as may be settled by arbitration or provided by the Bill to run over work and use with their engines carriages and wagons and officers and servants whether in charge of engines and trains or for any other purpose whatsoever and for the purposes of their traffic of every description the railways and portions of railways and stations following (that is to say):—

All the undertaking railways and sidings of the Taff Vale Railway Company and all undertakings and railways leased to or worked by them.

So much of the railways belonging to or worked by the Taff Vale and Great Western Railway Companies as will give access from the termination of Railway No. 4 hereinbefore described to the station of the Great Western Railway Company at Cardiff.

So much of the railways belonging to or worked by the Taff Vale and Rhymney

Railway Companies as will give access from the termination of Railway No. 4 hereinbefore described to the railway and sidings of the Rhymney Railway Company at Walnut Tree Bridge Junction on the Rhymney and Taff Vale Railway.

So much of the Great Western Railway as will be situate between the termination of Railway No. 6 hereinbefore described and the Peterston Station of the Great Western Railway Company.

Together with the several stations above-mentioned and all other stations and all roads platforms points signals water water-engines engine-sheds standing room for engines booking and other offices warehouses sidings junctions machinery works and conveniences of or connected with the said several portions of railways and stations.

To empower the Company on the one hand and the Great Western Railway Company the Taff Vale Railway Company and the Rhymney Railway Company or any or either of them respectively on the other hand from time to time to enter into and carry into effect contracts agreements and arrangements with respect to the working use management and maintenance of the intended dock railways undertaking and works or any part or parts thereof the management regulation interchange collection transmission and delivery of traffic the supply and maintenance of engines stock and plant the erection of wharves piers landing-places stairs tramways sidings accommodation works buildings and conveniences and the maintenance use and repair thereof the fixing collection payment appropriation apportionment and distribution of the tolls rates charges income and profits arising from the respective undertakings and works of the contracting Companies the payments allowances drawbacks or rebates to be made by either of the contracting Companies to the other of them.

To require and compel the Taff Vale, Rhymney, and Great Western Railway Companies and each of them 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 of whatever description 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 of them or any part or parts thereof respectively, so as to prevent any undue interruption diversion or delay in the passage of the said traffic, and to provide full and proper facilities of all kinds for the traffic of the Company, and (if need be) to alter and vary the tolls which the Companies aforesaid are now respectively authorised to receive and take upon their respective railways aforesaid or the railways so under their management or control and to confer vary or extinguish exemptions therefrom.

To alter and amend, so far as may be necessary for the purposes of the intended Act, the following local and personal Acts, viz.:—6 & 7 Will. 4, cap. 82, and any other Act relating to the Taff Vale Railway Company; the 20 & 21 Vict., cap. 140, and any other Act relating to the Rhymney Railway Company; the 5 & 6 Will. 4, cap. 107, and any other Act relating to the Great Western Railway Company.

The Bill will vary and extinguish all existing rights and privileges which may interfere with its objects and it will incorporate with itself with variations and modifications all or some of the

provisions of "The Companies Clauses Consolidation Act, 1845" "The Companies Clauses Acts 1863 and 1869" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869" "The Railways Clauses Consolidation Act 1845" "The Railways Clauses Act 1863" and the Harbours Docks and Piers Clauses Act 1847" and will or may exempt the Company and their undertaking from such of the provisions of those Acts as may not be considered applicable or necessary.

Duplicate plans and sections showing the lines situation and levels of the said intended dock railways roads and other works and the lands houses and other property which may be taken for the purposes thereof with a book of reference to such plans and a copy of this notice as published in the London Gazette will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff and on or before the same day a copy of so much of the said plans sections and book of reference as relates to each parish or extra-parochial place in or through which the said works are intended to be made or will be situate with a copy of this notice as published in the London Gazette will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence and in the case of any such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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 1882.

G. F. Hill Cardiff Solicitor for the Bill.

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

Board of Trade—Session 1883.

Rochdale Electric Lighting.

(Application to the Board of Trade under "The Electric Lighting Act 1882" for a Provisional Order enabling the Corporation to produce and supply Electric Light for public and private purposes to the Borough of Rochdale, in the County of Lancaster, and to levy, make, and recover rates and charges therefor, and to break up streets.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Rochdale (hereinafter called the Corporation), intend to apply to the Board of Trade on or before the 21st day of December next for a Provisional Order under "The Electric Lighting Act, 1882," for the following purposes, or some of them (that is to say):

1. To enable the Corporation to make and maintain on any lands now belonging to them or which they may hereafter acquire, works for the production, storage, supply, and distribution of electricity, for the purposes of supplying within the Borough light, heat, and motive power, and to exercise with respect to such production, storage, supply, and distribution, all or any of the powers of "The Electric Lighting Act, 1882;" of the "Gasworks Clauses Act, 1847," and "The Gasworks Clauses Act, 1871;" "The Rochdale Improvement Act, 1853;" "The Rochdale Improvement Act, 1872;" and such other rights and powers as may be conferred by the Order, including the power to levy, charge and recover rates, rents, and charges, and to make, lay down, erect, construct, and place all such works, buildings, engines, machinery, mains,

wires, conductors, apparatus, matters, and things as may be necessary or expedient for all or any of the purposes aforesaid.

2. For all or any the purposes of the intended Order to break up, stop up, or interfere with, and to cross or pass over, under, or along, as the case may require, public and private streets, roads, footways and thoroughfares, railways and canals, tramways, water courses, bridges, and places within the limits of the Order, and any sewers, drains, pipes, and telegraph or telephonic apparatus, in, over, or under the same respectively, and particularly so to break up, stop up, or interfere with all or any of the streets in the Borough repairable by the Corporation, and the following streets, roads, footways, and thoroughfares in the Borough not so repairable (that is to say):

Morton-street	Mission Room-place
Peto-street	Clarke's-place
Kemp-street	Cleavelands'-square
Slack-street	Wheat Sheaf-yard
Milton - street from	Blossom-place
Smith - street to	No. 1 Court Penn-street
Slack-street	No. 2 Court Penn-street
Penn - street from	No. 3 Court Penn-street
Smith - street to	No. 1 Court Clarke's-
Slack-street	place
Cromwell-street	No. 1 Court Blossom-
Harp-place	place
Tip-place	Parish-street
Alfred-street	Maude-terrace
The Butts Area	Conway-street
Bull Brow	No. 1 Court Portland-
Butts-avenue	street
Stationer's-entry	No. 2 Court Portland-
The Walk	street
Packhorse-yard and	No. 3 Court Portland-
entries thereto	street
The Bank	Hopwood-place
The Queen's Head entry	Portland-yard
Blue Ball-passage	Crook-street west of
Bell-street	John-street
New Buildings-place	Pagan-street west of
Tower-place	John-street and pas-
Passage from Bell-	sage thereto from
street to Acker-street	Yorkshire-street
Street running along	Street leading from
the southerly side of	Yorkshire-street to
Samuel Barnish's	Town Head House.
property from Bell-	
street to Acker-street	

And to pass or cross over, under, or along, and break up, the following railways, tramways, rivers, and canals so far as they are respectively situate in the Borough of Rochdale (that is to say):—

The Lancashire and Yorkshire Railway and its branches and sidings
The Rochdale Tramways
The River Roach and its tributaries
The Rochdale Canal

3. To authorise the Corporation to manufacture, hire, sell, and let meters, burners, lamps, engines, machinery and apparatus for and in relation to the production, supply, distribution or utilisation of electricity, and to make and recover rents and charges therefor.

4. To enable the Corporation to acquire, hold, and use patents, rights, or licences and authorities under letters patent for the use of inventions and apparatus for or relative to the production, supply, or utilisation and distribution of electricity.

5. To enable the Corporation and any Company or person to enter into and fulfil contracts and agreements for and in relation to all or any of the purposes before mentioned, and to enable

the Corporation to sell, demise, or let to such Company or person any lands for the time being belonging to the Corporation, and to enable them to acquire lands by agreement for all or any of the purposes of the intended Order.

6. To incorporate with the intended Provisional Order with or without alteration, the provisions or some of the provisions of "The Gasworks Clauses Act, 1847;" "The Gasworks Clauses Act, 1871;" "The Rochdale Improvement Act, 1853;" "The Rochdale Improvement Act, 1872," and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," except the provisions of the last-mentioned Acts relating to the purchase and taking of lands otherwise than by agreement.

7. On or before the 30th day of November instant, a copy of this notice as published in the London Gazette, and a map showing the proposed limits of supply, will be deposited for public inspection with the Clerk of the Peace for the County of Lancaster, at his office at Preston, and with the Town Clerk, at his office in the Town Hall, Rochdale, and also at the office of the Board of Trade, Whitehall, London.

8. On and after the 21st day of December next, printed copies of the draft Provisional Order may be obtained at the offices of the undersigned, on payment of one shilling for each copy, and when the Provisional Order shall have been granted by the Board of Trade, printed copies thereof may be obtained at those offices respectively on payment of one shilling for each copy, or of such other sum as the Board of Trade may direct.

9. All persons desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," on or before the 18th day of January, 1883, and at the same time delivering a copy of their objections at the offices of either 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 forwarded to the Promoters or their Agents.

Dated this 18th day of November, 1882.

Zach Mellor, Town Clerk, Rochdale.

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

In Parliament—Session 1883.

Mid-Metropolitan Railway.

(Incorporation of Company, Construction of Railways from Lancaster-gate, Uxbridge-road, to the Minories; Compulsory Purchase of Lands; Special Provisions as to Streets, Lands, and Houses affected; Tolls; Special Provisions for Securing Uninterrupted Communication between the Stations, &c., of the Company and the Stations, &c., of other Railway Companies; Agreements with, Subscriptions by, and other Provisions affecting the Metropolitan Board of Works, the Corporation of the City of London, the Commissioners of Sewers for the City of London, and District Boards, Vestries and Local Authorities; Payment of Dividends out of Capital; Amendment of Acts, &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):—

To incorporate a Company (hereinafter called "the Company") for the purposes of the intended Bill.

To enable the Company to make and maintain the railways and other works hereinafter mentioned or some of them, or some part or parts thereof respectively, together with all necessary and convenient rails, sidings, junctions, turntables, wires, tunnels, covered ways, tubular ways, pneumatic, hydraulic, electric, or galvanic, compressed-air or other engines, machinery, and apparatus, stations, lifts, fences, sewers, drains, pipes, engine houses, and other machinery, approaches, roads, buildings, yards, and all other works and conveniences (that is to say):—

1. A Railway No. 1, commencing in the parish of St. Mary, Paddington, in the county of Middlesex, at a point in the centre of the Uxbridge-road, 2 chains east of a point in the centre of the said road, opposite the entrance to Kensington-gardens, called Lancaster Gate, and terminating in the parishes of St. Marylebone and St. George, Hanover-square, or one of them, in the said county, at a point opposite the centre of the Marble Arch, and in the centre of the road between that arch and Great Cumberland-place.

The intended Railway No. 1 will be made, or pass from, in, through, or into the parishes following (that is to say): St. Mary, Paddington; St. George, Hanover-square; and St. Marylebone, all in the county of Middlesex.

2. A Railway No. 2, commencing by a junction with Railway No. 1 at its termination as above described, and terminating in the parish of Christchurch, Newgate-street, in the city of London, at or near the northern end of Panyer-alley, Newgate-street.

The intended Railway No. 2 will be made, or pass from, in, through, or into the parishes and extra-parochial places following, or some of them (that is to say): St. Marylebone; St. George, Hanover-square; St. James, Westminster; St. Anne, Soho; St. Giles-in-the-Fields; St. George, Bloomsbury; St. Andrew, Holborn, otherwise St. Andrew, Holborn-above-Bars; the Liberty of Saffron Hill, Hatton-garden, Ely-rents and Ely-place, all in the county of Middlesex; and St. Andrew, Holborn, otherwise St. Andrew, Holborn-below-Bars, St. Sepulchre; Christchurch, Newgate-street; St. Michael-le-Querne; St. Leonard, Foster-lane; and St. Vedast, Foster-lane, all in the city of London.

3. A Railway No. 3, commencing by a junction with Railway No. 2 at its termination, and terminating in the parish of St. Botolph-Without-Aldgate, in the city of London, at a point on the western side of the Minories, and 3 chains south of the junction of the Minories with Aldgate High-street.

The intended Railway No. 3 will be made or pass from, in, through, or into the parishes following, or some of them (that is to say): Christchurch, Newgate-street; St. Michael-le-Querne; St. Leonard, Foster-lane; St. Vedast, Foster-lane; St. Peter, West Cheap; St. Matthew, Friday-street; St. Mary Magdalen, Milk-street; All Hallows, Bread-street; All Hallows, Honey-lane; St. Mary-le-Bow, Cheapside; St. Mary Colechurch, St. Mildred, Poultry; St. Mary Woolchurch, otherwise St. Mary Woolchurch Haw; St. Christopher-le-Stocks; St. Mary Woolnoth; St. Michael, Cornhill; St. Peter-upon-Cornhill, otherwise St. Peter, Cornhill; St. Andrew Undershaft; St. Katherine Cree; and St.

Botolph-Without-Aldgate, all in the city of London.

To prescribe, if thought necessary or expedient, the motive power to be used from time to time upon the intended railways.

To empower the Company to stop up, enclose, cover over, or otherwise appropriate, use, or deal with Little George-street, Minorities, in the city of London, northward of a point about 1·20 chains northward of its junction with George-street, and to extinguish all public or other rights of way or other rights over the same, and to vest the site and soil thereof in the Company.

To authorise the Company to cross, stop up, close for traffic, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways footpaths or places, railways, tramways, rivers, canals, tunnels, bridges, wharves, quays, landing-places, market-places, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic tubes, wires, electric apparatus, or other works, conveniences, and appliances within or adjoining the aforesaid parishes and places, or any of them, and to appropriate and use for the purposes of the intended works or of the Bill the subsoil and under-surface of any lands, streets, roads, squares, passages, and places under, along, or across which any of the proposed works are intended to be made.

To authorise the construction and maintenance of shafts or openings from the surface of any road, land, street, square, or public place, to any portion of the proposed railways and works constructed under the surface thereof, subject to such provisions and limitations as may be mentioned in the Bill.

To authorise the Company to deviate from the lines or situations of any of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, or as may be defined by the Bill, and to deviate from the levels of any of the works shown on the sections hereinafter mentioned to such extent as may be authorised by or determined under the powers of the Bill, and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, or works which may be rendered insecure or affected by any of the intended works, and which houses, buildings, or works may not be required to be taken for the purposes thereof.

To authorise the Company to purchase by compulsion or agreement lands, houses, and other property for the purposes of the intended works, and, notwithstanding the 92nd Section or any other section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same, or any other statutory enactment, to empower the Company to purchase and take by compulsion or agreement any lands, vaults, cellars, arches, or other offices, or parts of or attached to or belonging to any houses, buildings, manufactory, or other premises, without being required or compelled to purchase the whole of such land, house, building, manufactory or premises, and to take and acquire easements for carrying the intended railway and works under any house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or any parts thereof, or the site thereof respectively, without being required or compelled to purchase any such house, building, manufactory, or premises, cellars, vaults, arches,

or other constructions, or the site thereof, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories and property.

To authorise the Company to sell, convey, demise, and lease or otherwise dispose of lands, tenements, and hereditaments purchased or acquired under the powers of the Bill, and, so far as may be necessary or expedient, to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To enable the Company to levy and recover tolls, rates, and charges upon and in respect of the said intended railways and other works and conveniences, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively.

To authorise the Company where any of the intended railways pass under or alongside of or near to the station of any other railway company, to make such ways, stairs, lifts, and communications as may be necessary for enabling passengers and their luggage to pass from any such station to any station of the Company, and for that purpose to enter upon the lands, stations, platforms and works of such other railway company, and to alter any such platform, and to make openings in the same and in any walls, and any necessary protective works, and the Bill will or may make such provision as will secure to the public, and to officers and servants of the Company, free and uninterrupted access by means of such ways, stairs, lifts, communications, and openings between any station of the Company and any station of any other railway company as aforesaid.

To empower the Company on the one hand and the Metropolitan Board of Works (hereinafter called "the Board"), the mayor and commonality, and citizens of the City of London (hereinafter called "the Corporation"), and the Commissioners of Sewers for the City of London (hereinafter called "the Commissioners"), or any of them, or any district board of works, vestry, or other local authority having the control or management of the streets or roads, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction or maintenance of the intended railways and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and to confer upon the Corporation, the Board, the Commissioners, and any district board of works, vestry, or other local authority as aforesaid respectively, or any or either of them in furtherance of any such agreement all or any of the powers of the Bill, including powers of construction, maintenance, and purchasing lands.

To authorise or require the Board, the Corporation, the Commissioners, and any district board of works, vestry, or other local authority as aforesaid, or any or either of them, or some or one of them, to subscribe and contribute funds towards the making and maintaining of the intended works, or any or some of them, or any or some part or parts thereof respectively, and to empower them or some one of them to take and hold shares in the capital to be created under the powers of the Bill, and to guarantee the payment of interest, dividend, annual or

other payment in shares or stock, and the principal and interest of any loan of the Company, and for all or any such purposes to empower, and if need be, require them to apply any existing rates, dues, or other revenues which they are already authorised, or may by the Bill be authorised to raise, and to raise further money from time to time by rates, or by borrowing on the security of any corporate property belonging to them or any of their rates, dues, or revenues, and on mortgage or bond, debenture stock or otherwise.

To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of the capital or any of the funds of the Company, from time to time, interest or dividends on any shares, stocks, or debenture stock of the Company.

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

To alter, amend, extend, and if need be repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament, and Orders following (that is to say): the Metropolis Local Management Acts, 1855 and 1856, and all other Acts relating to the Metropolitan Board of Works and the Local Management of the Metropolis, the London City Improvement Act, 1847, and 57 Geo. 3, cap. 29, and all other Acts relating to the Corporation or the Commissioners of Sewers of the City of London or to the City of London.

And notice is hereby also given, that on or before the 30th day of November instant plans and sections of the railways proposed to be authorised by the Bill, showing the lines and levels thereof, the plans showing also the lands to be purchased or acquired by compulsion under the powers of the Bill, with a book of reference to such plans respectively, together with, in each case, a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and with the Clerk of the Peace for the City of London, at his office at the Sessions House, Old Bailey, in that city: and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish and extra-parochial place in or through which the said railways, or any part thereof, are or is intended to be made, or will be situate, or in which any lands to be taken or acquired compulsorily under the powers of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows (that is to say):—In the case of the parish of St. Mary, Paddington, with the vestry clerk of that parish, at his office at the Vestry Hall, Paddington Green, Harrow-road, in that parish; in the case of the parish of St. George, Hanover-square, with the vestry clerk of that parish, at his office at the Board Room, Mount-street, Grosvenor-square, in that parish; in the case of the parish of St. Marylebone, with the vestry clerk of that parish, at his office at the Court House, Marylebone-lane, in that parish; in the case of the parish of St. James, Westminster, with the vestry clerk of that parish, at his office at the Vestry Hall, Piccadilly, in that parish; in the case of the parish of St. Anne, Soho, with the clerk of the Board of Works for the Strand district, at his office at No. 5, Tavistock-street, Strand, in that parish; in the case of the

parishes of St. Giles-in-the-Fields, and St. George, Bloomsbury, with the clerk of the Board of Works for the St. Giles district, at his office at No. 197, High Holborn; and in the case of the parish of St. Andrew, Holborn, otherwise St. Andrew, Holborn-above-Bars, the liberty of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, with the clerk of the Board of Works for the Holborn district, at his office at the Town Hall, Gray's Inn-road; and in the case of each other parish with the parish clerk thereof, at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 16th day of November, 1882.

Cope and Co., 3, Great George-street,
Westminster, Solicitors for the Bill.

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

Board of Trade.—Session 1883.

Bradford Electric Lighting.

(Power to produce, supply, and store Electricity for lighting and other purposes, and for those purposes to break up public and private streets, and other places in the Borough of Bradford, in the West Riding of the County of York, and to erect, lay down, provide, and maintain wires, and other apparatus and works, acquire land and other rights, and supply lamps, meters, and fittings. Powers to the Local Authority and others, and Agreements with them. Power to demand and recover rents and charges, and to make Regulations as to fittings. Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the Union Electric Light and Power Company, Limited, whose registered office is situate at St. Stephen's Chambers, Telegraph-street, in the city of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of "The Electric Lighting Act, 1882," for a Provisional Order for the following purposes:—

To authorise and empower the Company to supply and store electricity, as defined by the said Act, for all or some of the public and private purposes, as defined by the said Act, within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, in the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid, within the said area, and all other works, to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease, any lands, or interests, or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances, for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, ac-

cumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorise the Company to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Company on the one hand, and the Local Authority on the other hand, to enter into agreements as to the supply of electricity, and as to the breaking-up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and if necessary to authorise such Local Authority to exercise the powers with respect to the breaking-up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of "The Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned, that by "The Electric Lighting Act, 1882," are conferred upon undertakers as defined by such Act, 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 those Acts, and to confirm or give effect to any agreement with any Local Authority, or other corporation, or person, relative to the said Order, or the undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires, or the Board of Trade may prescribe, with respect to all or any matters in connection with the proposed undertaking.

To authorise the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is the borough of Bradford, in the West Riding of the county of York.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works, are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

Market-street, Hustle-gate, Bank-street, Darley-street, North-parade, Ive-gate, West-gate, Kirk-gate, New Kirk-gate, Well-street, Charles-street, Hallings, Leeds-road west of Well-street, Booth-street, Piccadilly, Duke-street, Godwin-street, Sunbridge-road between Kirk-gate and Bridge-street, Tyrrel-street, Thornton-road east of Tetley-street, Great Horton-road east of the Technical School, Nelson-street north of Union-street, Bridge-street, Manningham-lane south of Trafalgar-street.

The railways and tramways which the Company propose to take power to break up are as follows:—

The Midland Railway, the Great Northern Railway, the Lancashire and Yorkshire Railway, the Bradford Tramways.

The canals and navigable rivers which the

Company will be empowered to cross, are as follows:—

The Bradford Canal.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order, when applied for, and of the Provisional Order when made, will be furnished at the price of 1s. for each copy to all persons applying for the same at the office of the undersigned Walter Webb & Co., 23, Queen Victoria-street, in the city of London, and at John Dale & Co's, 17, Bridge-street, Bradford, in the county of York.

Every local or other public authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the date hereof.

Dated this 22nd day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, London, E.C., Solicitors and Parliamentary Agents.

Board of Trade.—Session 1883.

"Electric Lighting Act, 1882."

Sudbury Electric Lighting.

(Power to the Provincial (Brush) Electric Light and Power Company, Limited, to produce, supply, and store Electricity for lighting and other purposes, and for those purposes to break up public and private street and other places in the borough of Sudbury, in the counties of Suffolk and Essex, and to erect, lay down, provide, and maintain wires and other apparatus and works, acquire land and other rights, and supply lamps, meters, and fittings. Powers to the local authority and others, and agreements with them. Power to demand and recover rents and charges, &c., and to make regulations as to fittings, &c. Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the Provincial (Brush) Electric Light and Power Company, Limited, of No. 110, Cannon-street, in the city of London (hereinafter called "the Company"), to the Board of Trade on or before the 21st day of December next, under the provisions of "The Electric Lighting Act, 1882," for a Provisional Order for the following purposes:—

To authorise and empower the Company to supply and store electricity as defined by the said Act for all or some of the public and private purposes as defined by the said Act within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes in the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid within the said area, and all other works to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands or interests or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery,

apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorise the Company to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Company on the one hand, and the local authority on the other hand, to enter into agreements as to the supply of electricity and as to the breaking-up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and, if necessary, to authorise such local authority to exercise the powers with respect to the breaking-up of streets and other places, and all or any of the other powers proposed by the intended order to be conferred upon the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of "The Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned, that by "The Electric Lighting Act, 1882," are conferred upon undertakers as defined by such Act, 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 those Acts, and to confirm or give effect to any agreement with any local authority or other corporation, or person, relative to the said Order or the undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires, or the Board of Trade may prescribe with respect to all or any matters in connection with the proposed undertaking.

To authorise the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is the borough of Sudbury, in the counties of Suffolk and Essex.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

Station-road from Messrs. Barton and Stearn's engineering works to Friar-street; Friar-street from Station-road to Market-hill; Market-hill, Sepulchre-street, St. Gregory-street, Church-road Croft, New-road, North-street from New-road to Market-hill.

The railways and tramways which the Company propose to take power to break up are as follows:—

The Great Eastern Railway.

The canals and navigable rivers which the Company will be empowered to cross are as follows:—

River Stour.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December

next, and printed copies of the draft Provisional Order, when applied for, and of the Provisional Order when made, will be furnished at the price of 1s. for each copy to all persons applying for the same at the office of the undersigned, Walter Webb and Co., 23, Queen Victoria-street, in the city of London, and at Messrs. Barton and Stearn's engineering works, Station-road, Sudbury, Suffolk.

Every local or other public authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the date hereof.

Dated this 22nd day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, London, E.C., Solicitors and Parliamentary Agents.

In Parliament.—Session 1883.

Metropolitan Street Improvements.

(Power to Metropolitan Board of Works to make various New Streets and Street Improvements within the Metropolis, in the Counties of Middlesex and Surrey; Compulsory Purchase of Land and Houses; Acquisition of Easements or Right of Crossing Railways, Aqueducts, &c., and altering Railway Bridges and Works; Purchase of Certain Footbridges over the Grand Junction Canal at Ranelagh-road, in the Parish of Paddington, and at Wedlake-street in the Parish of St. Luke, Chelsea (Detached); Maintenance, Improvement, and Reconstruction of these Footbridges; Contribution by Vestry of Hampstead to Cost of Works in the Parish of Hampstead; Other Powers.)

NOTICE is hereby given that the Metropolitan Board of Works (who are in this Notice referred to as "the Board,") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes.

1. To enable the Board to make and maintain the new streets, widenings, and improvements of streets in the counties of Middlesex and Surrey, hereinafter described, viz.:—

In the County of Middlesex.

1. New Street from the Holborn Town Hall to St. John Street road, near the Angel at Islington.

A street improvement commencing in the parish of St. Andrew, Holborn, opposite to the Holborn Town Hall at the junction of Gray's Inn-road and Clerkenwell-road, and terminating in the parish of St. James or St. James and St. John Clerkenwell, on the western side of St. John, Street-road at its junction with Myddelton-place. The said street improvement will consist of—(a.) A new street from the commencement of the improvement hereinbefore described, up to the north-western corner of Coldbath-square, in the parish of St. James, Clerkenwell.—(b.) The widening of Exmouth-street on its south or south-eastern side, wholly in the said parish of St. James, Clerkenwell, from its commencement on the north-eastern side of the Farringdon-road to its termination at Rosoman-street.—(c.) An alteration of the levels of Garnault-place in the parish of St. James, Clerkenwell, and—(d.) A new street in the same parish from the junction of Garnault-place and Green-terrace, to the termination of the said improvement in St. John Street road.

2. Widening of Upper-street, Islington.

The widening of Upper-street, Islington, wholly in the parish of St. Mary, Islington.

The widening will be partly on the east and partly on the west side of Upper-street. The widening on the east side will commence at the north end of Islington-green, and terminate at the Unitarian chapel, between Cross-street and Florence-street. The widening on the west side will commence opposite the police-station, which adjoins the said Unitarian chapel at the junction of Waterloo-terrace with Upper-street, and terminate at the junction of Barnsbury-street with Upper-street.

3. Widening of Green-street, Bethnal-green.

The widening of Green-street, Bethnal-green, in the parish of St. Matthew, Bethnal-green, on the north side, commencing at Victoria Park-square, and terminating at Globe-road.

4. Widening of Little York-street, Bethnal-green.

The widening of Little York-street, at the eastern end and on the north side. This widening will be wholly in the parish of St. Matthew, Bethnal-green, and will extend for a distance of about 20 yards from the junction of Little York-street with Club-row.

5. Tower Hill Improvement.

A new street in continuation of the street authorised by the Metropolitan and Metropolitan District Railways (City Lines and Extensions) Act, 1879, commencing within the District or Liberty of the Tower at or near the junction of that street with Trinity-square, and terminating in the district or Liberty of the Tower, or the precinct of Old Tower without, at the drinking fountain at the southern end of the Minories.

The said new street will or may also be made in part within the precinct of Old Tower without.

And in connection with the said last-mentioned improvement to enable the Board to alter and set back part of the fence enclosing the ornamental garden in Trinity-square, and to appropriate and utilise a portion of the said garden within the said District or Liberty of the Tower for the purposes of the said new street and improvement.

6. Hammersmith Improvement.

The widening of King-street East, on its north side, in the parish of St. Peter and St. Paul, Hammersmith, such widening to commence at the Broadway and to terminate at a point about 130 yards to the east of Rowan-road. Also the widening of Brook Green-road on its west side, in the same parish, such widening to commence at the Broadway and to terminate at the south side of the Fire Brigade Station in Brook Green-road.

7. Hampstead Improvements.

A new street, wholly in the parish of St. John, Hampstead, commencing in High-street, Hampstead, opposite its junction with Heath-street, consisting in part of a widening of Church-place on its east side, and terminating at the junction of Church-place with Church-lane.

The widening of High-street on its west side, commencing at its junction with the intended new street lastly hereinbefore described, and terminating at a point 60 yards, or thereabouts, to the north of Church-lane. The said new street widening and works will be all in the parish of St. John, Hampstead, together with a footway to connect the said new street with High-street as widened, in or about the line of Wells-buildings.

In the county of Surrey.

8. Bermondsey Improvement.

A street improvement, wholly in the parish of St. Mary Magdalen, Bermondsey, commencing at the junction of Star-corner with Abbey-street and terminating at the junction of Bermondsey-new-road with Rothsay-street, consisting of the

widening of Star-corner on the eastern side, from Abbey-street to Grange-road, and the widening of the Bermondsey-new-road on the western side, from Edward-street to Rothsay-street.

9. Widening of Walworth-road.

The widening of Walworth-road on the south-western side, wholly in the parish of St. Mary, Newington, commencing at Hampton-street, and terminating at Thomas's-place, and in connection with the said widening, and for the purposes thereof, the alteration of the bridge carrying the London, Chatham, and Dover Railway over Walworth-road, between the intended commencement and termination of the said widening, and the setting back of the pier or abutment on the south-western side of the said bridge.

10. South Lambeth Improvement.

A new street wholly in the parish of St. Mary, Lambeth, commencing on the western side of the South Lambeth-road, at the junction therewith of Wilcox-road, and terminating in the South Lambeth-road, opposite Walton-terrace.

To empower the Board, in constructing the intended new street hereinbefore described, from the Holborn Town Hall to St. John Street-road, near the Angel at Islington, to carry the same over the Metropolitan Railway, at or near the junction of Exmouth-street and Farringdon-road, and also over the site of the New River, brought from Chadwell and Amwell to London, in the parish of St. James, or St. James and St. John, Clerkenwell, or over the pipes or aqueduct of the Governor and Company of the said New River, and to acquire for those purposes an easement or right of carrying the said new street over the said railway and the works connected therewith, and over the site of the said river without being required to purchase the sites of the said railway, river, pipes, or aqueduct, or any part of them, and to require the Metropolitan Railway Company and the said Governor and Company respectively, to sell such easement or right accordingly, in such manner, and on such terms and conditions as the Bill may define.

To enable the Board to acquire, by compulsion or agreement, in such manner and on such terms and conditions as the Bill may define, the footbridge over the Grand Junction Canal, in the parish of Paddington, which connects Ranelagh-road with Formosa-street, and also the footbridge over the said canal, in the parish of St. Luke, Chelsea (detached) known as the Wedlake-street Footbridge, which connects Wedlake-street with the Harrow-road, together with the sites on which the said bridges stand and the approaches thereto respectively, as shewn on the deposited plans hereinafter mentioned.

To transfer the said bridge connecting Ranelagh-road and Formosa-street with the site and approaches thereof, or any part thereof, to the Vestry of Paddington, and to vest the same in them as a public bridge and roadway, free from any toll, and to confer on that Vestry the easement, right, or privilege, and impose on them the duty of maintaining, repairing and lighting, and of altering, widening, and improving the same, and to enable them (if necessary) to rebuild or reconstruct the same, and to require them to defray the expenses thereof.

To transfer the said bridge known as the Wedlake-street Footbridge with the site and approaches thereof, to the Vestry of St. Luke, Chelsea, and to vest the same in them in like manner, and to confer on them an easement right, or privilege, and to impose on them the like duty of maintaining, repairing, and lighting, altering, widening and improving, and to

enable them (if necessary) to rebuild or reconstruct the same.

To provide that the expenses of such maintenance, repair, and lighting, rebuilding, alteration, widening or improvement, shall be defrayed by the parishes of St. Luke Chelsea, Paddington, and Kensington in such proportions as, if not agreed upon between them, shall be fixed and determined by the Board, or as may be defined in the intended Act, and if need be to confer on the Board powers to determine those proportions or any question which may from time to time arise between the said Vestries, with reference to the said bridge and its maintenance, repair, widening, improvement, rebuilding, and lighting, or the cost and expenses thereof.

To confer on the said respective Vestries, or any of them, power to enter upon and use the said Grand Junction Canal, and the towing-path and banks thereof, for the purpose of maintaining, altering, improving, widening, and rebuilding the said footbridges and the approaches thereto.

To enable the Board on the one hand, and the owners or persons interested in any land or property abutting on the new streets or street improvements, or any of them, on the other hand, to enter into and carry into effect agreements as to the vesting in such owners, or other persons, of any land, including any portion of any existing street or thoroughfares which the Board may deem not to be required for the carriage or footway of the new streets or street improvements, in consideration either of a money payment or of the conveyance to the Board of other land or property, and generally on such terms and conditions as may be agreed upon between them.

In connection with the proposed new streets and street improvements, to make junctions and communications with, and to widen any existing streets which may be joined, intersected or interfered with, or be contiguous to the line of the intended new streets and street improvements, and to alter the line or levels of any existing streets, roads or ways, public or private, and to stop up, divert, alter and appropriate all or any part of the streets, courts, passages and places, sewers, drains, tubes, wires and pipes, and remove electric and telephonic wires and apparatus within the limits shewn on the plans hereinafter mentioned, to deviate from the lines and levels of the intended works, and to construct all such subways, sewers, drains and works as are necessary or incident to the proposed new streets and street 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 streets and street improvements, and as will be included within the limits of deviation to be shewn upon the said plans, and also to acquire easements in, over, or through any such lands, houses, or other property for any of the purposes of the Bill.

To purchase so much of any property as the Board may require for the purposes of the Bill, without being subject to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845," and to sell, lease, or appropriate for building or other purposes any land to be acquired under the intended Act, 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 Board and their officers to enter, survey, and value at any time buildings shewn on the deposited plans, and to make provision as to the appointment of an umpire under Section 28

of "The Lands Clauses Consolidation Act, 1845," by the Board of Trade, and for ascertaining separately the value of the premises required by them, and the amount of compensation for loss or damage awarded in respect thereof.

To charge upon the respective Vestries and District Boards the maintenance, repair, and lighting of the proposed new streets, widening of streets, and street improvements, and sewers and works in or under the same.

To enable and require the Vestry of the parish of St. John, Hampstead, to contribute towards the cost of acquiring the necessary property for the Hampstead Improvements hereinbefore described, and of effecting such improvements, a sum not exceeding in the whole one-half of the nett cost thereof, and to make all such provisions as may be necessary for ascertaining the amount to be so contributed, and for enabling the Board to obtain and recover the same; and to provide for payments from time to time by the said Vestry to the Board, of sums of money on account of the expenditure of the Board in connection with the said improvements.

To incorporate with the Bill, and to 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," and of "The Railways Clauses Consolidation Act, 1845," as to the temporary occupation of lands, and to vary and extinguish all rights and privileges which would interfere with any of the objects of the Bill, and to confer upon the Board all such other rights, powers, and privileges as may be necessary or expedient in carrying out such several objects.

To amend and enlarge, if and so far as may be deemed necessary for any of the purposes of the Bill, some of the powers and provisions of the following, among other Local and Personal Acts, viz. :—

The Metropolitan Street Improvements Act, 1877, and any other Act relating to the Board; the 33 Geo. III., cap. 80, 35 Geo. III., cap. 43, and any other Act relating to the Grand Junction Canal Company; the 43 Geo. III., cap. 98, 11 Geo. IV., and 1 Will. IV., cap. 44; The New River Company's Acts, 1852 and 1854, and any other Act relating to the said Governor and Company of the New River, the Metropolitan Railway Act, 1854, and any other Act relating to the Metropolitan Railway Company.

Plans and sections describing the situation, lines and levels of the proposed new streets and street improvements and other works, and the lands and houses to be taken compulsorily under the powers of the Bill, with a book of reference to those plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and a copy of this Notice as published in the "London Gazette" will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green, with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish, and a copy of the notice will be deposited as follows, that is to say :— So far as relates to the parish of St. Andrew, Holborn, with the Clerk to the Board of Works for the Holborn District, at his office, at the Town Hall, Holborn, in Grays Inn-road, W.C.; so far as relates to the parish of St. James, or St. James and St. John, Clerkenwell, with the Vestry Clerk of the parishes of St.

James and St. John, Clerkenwell, at his office at the Vestry Hall, 28, Rosoman-street, Clerkenwell; so far as relates to the parish of St. Mary, Islington, with the Vestry Clerk of that parish, at his office, Vestry Hall, Upper-street, Islington; so far as relates to the parish of St. Matthew, Bethnal Green, with the Vestry Clerk of that parish, at his office, Town Hall, Bethnal Green; so far as relates to the Liberty and District of the Tower, and the Precinct of the Old Tower Without, with the Clerk to the Board of Works for the Whitechapel District, at his office, 15, Great Alie-street, Whitechapel; so far as relates to the parish of St. Peter and St. Paul, Hammersmith, with the Clerk to the Board of Works for the Fulham District at his office, Broadway House, Hammersmith; so far as relates to the parish of St. John, Hampstead, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Haverstock Hill, Hampstead; so far as relates to the parish of St. Mary Magdalen, Bermondsey, with the Vestry Clerk of that parish, at his office, Neckinger, Bermondsey; so far as relates to the parish of St. Mary, Newington, with the Vestry Clerk of that parish, at his office, Vestry Hall, Walworth; so far as relates to the parish of St. Mary, Lambeth, with the Vestry Clerk of that parish, at his office, Vestry Hall, Kennington-green; so far as relates to the parish of Chelsea, with the Vestry Clerk of that parish, at his office, Vestry Hall, King's-road, Chelsea, S.W.; and so far as relates to the parish of Paddington, with the Vestry Clerk of that parish, at his office, Vestry Hall, Harrow-road, W.

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 15th day of November, 1882.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring Gardens, Charing Cross, London, S.W.

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

Board of Trade.—Session 1883.

Gosport Water Works Company.

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

NOTICE is hereby given, that the Gosport Water Works Company (hereinafter called "the Company") are about to apply to the Board of Trade under "The Gas and Water Works Facilities Act, 1870," for a Provisional Order, to be confirmed by Parliament in the ensuing session, and that by such Order the Company will seek for powers:—

1. To enable the Company, for the purposes of their authorized undertaking, to raise additional capital by the creation and issue of new shares or stock, with or without a preference or priority of dividend, and upon such terms and conditions as may be prescribed in the Order, and by borrowing on mortgage, bond, or otherwise, and by the creation and issue of debenture stock, or by all or some of such means.
2. To amend the Acts relating to the Company, namely "The Gosport Water Works Act, 1858," "The Gosport Water Order, 1872," and "The Gas and Water Orders Confirmation Act, 1872," and to extend to the Company the provisions, or some of the provisions, of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869."

And notice is hereby also given, that a copy of this advertisement will, on or before the 30th of November instant, be deposited at the office of the Clerk of the Peace for the county of Southampton, at his office, at the Sessions House, Winchester, and also at the office of the Board of Trade, Whitehall, London.

And notice is hereby further given, that printed copies of the draft Provisional Order can, on and after the 23rd day of December next, be obtained at the offices of the Company at Gosport, of Horatio Compigné, Esq., Solicitor, Gosport, or of Messrs. Wyatt, Hoskins, and Hooker, No. 28, Parliament-street, Westminster, on payment of one shilling for each copy. Every company, corporation, or person desirous of making to the Board of Trade any representation, or of bringing before that Board any objection respecting the said application, may do so by letter, addressed to the Assistant-Secretary of the Railway Department of the said Board, on or before the 15th day of January next. Copies of such objections must at the same time be also sent to the Secretary of the Company, or to Messrs. Wyatt, Hoskins, and Hooker aforesaid, and in forwarding such objections to the Board of Trade the objectors or their agents should state that a copy of the same has been forwarded to the promoters or their agents.

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

Dated this 10th day of November, 1882.

Horatio Compigné, Gosport, Solicitor.

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

In Parliament—Session 1883.

Totnes, Paignton, and Torquay Direct Railway.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Totnes, Paignton, and Torquay Direct Railway Company (hereinafter called "the Company,") for leave to bring in a Bill for the following purposes, or some of them, that is to say:—

To extend the respective periods limited by "The Totnes, Paignton, and Torquay Direct Railway Act, 1880," for the compulsory purchase of lands and houses and for the completion of the railways and works by that Act authorized.

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

To alter, amend, and extend or repeal "The Totnes, Paignton, and Torquay Direct Railway Act, 1880."

And notice is hereby further given, that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1882.

Dated this 15th day of November, 1882.

Michelmores and Hacker, Newton Abbot, Devon, Solicitors.

J. B. Batten and Co., 32, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1883.

Mersey Railway.

(New Railways in Liverpool and Birkenhead; New Street in Birkenhead; Additional Lands; Underpinning; Ventilating Shafts; Tolls and Charges; Additional Capital; Payment of Interest during Construction; Power to Great Western, Lancashire and Yorkshire, London and North Western, Great Northern, Midland, and Manchester, Sheffield and Lincolnshire Railway Companies to subscribe, apply Funds, and raise Capital; Agreements with Corporations of Liverpool and Birkenhead, and Mersey Docks and Harbour Board; Working and Traffic Agreements; Amendment of Acts.)

NOTICE is hereby given, that the Mersey Railway Company (in this Notice called "the Company") intend to apply to Parliament in the ensuing Session for an Act, to enable them to make and maintain the railways and street or road hereinafter described, with all proper stations, approaches, works and conveniences connected therewith (that is to say):—

A Railway (No. 1) wholly in the township and borough of Birkenhead, in the extra-parochial chapelry of Birkenhead and county of Chester, commencing by a junction with the Mersey Railway now in course of construction under the lairage sheds of the Mersey Docks and Harbour Board, near to the landing stage of the Woodside Ferry, and terminating on the eastern side of Duke-street, at or near its junction with Corporation-road.

A Railway (No. 2) wholly in the city, township, and parish of Liverpool, in the county of Lancaster, commencing by a junction with the Mersey Railway, now in course of construction, under the Old Quay Wharf on the northern side of the Manchester Dock, at or about 75 yards east of the river wall of the said wharf, and terminating in the goods yard of the Lancashire and Yorkshire Railway Company, on the east side of Great Howard-street, near to the Northern Hospital.

A Railway (No. 3), situate wholly in the city, township, and parish of Liverpool, in the county of Lancaster, commencing by a junction with the authorised line of the Mersey Railway Company, as shown upon the plans deposited with the clerk of the peace for the county of Lancaster, for the purposes of the Mersey Railway Act, 1882, at a point under the centre of Lord-street, distant 33 yards or thereabouts, measured in an easterly direction along the centre of Lord-street aforesaid, from the centre of the intersection of the said Lord-street and North John-street, and terminating at a point under the North Western corner of the George the Fourth public house, at the junction of Hood-street and Marble-street.

To divert a public highway or street, known as Corporation-road, and to construct in lieu thereof a new or substituted highway, wholly in the said township and extra-parochial chapelry of Birkenhead, commencing at or near the junction of the said road with Neptune-street, and terminating by a junction with the said road, at or near its junction with Wellington-street, and to stop up and appropriate the site of the existing road within the points aforesaid.

To stop up and appropriate so much of the sites of the several streets which will be intersected by the said new or substituted road, and will be situate between the said new or substituted road and the existing Corporation-road.

The intended Act will authorise the Company to exercise the powers and effect the objects following, viz.:—

To deviate laterally from the lines, and

vertically from the levels, of the proposed railways and works shown on the plans, and sections to be deposited as hereinafter mentioned, to a greater extent if necessary than is allowed by the Railways Clauses Consolidation Act, 1845.

To appropriate or use any street, square, road, or land traversed by the intended railways, and also to acquire compulsorily an easement only through or under the same, and through or under any buildings for the purposes of the intended railways; and to cross, divert, alter, or stop up, temporarily or permanently, streets and other roads and highways, railways, tramways, drains, pipes, sewers, navigations, streams and water-courses, so far as may be necessary in constructing or maintaining the intended railways and works, and particularly to stop up and appropriate the sites of Hood-street, Charles-street, Marble street, Dawson-street, Williamson-square, Williamson-street, Richmond-street, Brythen-street, Roe-street, and Back Roe-street, all in the parish of Liverpool aforesaid.

To purchase, by compulsion or agreement, lands, houses, and other property, and to acquire easements in or over lands for the purposes of the intended railways and works; and to purchase and take, by compulsion or agreement, any vaults, cellars, arches, or offices, or parts thereof attached or belonging to any house, building, manufactory, or premises, or any sub-soil or property under the same, without being subject to the obligation contained in 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, or under which the railway may be constructed, and to vary or extinguish all rights and privileges connected with any lands, houses, buildings, manufactories, or property, or with the portion or portions thereof purchased by the Company which would interfere with the construction and maintenance of the intended railways.

To underpin or otherwise secure any houses or buildings which may be rendered insecure, or be likely to become insecure by reason of the construction or working of the intended railways, or of any works of the Company, and which houses and buildings the Company do not require to purchase for the purposes of their undertaking.

To make such openings or ventilating shafts from their railway into any public road, square, open space, or other public place, and at such spots as shall be agreed upon between the Company and the local authority having control of such road, square, open space, or public place, or as shall, in default of agreement, be decided by arbitration, and to erect at such spots, and on the surface of the ground, such balustrades or other works for the purposes of the said openings or shafts, or connected therewith, as shall be so agreed or decided upon, and to interfere with and alter, sewers, drains, pipes, telegraph wires, and all other works which may impede the construction and use of any such openings or shafts.

To levy tolls, fares, rates, and charges, for and in respect of the use of the intended railways, stations, and other works, and the conveyance and accommodation of traffic, and to alter, increase, and regulate the tolls, fares, rates and charges now authorised to be demanded, levied and charged by the Company, and to confer, vary or extinguish exemptions from the payment of tolls, fares, rates and charges.

To apply any capital or funds, raised or authorised to be raised by the Company to the pur-

poses of the intended Act, and to raise additional capital for such purposes, and also for the general purposes of their undertaking by preferential or ordinary shares or stock, and by borrowing on mortgage, or by the creation and issue of debenture stock.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds from time to time interest or dividends on any shares or stock of the Company during such period and under such restrictions as may be prescribed by the intended Act.

The intended Act will or may authorise the Great Western Railway Company, the Lancashire and Yorkshire Railway Company, the London and North Western Railway Company, the Great Northern Railway Company, the Midland Railway Company, and the Manchester, Sheffield and Lincolnshire Railway Company, or either of those Companies, to subscribe for and take and hold shares in the capital of the Company, and to apply their corporate or other funds, and to raise further moneys by ordinary or preference shares, and by borrowing, for the purposes aforesaid; and to guarantee the payment of interest or dividend upon the whole or some portion of the share and loan capital of the Company; and to vote at meetings and appoint a director or directors of the Company.

The intended Act will authorise the Company, and the Corporation of Liverpool, and the Corporation of Birkenhead, and the Mersey Docks and Harbour Board, to make and carry into effect agreements, with respect to the appropriation and occupation for the purposes of the Company's undertaking of lands or property vested in or under the control and management of the said Corporations and Board, and with respect to the construction of railways, works, and buildings in or over the same, with respect to the construction of approaches and accesses to, and communications through any property acquired by the Company, and the construction and use of streets, subways, sewers, drains, tramways, junctions, and other works, and with respect to the payments to be made by either of the parties towards the construction and maintenance of any such works and conveniences.

The intended Act will enable the Company on the one hand, and the Great Western Railway Company, the London and North Western Railway Company, the Lancashire and Yorkshire Railway Company, the Great Northern Railway Company, the Midland Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, or any one or more of those Companies on the other hand, from time to time, to enter into and carry into effect contracts and agreements with respect to the working, use, management and maintenance of the intended and authorised railways of the Company or any part or parts thereof, the supply of rolling and working stock and plant, and of officers and servants, for the conveyance and conduct of the traffic thereon, the payments to be made, and the conditions to be performed with respect to such working, use, management and maintenance, the interchange, conveyance, accommodation and transmission of traffic to, from, and over the railways of the contracting Companies, the fixing, collection, payment, division, and appropriation of the tolls, charges, and other revenue arising from that traffic, and the payments, allowances, and rebates to be paid, made, or allowed by any of the contracting companies to the other or others of them; and the intended Act will sanction or confirm any agreement

already made, or which previously to the passing thereof may be made, touching any of the matters aforesaid.

The intended Act will vary and extinguish all existing rights and privileges which may interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts, 1863 and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863," with such modifications of the provisions of those Acts as may be deemed expedient; and it will amend and enlarge some of the powers and provisions of the 5 and 6 Will. IV., cap. 107, and of the several other Acts relating to the Great Western Railway Company; 9 & 10 Vic., cap. 204, and of the several other Acts relating to the London and North Western Railway Company; 2 Will. IV., cap. 6, and of the several other Acts relating to the Lancashire and Yorkshire Railway Company; the 9 & 10 Vic., cap. 71, and of the several other Acts relating to the Great Northern Railway Company; the 7 & 8 Vic., cap. 18, and of the several other Acts relating to the Midland Railway Company; the 12 and 13 Vic., cap. 81, and of the several other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; 29 & 30 Vic., cap. 139, 31 & 32 Vic., cap. 161, 34 & 35 Vic., cap. 201, 37 & 38 Vic., cap. 180, 40 & 41 Vic., cap. 220, and 43 & 44 Vic., cap. 74, and of the other Acts relating to the Mersey Railway Company; 28 & 29 Vic., cap. 20, and 34 & 35 Vic., cap. 184, and any other Acts relating to the City or Borough of Liverpool; 30 & 31 Vic., cap. 92, 44 & 45 Vic., caps. 152 and 153, and any other Acts relating to the Borough of Birkenhead; 20 & 21 Vic., cap. 162, 21 & 22, Vic. cap. 92, 36 & 37 Vic., cap. 143, and any other Acts relating to the Mersey Docks and Harbour Board.

Duplicate plans and sections describing the lines, situations, and levels of the intended railways and works, and the lands and other property which may be taken under the powers of the intended Act, 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, 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 with the Clerk of the Peace for the City of Liverpool, at his office in Liverpool; and with the Clerk of the Peace for the County of Chester, at his office at Chester; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways and works will be made, or in which any lands or other property intended to be taken are situate, and a copy of this Notice, published as aforesaid, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some adjoining parish, at his residence.

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

Dated this 15th day of November, 1882.

<i>Baxters & Co.</i> , 5, Victoria-street, Westminster,	} Solicitors
<i>Gill & Archer</i> , 14, Cook-street, Liverpool,	
<i>William Bell</i> , 27, Great George-street, Westminster, Parliamentary Agent	

In Parliament—Session 1883.

Midland, Birmingham, Wolverhampton, and
Milford Junction Railway.

(Incorporation of a Company; Construction of Railways between Wolverhampton and Craven Arms; Running Powers over the Shrewsbury and Hereford, the Bishop's Castle, the Central Wales, the Llanelly, the Central Wales and Carmarthen Junction, the Great Western, the Milford, the Milford Haven and Docks, the Pembroke and Tenby, the Stour Valley, the London and North Western and the Midland Railways; Underpinning; Interest during Construction.)

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 referred to as "the Company"), and to authorise such Company to make and maintain the railways hereinafter mentioned, or some of them, with all proper and necessary stations, sidings, works, approaches, and conveniences connected therewith, and to exercise the powers hereinafter mentioned (that is to say):—

A main line of railway commencing by a junction with the Shrewsbury and Hereford Railway, in the parish of Stokesay, county of Salop, immediately upon the south side of the bridge which carries that railway over the public road from the Craven Arms Hotel to Clun, and terminating by a junction with the Wolverhampton and Walsall line of the Midland Railway at about 250 yards west of the booking-office at the Willenhall Market-place station of that railway, in the township of Willenhall, parish of Wolverhampton, county of Stafford.

Branch railway No. 1, commencing by a junction with the proposed main line of railway aforesaid, in a field, numbered 188 on the tithe map of the parish of Stokesay aforesaid, belonging to John Derby Allcroft, occupied by William Davies, and abutting on the east side of the public road leading from Ludlow to Shrewsbury, at a point distant about 460 yards measured southward along the said road from the obelisk or milestone in front of the Craven Arms Hotel, and terminating by a junction with the Central Wales Railway, at about 450 yards westward of the junction of that railway with the Shrewsbury and Hereford Railway aforesaid, all in the parish of Stokesay, in the county of Salop.

Branch railway No. 2, commencing in the parish of Stokesay aforesaid, by a junction with the said main line of railway, in a field numbered 335 on the tithe map of the said parish, belonging to John Derby Allcroft, and occupied by Dervies Beddoes, at a point nearly abutting on the fence separating the east side of the said field numbered 335, from the field numbered 333 on the said tithe map, and about 30 yards south of the centre of the occupation road adjoining, and on the north side of the said fields, and terminating by a junction with the Bishop's Castle Railway, at about 580 yards northward of the junction of that railway with the said Shrewsbury and Hereford Railway, in the parish of Wistanstow, in the county of Salop.

Branch railway No. 3, commencing by a junction with the said proposed main line of railway on a piece of land numbered 877 on the tithe map of the township of Wolverhampton, part of the Rough Hills Colliery, and belong-

ing to and occupied by William Fenn, at a point near to the east end of an enclosure containing five cottages and gardens, four being occupied by William Williams, William Griffiths, Thomas Watkinson respectively, and one vacant, and terminating by a junction with the Stour Valley Railway at the south side of the bridge which carries the said railway over the public road leading from the Wolverhampton and Bilston-road and Ettingshall-lane to Dixon-street and to the Rough Hills Colliery aforesaid, all in the township of Wolverhampton, parish of Wolverhampton.

Branch railway No. 4, commencing by a junction with the said proposed main line of railway in a field numbered 971 on the tithe map of the parish of Sedgley and abutting on the east side of the main road leading from Wolverhampton to Sedgley, at about 450 yards southward of its junction with the road leading from the Fighting Cocks public-house to Bilston, and terminating by a junction with the said Stour Valley Railway where the bridge which connects the Spring Vale Furnaces with the Cinder Mound from those furnaces passes over that railway, all in the parish of Sedgley, county of Stafford.

Branch railway No. 5, commencing by a junction with the said proposed main line of railway on the site of some old farm buildings, numbered 674 on the tithe map for the township of Willenhall, on the east side of the public road leading from Wednesfield to Darlaston, belonging to and in the possession of the Chillington Iron Company Limited, about 180 yards from the public road leading from Wolverhampton to Willenhall, and terminating by a junction with the London and North Western Railway about 440 yards west of the passenger station at Willenhall, all in the township of Willenhall, parish of Wolverhampton.

The said railways will pass through or into or be situate within the parishes, townships, extra parochial, or other places following, or some of them (that is to say):—

Wistanstow, Felhampton, Cheney Longville, Halford, Newington, Stokesay, Stokesay and Newton, Wettleton, Culmington, Siefton, Elsie, Norton and Bache Diddlebury, Sparchford, Corfton, Delbury, Cortham, Peaton, Broncroft and Lower Parks, Tugford (parish and township), Holgate (parish and township), Bouldon, Brookhampton, Stanton Long (parish and township), Little Oxenbold, Monkhopton (parish and township), Great Oxenbold, Weston, Acton Round (parish and township), Lower Monk-hall, Morville (parish and township), Aston-Eyres, The Lye, Wood-Walton, otherwise Bridge-Walton, Tasley (parish and township), The Leasowes, St. Leonard, Bridgnorth, St. Mary Magdalene, Bridgnorth, Worfield, Stanmore, Bentley, Swancote, Barnsley, Old Lodge, Claverley (parish and township), Woundwall, otherwise Woundale, Farmcote, Upper and Lower Beobridge, Broughton, Bank Heathton, Draycote, Whittimore, and Bobbington, all in the county of Salop, Bobbington, Trysull, Woodford, Wombourne (parish and township), Orton, Penn, Upper Penn, Lower Penn, Penn Common, Sedgley, Upper Sedgley, Coseley, Wolverhampton (parish and township), Wolverhampton St. Luke's, Wolverhampton All Saints, Wolverhampton St. John, Wolverhampton St. Matthew, Etting-

shall, Bilston, Bilston St. Leonard, Stowheath, Portobello, Willenhall, Willenhall St. Giles, Willenhall St. Stephen, and Wednesfield, all in the county of Stafford.

The Bill will confer on the Company the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and will enable the Company to deviate from the line and levels of the proposed railways, as shown on the plan and section hereinafter referred to, to the extent defined by the Act, and to stop up and abolish all rights of way over an old public road in the township and parish of Claverley, in Shropshire, leading from the high road from Claverley to Bobbington, to the high road from Claverley to Gatacre.

To purchase, compulsorily or by agreement, any lands, buildings, and other property in all or any of the several parishes, townships, extra-parochial and other places aforesaid, including about 70 acres of Penn Common, in the parish of Penn, township of Upper Penn, for the construction of the said intended railways, stations, sidings, works, approaches, and conveniences connected therewith and other purposes of the said Act, and to vary or extinguish all rights and privileges in connection therewith, and to confer other rights and privileges.

To underpin or otherwise secure any houses or buildings which might be rendered insecure by the construction of any of the said intended railways and works, and which houses and buildings would not be required for the purposes of the undertaking.

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

To pay interest or dividends on the moneys raised under the powers of the Act during the construction of the said railways and works, subject to such terms and conditions and for such period as may be defined by the Act.

To enable the Company and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration or defined by the Bill, all or any of the respective railways or parts of railways and undertakings hereinafter mentioned, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively, so as to constitute an uninterrupted communication from the proposed main line of railway at Craven Arms to Milford Haven, and also to Swansea (that is to say):—

The Shrewsbury and Hereford Railway from the point of junction therewith, hereinafter described as the commencement of the main line of railway and the junction with the Bishop's Castle Railway.

The Bishop's Castle Railway from its junction with the said Shrewsbury and Hereford Railway to its termination at Lydham and Bishop's Castle.

The Central Wales and the Central Wales Extension Railways belonging to the London and North Western Railway Company from the junction with the said Shrewsbury and Hereford Railway to the junction with the Vale of Towy Railway.

The Vale of Towy Railway from its junction

with the Central Wales Extension Railway to its junction with the Llanelly Railway.

The Llanelly Railway from its junction with the Vale of Towy Railway to its junction with the Central Wales and Carmarthen Junction Railway.

The Central Wales and Carmarthen Junction Railway from its junction with the Llanelly Railway to its junction with the Great Western Railway.

The Great Western Railway from its junction with the Central Wales and Carmarthen Junction Railway to its junction with the Milford Railway.

The Milford Railway from its junction with the Great Western Railway to its junction with the Milford Haven Dock and Railway.

The Milford Haven Dock and Railway from its junction with the Milford Railway to its termination at the Docks.

The branch railway of the Pembroke and Tenby Railway Company at Towy Bridge near Carmarthen.

And also the Great Western Railway from Johnston to New Milford.

The Llanelly Railway from its junction with the Central Wales and Carmarthen Junction Railway to its junction with the London and North Western Railway at Pontardulais.

The London and North Western Railway from Pontardulais to Swansea.

The Stour Valley Railway from the point of junction therewith, hereinafter described as the termination of branch railway No. 3, and the Wolverhampton passenger and goods station, also the said Stour Valley and the London and North Western Railways from the point of junction with the said Stour Valley, hereinafter described as the termination of branch railway No. 4, and the passenger station at New-street and the goods station at Curzon-street of the London and North Western Railway Company at Birmingham.

The London and North Western Railway from the point of junction therewith, hereinafter described as the termination of branch railway No. 5, and the Willenhall station of that railway.

The Midland Railway from the point of junction therewith, hereinafter described as the termination of the proposed main line of railway to the passenger and goods station of that railway at Willenhall.

And to require the Companies owning the said portions of railways and stations respectively to afford all requisite facilities for the purpose, and to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking offices thereof, all traffic of every description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as, failing agreement, may be determined by arbitration or defined by the Bill, and, if need be, to alter the tolls, rates, and charges which the said Companies may respectively demand and take upon their respective undertakings, and to confer exemptions from such tolls, rates, and charges.

The intended Act will vary and extinguish all existing rights and privileges which may interfere with its objects, and it will incorporate with itself the whole or such of the provisions as may be necessary 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, 1868," with such modifications of the provisions of those Acts as may be deemed expedient; and so far as may be necessary the Bill will amend, extend, or enlarge some of the powers and provisions of the following local and personal Acts, that is to say: the 9 and 10 Vic., cap. 325, and any other Act or Acts relating to or affecting the Shrewsbury and Hereford Railway Company; the 24 and 25 Vic., cap. 103, and any other Act or Acts relating to or affecting the Bishop's Castle Railway Company; the 21 and 22 Vic., cap. 19, and any other Act or Acts relating to or affecting the Central Wales Railway Company; the 17 and 18 Vic., cap. 150, and any other Act or Acts relating to or affecting the Vale of Towry Railway Company; the 9 Geo. IV. cap. 91, and any other Act or Acts relating to or affecting the Llanelly Railway and Dock Company; the 36 and 37 Vic., cap. 203, and any other Act or Acts relating to or affecting the Central Wales and Carmarthen Junction Railway Company; the 19 and 20 Vic., cap. 14, and any other Act or Acts relating to or affecting the Milford Railway Company; the 23 and 24 Vic., cap. 156, and any other Act or Acts relating to the Milford Haven Dock and Railway Company; the 5 and 6 Wm. IV., cap. 107, and any other Act or Acts relating to or affecting the Great Western Railway Company; the 9 and 10 Vic., cap. 204, and any other Act or Acts relating to or affecting the London and North Western Railway Company; the 7 and 8 Vic., cap. 18, and any other Act or Acts relating to or affecting the Midland Railway Company; and 22 and 23 Vic., cap. 6, and any other Act or Acts relating to or affecting the Pembroke and Tenby Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, a plan and section, in duplicate, of the intended railways and of the lands to be taken under the compulsory powers of the Act, with a book of reference to such plan, 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, together with an ordnance map with the several lines of railway delineated thereon, showing their general course or direction, will be deposited with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, and with the Clerk of the Peace for the county of Stafford, at his office in Stafford, and that so much of the said plan, section and book of reference as relates to any parish or extra-parochial place in which any part of the said railways or the lands to be taken under the compulsory powers of the Act is or may be situate, together with a copy of this Notice, will be deposited, in the case of a parish, with the parish clerk of such parish at his residence; and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto 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 11th day of November, 1882.

Baxters and Co., 5 and 6, Victoria-street, Westminster;

Benbow, Saltwell, and Tryon, 1, Stone-buildings, Lincoln's-inn;

Neve and Oresswell, Wolverhampton;

Cooper and Haslewood, Bridgnorth;
Solicitors for the Bill.

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

The Electric Lighting Act, 1882.

Supply of Electricity in the parish of St. John, Hampstead.

(Application to the Board of Trade by Ferranti, Thompson and Ince, Limited, to grant a Provisional Order empowering them to supply Electricity in a portion of the parish of St. John, Hampstead, in the county of Middlesex.)

In pursuance of the Board of Trade Rules, NOTICE is hereby given that an application will be made by Ferranti, Thompson and Ince, Limited, whose registered office is situate at 3, Fenchurch avenue, in the city of London, to the Board of Trade for a Provisional Order empowering them to supply electricity within the parish of St. John, Hampstead, in the county of Middlesex, for all or any of the public and private purposes specified in Section 3 of the Electric Lighting Act, 1882, within the area hereinafter mentioned. The proposed works will comprise the formation and erection of such lighting stations as may be found necessary in the proposed area, and for the purpose of carrying out the proposed supply. The area which it is proposed to supply consists of the whole of the streets and other places within that portion of the parish of St. John, Hampstead, bounded as shown in Schedule "A" hereto, the intention being along the said boundary line to supply electricity to the houses and other buildings on both sides of the street and places forming such boundary. The boundary is intended to be formed by following the streets and other places in the order they are given in the Schedule. It is proposed by the applicants to place electric lines or other works necessary to enable them to make the proposed supply in, over, or along any of the streets or other places comprised within the said proposed area. Schedule "B" contains a list of the streets and other places which are not repairable by a local authority in, over, or along which it is proposed to place electric lines and other works, and of the railways within the proposed area which the applicants propose by the Provisional Order to take powers to break up. Such schedule also contains a list of the streets and other places which are partly repairable by the local authority and partly by private individuals, and are identified by the words "partly private," in, over, or along which the applicants propose to place electric lines and other works. Every local or other public authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the 18th day of November, 1882. Copies of the proposed Provisional Order can, upon payment of one shilling per copy, now be obtained at the offices of the applicants, No. 3, Fenchurch avenue, London, E.C., at the offices of the undersigned, Messrs. Ingledew and Ince, and also at St. Fagan's, Fitzjohn avenue, Hampstead. Copies of the Provisional Order, when granted, will also be obtainable at the same addresses.

SCHEDULE "A."

Boundary of Proposed Area—Finchley road, (from Swiss Cottage End to West End lane), West End lane, Frogual, Frogual rise, Holly Bush hill, High street, Hampstead, Rosslyn street, Haverstock hill, Belsize avenue, Belsize park, Buckland crescent, Buckland villas, College crescent.

SCHEDULE "B."

Arkwright road (partly private), Church row mews, Daleham gardens, Daleham mews,

Frognaal (partly private), Holmdale road, Lindfield road, Laugland gardens, Maresfield gardens, Netherhall terrace (partly private), New Buildings, Prince Arthur mews.

Railways—North London Railway, London and North Western Railway, Midland Railway, Metropolitan Railway, Metropolitan and St. John's Wood Extension Railway.

Dated the 18th day of November, 1882.

Ingledeu and Ince, St. Benet Chambers, Fenchurch street, London, E.C., Solicitors for the Applicants.

In Parliament—Session 1883.

The City of Dublin Steampacket Company.

(Improved Postal and Passenger Communication between England and Ireland Act, 1855.)

(Continuation, &c., of Act; Powers under Act to be used by City of Dublin Steampacket Company separately or in conjunction with London and North Western Railway Company; Further provisions as to Contracts between that Company and London and North Western Railway Company; Power to those Companies to enter into Contracts with each other; Extending provisions of Railway and Canal Traffic Act, 1854, and of Regulation of Railways Act, 1873, &c., to City of Dublin Steampacket Company, and to Passenger and Parcel Traffic carried in their Steam Vessels worked or employed between Holyhead and Kingstown; Power to that Company to require and to fix and apportion through rates upon their Steam Vessels and London and North Western Railway Company's Lines; London and North Western Railway Company to carry said Passenger and Parcel Traffic on Railways at certain rates; London and North Western Railway Company to give through booking facilities for said Passenger and Parcel Traffic; Power to London and North Western Railway Company to require and to fix and apportion through rates upon their Lines and City of Dublin Steampacket Company's Steam Vessels worked or employed between Holyhead and Kingstown; Working and Traffic Arrangements and Facilities; Bye-laws; Power to Levy Tolls, &c.; Variation of Rights and Privileges; Incorporation and Amendment of Acts.)

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

To continue in force, extend, or revive the powers and provisions of the "Improved Postal and Passenger Communication between England and Ireland Act, 1855" (hereinafter called "the Act of 1855") with such alterations and amendments as may be necessary or expedient for enabling the City of Dublin Steampacket Company (hereinafter called "the Dublin Company") to exercise, with such variations as may be necessary or expedient, the powers, and enjoy the privileges, and be subject to the conditions conferred and imposed by that Act and by Sections 30 to 34 of the Railways Clauses Act, 1863, Sections 14 to 16 of the Regulation of Railways Act, 1868, or some of those Sections, and by the Railway and Canal Traffic Act, 1854, and the Regulation of Railways Act, 1873, and any Act amending the same (hereinafter called "the Traffic Acts"), either separately or in conjunction with the London and North Western Railway Company (hereinafter called "the North Western Company") or to repeal the whole or any of the provisions of the Act of 1855, and to re-enact such of those pro-

visions as may be expedient with or without alterations thereon, and to continue or alter the tolls, rates, and charges, authorised to be charged by the Act of 1855, and to levy such continued or altered tolls, rates, and charges, or such other tolls, rates, and charges as may be fixed by or under the provisions of the Bill.

To continue in force as regards the Dublin Company and the North Western Company for a period to be fixed by the Bill, or such period as may be agreed upon, any contracts or agreements now existing between the Dublin Company and the North Western Company, or either of those Companies, with or without such alterations as may be agreed upon by the Dublin Company and the North Western Company, or as may be prescribed by the Bill, or to terminate such agreements or any of them.

To enable the Dublin Company and the North Western Company to enter into contracts or agreements with each other with respect to the conveyance of passenger and parcel traffic upon their respective steam vessels and railways to and from Holyhead, and with respect to the rates, tolls, and fares to be levied for the conveyance of such traffic, and the collection and apportionment of such rates, tolls, and fares, and to classify and define such traffic or portions thereof in such manner, under such heads, and with and subject to such conditions as the Bill will prescribe.

To extend the provisions of the Traffic Acts to the steam vessels worked or employed by the Dublin Company from or to Holyhead, to or from Kingstown, and the passenger and parcel traffic conveyed or intended to be conveyed thereby, and to the Dublin Company, as owners of such steam vessels, as if the Dublin Company were as respects such passenger and parcel traffic a Railway Company, and to the steam vessels worked or employed by them, for the conveyance of such passenger and parcel traffic, and to such passenger and parcel traffic; and as if the railways of the North Western Company and the said steam vessels respectively were railways which form part of a continuous line of railway communication, and which have the terminus station or wharf of the one near the terminus station or wharf of the other.

To authorise the Dublin Company to require passenger and parcel traffic, conveyed or intended to be conveyed to, upon, or from their steam vessels as aforesaid upon, from, or to the railways of the North Western Company (whether such traffic originates or terminates at Kingstown or is received and forwarded, or intended to be forwarded, by the Dublin Company from or to other places in Ireland), to be received at, and forwarded to, and delivered at, the Admiralty Pier, Holyhead, London, and other places on the railways of the North Western Company, by that Company, at through rates, tolls, or fares to be fixed, stated, and apportioned under the provisions of the Bill or of the Traffic Acts, and to require the North Western Company to accept and give effect to such through rates, tolls, or fares, and any apportionment of such through rates, tolls, or fares made under the provisions of the Bill or of the Traffic Acts.

To authorise the Dublin Company to require the North Western Company, and to require that Company to convey from or to the Admiralty Pier, Holyhead, to or from places on their railways, passenger and parcel traffic which has been, or is intended to be, conveyed by the steam vessels worked or employed by the Dublin Company from or to Holyhead, to or from Kingstown, at rates, tolls, or fares not exceeding per mile the rates, tolls, or fares per mile which the North

Western Company are at the time being receiving or charging between Dublin and the same places on their railways for passenger and parcel traffic, whether such traffic originates or terminates at Dublin or Kingstown or is received and forwarded by them, from or to other places in Ireland over railways of the North Western Company, or of any other Company or Companies, or at other or proportionate rates, tolls, or fares to be fixed or ascertained by or under the provisions of the Bill.

To authorise the North Western Company to require the Dublin Company, and to require that Company to carry in the steam vessels worked or employed by them from or to Holyhead, to or from Kingstown, passenger and parcel traffic which has been, or is intended to be, conveyed on the railways of the North Western Company, at the same rates, tolls, or fares as the Dublin Company are at the time being charging for passenger and parcel traffic conveyed in the steam vessels worked or employed by them from or to Holyhead, to or from Kingstown, whether such traffic originates or terminates at Kingstown or is received and forwarded by the Dublin Company from or to other places in Ireland, but which has not been nor is intended to be conveyed on the North Western Company's railways, or at other rates, tolls, or fares to be fixed by or under the provisions of the Bill.

To authorise the Dublin Company to require the North Western Company, and to require that Company to provide or to join with the Dublin Company in providing portorage at the Admiralty Pier, Holyhead, and to through-book and to afford at their several stations on their railways and their other booking-offices all facilities, including if required accommodation at such stations and offices for booking clerks of the Dublin Company, for through-booking, passenger and parcel traffic for, or intended for, the steam vessels of the Dublin Company, worked or employed from or to Holyhead, to or from Kingstown, in the same manner and to the same extent as the North Western Company, shall for the time being book or afford facilities for through-booking passenger and parcel traffic for, or intended for, that Company's steam vessels worked or employed from or to Holyhead, to or from Dublin, including or, as the case may be, excluding Kingstown, and also to run such ordinary or special trains in connection with the said steam vessels worked or employed by the Dublin Company, and at such rates of speed and on such other conditions as may be prescribed or determined by or under the provisions of the Bill.

To authorise the North Western Company to require passenger and parcel traffic conveyed or intended to be conveyed upon the steam vessels of the Dublin Company, worked or employed between Holyhead and Kingstown, and the railways of the North Western Company, to or from places on those railways, to be received, forwarded, and delivered by the steam vessels worked or employed by the Dublin Company from or to Holyhead, to or from Kingstown, at through rates, tolls, or fares, to be fixed and apportioned under the provisions of the Bill or of the Traffic Acts; and to require the Dublin Company for such passenger and parcel traffic to accept and give effect to such through rates, tolls, or fares, and any apportionment of such through rates, tolls, or fares made under the provisions of the Bill or of the Traffic Acts.

To make further and effectual provision for securing to all traffic conveyed, partly by the Dublin Company and partly by the North Western Company, all such advantages and

facilities as are usual or desirable in the case of traffic conveyed upon land and sea by one and the same Company, or by two or more Railway Companies working amicably; and to provide all necessary and suitable machinery for giving effect to the several objects and purposes of the Bill.

To authorise the Dublin Company to make and enforce bye-laws in respect to the passenger and parcel traffic aforesaid, and the conveyance and conduct thereof.

To authorise the Dublin Company and the North Western Company, or either of those Companies, to levy tolls, rates, and charges, to alter existing tolls, rates, and charges, and to confer, vary, and extinguish exemptions from tolls, rates, or charges for traffic conveyed on their respective steam vessels and railways.

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

To amend, and so far as necessary for any of the purposes aforesaid, to repeal the provisions of the following local and personal Acts, or to make applicable to the purposes of the Bill by adaptation, incorporation, or otherwise, some or all of the provisions of those Acts, that is to say: The Act of 1855; the Chester and Holyhead Railway Act, 1848; the London and North Western (Chester and Holyhead) Railway Act, 1861; the London and North Western Railway (Steam Vessels) Act, 1870; the Acts 9 and 10 Vict., c. 204, 21 and 22 Vict., c. 130, and the several other Acts relating to the North Western Company and to the Chester and Holyhead Railway Company; the Acts 3 and 4 Will. IV., c. 115; 6 and 7 Will. IV., c. 100; 23 Vict., c. 98; 24 Vict., c. 3; 31 Vict., c. 30; and 39 Vict., c. 11; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Dublin Company, or the North Western Company, or the Chester and Holyhead Railway Company, or their respective Undertakings.

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

Dated this 15th day of November, 1882.

Henry S. Watson, Solicitor, 5, Foster-place, Dublin.

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

In Parliament.—Session 1883.

Metropolitan District Railway.

(New Line at Hammersmith; Additional Lands; Power to raise further Capital; Payment of Interest on Capital expended during Construction of City Lines; Amendment of Section 7 of The Metropolitan District Railway Act, 1881; Extension of Time for West Brompton Junction and Ventilating Shafts; Lands at White-chapel.)

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

1. To enable the Metropolitan District Railway Company (hereinafter called the Company) to make and maintain the railway and works hereinafter described, with all needful stations, approaches, works, and conveniences connected therewith or incidental thereto, that is to say:—

Hammersmith Junction.

A railway situate wholly in the parish of St. Peter and St. Paul, Hammersmith, in the county

of Middlesex, commencing by a junction with the extension railway of the Company at the north end of the Company's station at the Broadway, Hammersmith, and terminating by a junction with the Hammersmith and City Railway on the east side thereof, at about 25 chains from the commencement of the rails at the Hammersmith Station of that railway, and for the purposes of the said junction to alter the position of the rails of the said Hammersmith and City Railway between the northern end of the platform of the Hammersmith Station of that railway and the point of junction therewith, before referred to. And the Bill will enable the Metropolitan Railway Company and the Great Western Railway Company, or either of them, to agree with the Company with respect to the construction, management, and use of the said Hammersmith Junction, and the cost thereof, including the purchase of lands for the purposes of the same, and will enable the two Companies, or either of them, to apply their funds to such purposes.

2. To enable the Company to acquire, by compulsion or agreement, and to hold the lands hereinafter described, or some of them (in which term "lands," are included houses, buildings, and hereditaments), that is to say: certain lands in the parish of St. Mary, Whitechapel, Middlesex, adjoining the Whitechapel Station of the East London Railway Company, and bounded on the west by Baker's-row, on the north by White's-row, Buck's-row, and Little North-street, on the east by the East London Railway, and on the south by the Whitechapel-road.

3. To vest in the Company for the purposes of the Bill, the usual powers granted to Railway Companies for the construction and maintenance of railways, and especially the powers granted by the 16th Section of the Railways Clauses Consolidation Act, 1845, and to enable the Company to deviate from the lines of railway and works hereinbefore mentioned, to any extent within the limits of deviation to be shown on the plans to be deposited as hereinafter mentioned, or defined by the Bill, and to deviate from the levels shown upon the sections to be deposited as hereinafter mentioned to any extent which may be defined by the Bill.

4. To enable the Company to purchase and take, by compulsion or agreement, lands, houses and other property required for the purposes of the said intended railway and works, to levy tolls, rates and charges for the use of the intended railway and works, and to alter existing tolls, rates and charges, and to grant exemptions from the payment of tolls, rates and charges; to vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

5. To enable the Company to purchase so much of any house or other building, or manufactory or property as they may require for the purposes of the said Bill, without being subjected to the liability imposed by the 92nd Section of "The Lands Clauses Consolidation Act, 1845."

6. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by the exercise of the powers of the Bill, and which houses and buildings may not be required to be taken for the purposes thereof.

7. The Bill will enable the Company to apply to the purposes of the said new railway and additional lands any moneys now in their hands or which they have power to raise and for the purposes of the Bill and for the

general purposes of their undertaking, to raise additional capital by shares or by stock and by borrowing, and to attach to all or any of such shares or stock any guaranteed or preferential dividend, and any other rights or privileges, and also to raise by the means aforesaid, or any of them, or by means of terminable annuities, a further sum for the specific purpose of discharging the claim made on the Company by Her Majesty's Treasury for arrears of passenger duty.

8. To enable the Company, out of any reserve fund, or out of any other moneys from time to time belonging to them or coming to their hands, on account of calls or instalments hereafter to be paid on the capital to which the power relates to pay interest or dividends on the capital hitherto raised by them, or which shall hereafter be raised by them, and on the calls or instalments hitherto paid, or which shall hereafter be paid, with respect to the capital raised by them by virtue of "The Metropolitan and District Railways (City Lines and Extensions) Act, 1879," and the Acts amending that Act, passed in the year 1881 and 1882; and the Bill will prescribe the amount of such interest, and the date at which it shall accrue, whether retrospectively or prospectively, and the duration of such payments, and will enable the Company to raise (in addition to the capital which they are empowered by the said Acts to raise) such further sums of money as may be needful for payment of the said interest, and upon such conditions, and subject to such restrictions, as the Bill may define.

9. To amend the 7th Section of the Metropolitan District Railway Act, 1881, by substituting the date 1877 for the date of 1875 with respect to the Act (40 & 41 Vict. c. 233) regulating the tolls and charges authorised to be taken by the Company for the use of their Ealing Extension, and making other provisions concerning the said Extensions.

10. To extend the time granted to the Company by the said Act of 1881 for the construction of the works thereby authorised under the name of "West Brompton Junction," and for the taking of lands for the purposes thereof, and also to extend the time granted to the Company for the purchase of the lands mentioned in the 10th Section of the said Act, and situate respectively in the parishes of St. George, Hanover-square, in Middlesex, and of St. Bride, in the City of London.

11. To extend the heads of agreement of the 29th day of June, 1871, between the Metropolitan Railway Company and the Company to the railways authorised by the said Metropolitan and District Railways (City Lines and Extensions) Acts, 1879, 1880, and 1881.

12. 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 or may enlarge or amend the powers and provisions of the 27 and 28 Vic., cap. 222, and of any Act or Acts relating to or affecting the Metropolitan District Railway Company, the Acts hereinbefore mentioned, relating to the Metropolitan and District Railways (City Lines and Extensions), the 5 and 6 Will. 4, cap. 107, and any other Act or Acts relating to the Great Western Railway Company; the 16 and 17 Vict., cap. 186, and any other Act or Acts relating to the Metropolitan Railway Company; and the 24 and 25 Vict., cap. 164, and any other Act or Acts

relating to the Hammersmith and City Railway Company.

13. Duplicate plans and sections describing the lines, situation and levels of the said junction railway at Hammersmith, and of the lands, houses and other property, in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a Book of Reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an Ordnance Map with the said line of railway delineated thereon, so as to show its general course and direction, and a copy of this Notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the City of London, at the Sessions House in the Old Bailey, and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to the parishes hereinbefore mentioned, together with a copy of this Notice, will be deposited as follows:—(that is to say), in the case of the parish of St. Mary, Whitechapel, with the Clerk of the Whitechapel District Board of Works at his office in Great Alie-street, and in the case of the parish of St. Peter and St. Paul, Hammersmith, with the clerk of the Fulham District Board of Works, at his office in Broadway, Hammersmith, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 18th day of November, 1882.

Baxters and Co., 5 and 6, Victoria-street,
Westminster, Solicitors.

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

In Parliament.—Session 1883.

Ilkeston and Alfreton Railway.

(Incorporation of Company—Construction of Railway from Ilkeston to Alfreton, in the County of Derby—Traffic Agreements with the Great Northern Railway Company—Use of Stations—Compulsory purchase of Land—Levying Tolls—Amendment of Acts.)

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

To incorporate a Company and to authorise the Company so to be incorporated (hereinafter called "the Company") to make and maintain the railway hereafter mentioned, or some part or parts thereof, together with the stations, sidings, junctions, approaches, bridges, yards, buildings and all proper works and conveniences connected therewith, that is to say:

A railway, wholly in the county of Derby, commencing in the parish of Ilkeston by junction with the Derby and Stafford line of the Great Northern Railway, at a point measured along that line 620 yards or thereabouts west of the booking office of the Great Northern Railway Company's Ilkeston station, and thence passing from, through, or into some of the parishes, townships, and extra-parochial or other places of Ilkeston, Heanor, Morley, Pentrich, Ripley, Swanwick, and Alfreton,

all in the county of Derby, and terminating at or near the town of Alfreton, in the field or close No. 390 on sheet No. XXXV., 15, Derbyshire, of the large scale ordnance map for the county of Derby, belonging to George Cressy Hall, and in the occupation of Thomas Allen.

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

To authorise the Company to purchase by compulsion, and also by agreement, lands, houses, and hereditaments, for the purposes of the intended railway and works and of the Bill, in any of the before-mentioned parishes and places, and to vary and extinguish all rights and privileges connected with the lands, houses, and hereditaments so purchased.

To authorise the Company to levy tolls, rates, and duties upon or in respect of the intended railway and works, and also upon the portions of railways, stations, and works hereafter mentioned belonging to the Great Northern Railway Company, and to alter the tolls, rates, and duties which that Company is now authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties respectively. To cross, stop up, and remove, alter, or divert, temporarily or permanently, all such tramways, canals, rivers, streams, turnpike and other roads, bridges, sewers, drains and pipes, buildings, erections, or other works within the before-mentioned parishes and places as it may be necessary to cross, stop up, remove, alter, or divert for the purposes of the intended works, or any of them.

To authorise the Company on the one hand, and the Great Northern Railway Company on the other, from time to time to enter into, and carry into effect, and rescind, contracts and agreements for and in respect to the working, use, management, and maintenance of the intended railway and works, or any part thereof, the supply of engines and working stock and plant, and all officers and servants for the conduct and conveyance of the traffic on the intended railway, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, interchange, and transmission, forwarding, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, the fixing of tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and apportionments of the receipts arising therefrom, and the Bill will confirm and give effect to any contracts or agreements which have been or may before the passing thereof be entered into between the Company and the said Great Northern Railway Company with reference to the matters aforesaid, or any of them.

To empower the Company, and all Companies and persons lawfully working or using the railway of the Company, or any part thereof, either by agreement or otherwise, to run, work, and use their engines, carriages, and waggons, officers and servants, and for purposes of traffic of all kinds, and upon such terms and conditions, and on payment of such tolls and rates as may be agreed upon or settled by arbitration, or provided by the Bill, over and on so much of the Great Northern Railway as is between the said intended point of junction of the intended railway and their station at Ilkeston aforesaid, including the Ilkeston station, station-yard, sidings, buildings, offices, approaches, water supplies, and telegraphs, signals, works, and

machinery, and to require and compel the Great Northern Railway Company to give all necessary facilities for the above purposes.

To vary or extinguish rights and privileges which may interfere with the objects of the Bill, or any such contracts or agreements as aforesaid, and to confer other rights and privileges.

The Bill will incorporate all or some of the provisions of "The Companies Clauses Acts, 1845, 1863, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, 1869," and "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and add to, alter, amend, enlarge, or repeal some of the provisions of the Act, local and personal, 9 and 10 Vic., cap. 71, and of any other Acts relating to the Great Northern Railway Company, and also of the Act, local and personal, 7 and 8 Vic., cap. 18, and of any other Acts relating to the Midland Railway Company.

And Notice is hereby further given, that on or before the 30th day of November in the present year, duplicate plans and sections of the intended railway and works, showing the lines and levels thereof, and the lands and houses to be taken for the purposes thereof, with a book of reference to such plans, and an Ordnance map, with the general course and construction of the intended railway delineated thereon, and a copy of this Notice as published in the "London Gazette," will be deposited with the Clerk of the Peace for the county of Derby, at his office at Derby, and that on or before the same date a copy of so much of the said plans, sections, and book of reference as relates to each parish or district of any urban sanitary authority in or through which the intended railway or works will be made or pass, with a copy of the said Notice, will be deposited with the Parish Clerk of each such parish, and the clerk of such urban sanitary authority, at his residence, and in the case of any extra-parochial places with the Parish Clerk of some parish adjoining thereto, at his residence, and on or before the 21st day of December next printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1882.

Wells and Hind, Nottingham, Solicitors for the Bill.

Torr, Janeways, Gribble, and Oddie, 22, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1883.

Halesowen Railway.

(Alteration or Repeal of existing Agreements with the Midland and Great Western Railway Companies; New or Modified Working and Traffic Agreements with those Companies or one of them; Erection of Exchange Station at Northfield; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Halesowen Railway Company (hereinafter called "the Company") for leave to bring in a Bill for effecting the purposes following or some of them (that is to say):—

To alter or vary, cancel or rescind certain Heads of Arrangement made the 27th day of April, 1865, between the Company of the first part, the Midland Railway Company of the second part, and the Great Western Railway Company of the third part with respect to the construction, maintenance, working, and use of the Company's railway, which Heads of Arrangement are set forth in the first schedule to the Halesowen and Bromsgrove Branch Railways Act, 1865, and confirmed

by the 37th section of that Act, and also to alter or vary, cancel or rescind an agreement between the same Companies, dated the 30th day of July, 1872, in pursuance of and for giving effect to the said Heads of Arrangement of 1865, and to alter, modify, cancel, or repeal all other agreements or arrangements between the Company and the before-mentioned two other Companies, and all sections or provisions in any Acts of Parliament relating to the aforesaid Heads of Arrangement of 1865 and Agreement of 1872.

To authorise the Company on the one hand, and the Midland Railway Company and the Great Western Railway Company, or either of those Companies, on the other hand, to make and carry into effect a new or modified agreement, or new or modified agreements with respect to the joint or separate maintenance, working, management, and use of the Company's Railway, for such periods and upon such terms and conditions as may be mutually agreed upon, and with respect to the supply of engines, stock, and plant, and the employment of officers and servants by the working Company or Companies, and with respect to the receipt, appropriation, and division of the tolls, rates, and fares arising from such working and use, and the payments, rebates, and allowances to be made or allowed by any one or more of the said Companies to the other or others of them, and with respect to through booking, through rates, and fares, and other conveniences and privileges; and the Bill will or may provide for the settlement by arbitration of any question or difference which may arise between the said three Companies, or any two of them, and it will or may sanction and confirm any agreement already made, or which during the progress thereof through Parliament may be made touching all or any of the matters hereinbefore mentioned or referred to.

To authorise the Company and the Midland Railway Company from time to time to make and carry into effect agreements and arrangements with respect to the appropriation and use of lands or easements, in or over lands of the last-mentioned Company situated at or near the junction of the Company's railway with the railway of the Midland Railway Company, at Northfield, in the parish of King's Norton, in the county of Worcester, and with respect to the erection, construction, and maintenance by the Company or the Midland Railway Company on such lands of platforms, waiting-rooms, docks for horse and carriage traffic, and such other erections, buildings, works, and conveniences as may be necessary and proper for the interchange of passengers and other traffic between the railway of the Company and the Midland Railway, at or near the said junction between those railways at Northfield, and with respect to the annual or other payments or allowances to be made or allowed by the Company to the Midland Railway Company, for or on account of all or any of the matters hereinbefore mentioned or referred to, and the Bill will or may provide for any questions or differences which may arise in regard to any such matters, payments, or allowances being settled by or referred to arbitration.

To authorise and require the Midland Railway Company to erect, construct, and maintain on their own land, at or near the aforesaid junction at Northfield, or to grant to the Company an easement or easements in or over so much of such land as may be requisite for the purpose of enabling the Company or any other Company or Companies lawfully working or using the railway of the Company, to erect, construct, and maintain thereon platforms waiting-rooms, docks for horse and carriage traffic, and such other erections,

buildings, works, and conveniences as are necessary to carry out and give full effect to agreements between the Company and the Midland and Great Western Railway Companies, and the Bill will or may provide for the settlement by arbitration of any differences between the Company or such other Company or Companies as aforesaid and the Midland Railway Company respecting the nature of any such works or the position and quantity of land to be occupied thereby, or the terms and conditions upon which the works are to be erected, maintained, and used.

The Bill will incorporate some of the provisions of the "Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and of the "Railways Clauses Consolidation Act, 1863," and alter, amend, or repeal all or some of the provisions of the local Acts: 28 and 29 Vic., cap. 233; 29 and 30 Vic., cap. 317; 33 and 34 Vic., cap. 150; 36 and 37 Vic., cap. 165; 39 and 40 Vic., cap. 131; 42 and 43 Vic., cap. 216; and 43 and 44 Vic., cap. 182, and any other Acts relating to or affecting the Halesowen Railway Company; 7 and 8 Vic., cap. 18, and any other Acts relating to the Midland Railway Company; 5 and 6 Wm. IV, cap. 107, and 26 and 27 Vic., caps. 118 and 198, and any other Acts relating to the Great Western 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 17th day of November, 1882.

Newman, Stretton, and Hilliard, 75, Cornhill, London, Solicitors.

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

In Parliament—Session 1883.

Caledonian Railway and Callander and Oban Railway.

Powers to Caledonian Railway Company to construct certain Railways and other Works in the Counties of Stirling, Lanark, and Midlothian, and to Abandon certain Authorised Railways in the Counties of Lanark and Stirling; Extension of Time for constructing certain of their Authorised Railways in Lanarkshire; Power to them, to Levy Tolls, Rates, and Charges; Release of remainder of Sum deposited by Callander and Oban Railway Company; Amendment of Acts.

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

To empower the Caledonian Railway Company (hereinafter called "the Company") to make and maintain the railways and other works hereinafter described, or some of them, or some portions thereof, and all proper stations, sidings, approaches, and other works and conveniences in connection therewith respectively, viz.:—

1. A Railway (in this notice called "Railway No. 1") in substitution for a part of the railway authorised by the Caledonian Railway (Larbert and Grangemouth Connecting Lines) Act, 1881, and therein called Railway No. 1, which is to be abandoned as hereinafter provided; which intended Railway No. 1 will commence by a junction with that portion of the undertaking of the Company known as the Scottish Central Railway, at a point about 200 yards northward from the station master's house at the Larbert Station on the said Scottish Central Railway, and will terminate by a junction with the said authorised railway at a point about 170 yards southward

from the house called Mount Carron; which intended Railway No. 1 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Larbert and county of Stirling.

2. A Railway (in this notice called "Railway No. 2") commencing by a junction with that portion of the undertaking of the Company known as the Castlecary Branch, at a point about 130 yards westward from the station master's house at the Lower Greenhill Station on the said Branch, and terminating on the southern side of that portion of the undertaking of the Company known as the Forth and Clyde Navigation, at a point opposite and near to the post indicating distances on the said Navigation of 28 miles from Bowling and 7 miles from Grangemouth; which intended Railway No. 2 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Falkirk and county of Stirling.

3. A Railway (in this notice called "Railway No. 3") commencing by a junction with the railway authorised by the Caledonian Railway (Lanarkshire Lines) Act, 1881, and therein called Railway No. 1, at a point about 250 yards north-eastward from the bridge by which the public road from Coatbridge by Coatbank to Whiffat is carried over the Caledonian Railway, and terminating on the northern side of the Monkland Canal, which forms part of the undertaking of the Company, at a point about 170 yards south-westward from the south-western corner of the houses called Stewart's Land, in the village of Coatdyke, on the northern side of the turnpike road from Edinburgh by Airdrie to Glasgow; which intended Railway No. 3 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parish of Old Monkland and county of Lanark.

4. A Railway (in this notice called "Railway No. 4"), commencing by a junction with the said intended Railway No. 3, at a point about 125 yards eastward from the south-western corner of the said houses called Stewart's Land, and terminating on the northern side of the goods depôt of the Sheepfold Branch of the North British Railway, near the Sheepfold Locks of the said Monkland Canal, at a point about 115 yards north-westward from the bridge by which the public road leading from the village of Coatdyke to the said Sheepfold Locks is carried over the said Sheepfold Branch; which intended Railway No. 4 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Old Monkland and county of Lanark.

5. A widening of the Main Line of the Caledonian Railway from Carlisle to Edinburgh, commencing by a junction with that Main Line, at a point at the eastern side of the bridge by which Grove-street in the city of Edinburgh is carried over the said Main Line, and terminating at or near the southern end of the covered portion of the Company's passenger station in the said city; and in connection therewith, to stop up and appropriate the site of the lane leading from Romilly-place to St. Cuthbert's-lane in the said city; which intended widening and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, and the said lane, will be and are situate in the city of Edinburgh, the Royal

Burgh of Edinburgh, and the county of the city of Edinburgh, or one of them, and in the parish of St. Cuthbert and county of Midlothian.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take, and use, temporarily and permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the several intended Railways and other works hereinbefore described, and of the works and conveniences connected therewith.

To empower the Company to deviate, in the construction of the several intended railways and works hereinbefore described, from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans and provided by the Bill; to cross, stop up, appropriate, alter, and divert, temporarily and permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water courses, sewers, drains, gas and water pipes, and electric apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert for the purposes of the said proposed Railways and works; to provide that all altered or diverted portions of road which may be constructed by the Company under the powers of the Bill shall, as respects tolls (where tolls are exigible on the existing roads), and in all other respects form respectively parts of the existing roads, in lieu of or in connection with portions of which the same are respectively substituted or made under the said powers, and shall be managed and maintained by the respective parties entitled to manage and liable to maintain the said existing roads, or such other parties as shall be specified in the Bill; to extinguish any rights of way over or affecting any of the lands to be acquired under the powers of the Bill; to vary for the purposes of the Bill the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to limits of lateral and vertical deviation in the construction of works, and to alterations of roads, and substitution of roads in lieu of altered roads; and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building, or manufactory, where part only thereof is required for the purposes of the Company.

To empower the Company to levy tolls, rates, and charges for the use of the several Railways and works hereinbefore mentioned, and the conveyance and accommodation of traffic thereon and thereat; to alter the tolls, rates, and charges now leviable by the Company, and to confer, vary, and extinguish exemptions from the payment of such several tolls, rates, and charges.

To authorise the Company to abandon the construction of the railway in the parish of Govan, in the county of Lanark, authorised by the Caledonian Railway (Additional Powers) Act, 1875, and therein called Railway No. 1, and so much of the hereinbefore mentioned authorised Railway in the parishes of Larbert and Falkirk, in the county of Stirling, called in the Caledonian Railway (Larbert and Grangemouth Connecting Lines) Act, 1881, Railway No. 1, as extends from its commencement, as described in that Act, to the point hereinbefore described as the point of termination of the aforesaid intended Railway No. 1, and the whole of the railway in the said parish of Larbert, authorised by the last-mentioned Act, and therein called Railway No. 2, together with the works connected with

the railways and portion of railway so to be abandoned.

To extend the time limited by the Caledonian Railway (Additional Powers) Act, 1878, for the completion of the railways in the parishes of Barony of Glasgow, Springburn, Maryhill, and Cadder, in the county of Lanark, authorised by that Act, and therein called Railway No. 1 and Railway No. 2; and also to extend the time limited by the Caledonian Railway (Additional Powers) Act, 1876, and the Caledonian Railway Act, 1879, for the completion of so much of the railway in the parishes of Cadder, Maryhill, and Barony of Glasgow, in the county of Lanark, authorised by the Caledonian Railway (Additional Powers) Act, 1876, and therein called Railway No. 1, as was not required to be abandoned by the Caledonian Railway (Additional Powers) Act, 1878.

To repeal the provisions of the Acts hereinbefore mentioned which impose penalties upon the Company in the event of the several railways and portions of railway in relation to which respectively powers of abandonment and extension of time are to be applied for as aforesaid, not being completed and opened for public traffic within the respective periods limited by the said Acts.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, electric apparatus, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; to confer all powers, rights, and privileges, necessary or expedient for effecting those objects or in relation thereto; and to empower the Company, and all other companies, corporations, commissioners, trustees, and persons affected by those objects, to enter into agreements with each other in reference thereto, and to confirm any such agreements that may have been entered into.

To release, and to enable the Callander and Oban Railway Company, or the persons named in the warrants or orders for depositing the sums hereinafter mentioned, or the survivors or survivor of those persons, or the majority of them, to uplift and receive, the sum of £223 3s. 10d., being the balance still remaining deposited of the sum of £13,500 deposited with the Court of Exchequer in Scotland, in the name of the Queen's Remembrancer of that Court, in respect of the application to Parliament for the Callander and Oban Railway (Tyndrum to Oban) Act, 1874, and of the sum of £1,925, deposited as aforesaid in respect of the application to Parliament for the Callander and Oban Railway Act, 1878, after deducting from those sums the sum of £15,201 16s. 2d., already uplifted and received by them, notwithstanding that a small portion of the Railway authorised by the Callander and Oban Railway (Tyndrum to Oban) Act, 1874, and therein called Railway No. 1, has not been opened for the public conveyance of passengers, but only for goods traffic and station purposes.

To amend, and so far as necessary for any of the purposes aforesaid to repeal, the provisions of the following Acts, that is to say, the Caledonian Railway Act, 1845, the Caledonian Railway (Additional Powers) Act, 1875, the Caledonian Railway (Additional Powers) Act, 1876, the Caledonian Railway (Additional Powers) Act, 1878, the Caledonian Railway Act, 1879, the Caledonian Railway (Larbert and Grangemouth

Connecting Lines) Act, 1881, and the several other Acts relating to the Company, and to the undertakings belonging to, or held in lease, or worked by them, in whole or in part; the Callander and Oban Railway Act, 1865, the Callander and Oban Railway (Tyndrum to Oban) Act, 1874, the Callander and Oban Railway Act, 1878, and the several other Acts relating to the Callander and Oban Railway Company and their undertaking; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Company, or the Callander and Oban Railway Company, or any other company, body, or undertaking hereinbefore mentioned or referred to.

Plans describing the lines and situation of the several Railways and widening of Railway proposed to be made as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, and sections describing the levels of the said proposed Railways and widening of Railway, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and Ordnance or published maps with the lines of the proposed Railways and widening of Railway delineated thereon, so as to show their general course and direction, and copies of this notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the offices at Stirling and Falkirk respectively of the principal Sheriff-Clerk of the county of Stirling, in the offices at Glasgow, Hamilton, and Airdrie, respectively of the principal Sheriff-Clerk of the county of Lanark, and in the offices in Edinburgh of the principal Sheriff-Clerk of the county of the city of Edinburgh and of the county of Midlothian respectively; and copies of so much of the said plans, sections, and books of reference, as relate to the respective parishes hereinbefore mentioned, and to the city and Royal Burgh of Edinburgh, with copies of this notice, will, on or before the said 30th day of November, be deposited for public inspection as follows, that is to say, so far as respects each of the said parishes, with the Session Clerk of such parish at his office, and so far as respects the said city and Royal Burgh, with the Town Clerk thereof at his office in Edinburgh.

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, 1882.

Geo. Jackson, Glasgow.

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

In Parliament, Session 1883.

Great Eastern, Tendring Hundred, and Clacton-on-Sea Railway Companies.

Sale of the Undertakings of the Tendring Hundred Railway Company and Clacton-on-Sea Railway Company to, or their amalgamation with, the Undertaking of the Great Eastern Railway Company; Agreements between those Companies; Amendment of Acts, &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 to authorise the sale and transfer of the undertakings of the Tendring Hundred Railway Company and the Clacton-on-Sea Railway Company (hereinafter referred to as "the Selling Companies"),

or one of those undertakings, or some part or parts thereof respectively, to the Great Eastern Railway Company (hereinafter called "the Company"), or the amalgamation of the undertakings of the Selling Companies, or one of them (including all lands, property, rights, powers, and privileges of the respective Companies), with the undertaking of the Company, upon and subject to such terms (pecuniary or otherwise) and conditions as have been or may be agreed between the Companies interested, or as may be prescribed by the Bill, and to empower the Selling Companies, or either of them, on the one hand, and the Company on the other hand, to enter into and carry into effect agreements for any of those purposes, and to confirm, sanction, and give effect to any such agreement or agreements which have been or may be entered into, and, if need be, to provide for the distribution of the assets and the winding up of the affairs, and for the dissolution of the Selling Companies, or one of them.

To vest in the Company and enable them to exercise all or some of the powers, rights, and privileges of the Selling Companies, or either of them, whether with reference to the compulsory purchase of lands and houses, the construction of works, the raising of money by the issue of shares or stock, or by borrowing on mortgage, or by the issue of debenture stocks, or with reference to the undertakings of any other Companies or parties, or otherwise.

To authorise the Company for the purposes of any such sale, transfer, amalgamation, or agreement, or other the purposes of the Bill, and for the improvement and enlargement of the railways transferred, or the stations and works thereof, to apply their funds and revenues, and to create additional stock or share capital, and to raise further money by the creation of new ordinary or preference shares or stock in their undertaking, and by mortgage, debenture stock or otherwise.

To prescribe, define, vary, and regulate the capital of the Company, and the respective rights, priorities, and privileges of the several classes of stock and share holders, and of the mortgagees and creditors of the Company.

To confer upon the Selling Companies and the Company all such rights, powers, privileges, and authorities as may be necessary or expedient for carrying the objects and purposes of the Bill into complete and full effect, and to empower the Company to levy tolls, rates, and charges upon or in respect of the undertakings of the Selling Companies, or either of them; and, if necessary or thought expedient, to vary, alter, or repeal the tolls, rates, and charges now authorised to be taken upon or in respect of the same, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges, and to vary and extinguish all rights and privileges which would in any manner impede or interfere with any of the objects or purposes of the Bill, and to confer other rights and privileges.

And it is intended, so far as may be necessary and desirable for any of the purposes of the Bill, to vary, amend, or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say): "The Tendring Hundred Railway Acts, 1859 and 1862," "The Tendring Hundred Railway (Extension) Act, 1863," "The Tendring Hundred Railway Acts Amendment Act, 1864," "The Tendring Hundred Railway Act, 1867," and "The Tendring Hundred Railway (Arrangement) Act, 1874," and any other Act or Acts relating to the Tendring Hundred Railway Company, and "The Great Eastern Railway Act,

1862," and any other Act or Acts relating to the Company, and "The Clacton-on-Sea Railway Act, 1877," and any other Act or Acts relating to the Clacton-on-Sea Railway Company.

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 next.

Dated this 16th day of November, 1882.

Cupel A Curwood, Solicitor for the Bill,
Liverpool-street Station, E.C.

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

In Parliament.—Session 1883.

Great Western Railway.

(Railways in the Counties of Berks and Oxford, the City and County of Bristol, the Counties of Gloucester, Wilts, Somerset, Stafford, Glamorgan, and alteration of levels and works of a part of the South Wales Railway and an open cutting instead of tunnel on part of the Severn Tunnel Railway—Widening of bridge at Oxford—Alteration of road at Wrexham—Bridges, footpaths, and roads, in the Counties of Berks, Oxford, Glamorgan and Denbigh—Additional lands in the Counties of Bucks, Berks, Gloucester, Somerset, Salop, Monmouth, and Glamorgan—Power to Company and London and North Western Railway Company as to a bridge, road and footbridge in the County of Oxford, and stopping up of road there. Power to Company and Midland Railway Company as to additional lands in the County of Gloucester. 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; and of the Company and the London and North Western Railway Company—Vesting the undertaking of the Stratford-upon-Avon and Watlington and Princes Risborough Railway Companies in the Company—Power to the Company to subscribe to the Capital and Debenture Debt of the Staines and West Drayton Railway Company, Bristol and Portishead Pier and Railway Company, and of the Bridport Railway Company and towards the cost of certain works at Plymouth—Confirming agreements with the Staines and West Drayton, Bridport, Princetown, Whitland and Cardigan, Llangollen and Corwen and Halesowen Railway Companies, and with the Bristol and Portishead Pier and Railway Company—Agreements with the Bridport and Watlington and Princes Risborough Railway Companies—Provisions as to prevention of trespass on railways belonging to the Company and certain other Railway Companies—Further Provisions with reference to the Superannuation Funds of the Company—Release of the Deposits made in respect of the Bristol and North Somerset Camerton Branch and Tiverton and North Devon Railways—Power to apply Corporate Funds—Capital—Powers to London and North Western and Midland Railway Company to apply Corporate Funds and to the Bala and Festiniog Railway Company to raise 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 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) (being a widening of the Company's railway), commencing in the parish of St. Lawrence, Reading, by a junction with the Company's railway opposite the western end of the goods shed on the said railway at Reading, and terminating in the parish of Didcot by a junction with the said railway about 6 chains westward of the mile post thereon indicating 52½ miles from Paddington, 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.:—St. Lawrence, Reading, St. Mary's, Reading, Tilehurst, Purley, Whitechurch, Pangbourne, Basildon, Cholsey, Moreton, South Moreton, East Hagbourne, and Didcot, all in the county of Berks; Goring, South Stoke, and Moulsoford, all in the county of Oxford.

2. A Railway (No. 2) (being a widening of the Company's railway), to be wholly situate in the parish of Didcot, in the county of Berks, commencing by a junction with Railway No. 1 at a point above 5 chains eastward of the termination thereof above described, and terminating by a junction with the Company's railway to Oxford and Birmingham, about 7 chains westward of the western end of the signal box at the eastern end of the Company's Didcot Station.

3. A Railway (No. 3) (being a widening of the Company's Bristol and South Wales Union Railway), commencing in the parish of St. George, in the county of Gloucester, by a junction with the said railway of the Company about 14 chains southward of the entrance to the booking office at the Stapleton Road Station on that railway, and terminating in the parish of Stapleton by a junction with the said Bristol and South Wales Union Railway about 10 chains northward of the entrance to the booking office at the Ashley Hill Station on the said 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.: St. George and Stapleton, in the county of Gloucester, and St. Philip and Jacob, in the city and county of Bristol.

4. A Railway (No. 4) (being a widening of the Company's Bristol and South Wales Union Railway), commencing in the parish of Stoke Gifford, in the county of Gloucester, by a junction with the said railway about 1 chain northward of the crossing of Gipsy Patch-lane by the said railway, and terminating in the parish of Almondsbury by a junction with the authorised Severn Tunnel Railway, about 1 chain southward of the point of crossing of Bell-lane by the said last-mentioned 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.: Stoke Gifford and Almondsbury, all in the county of Gloucester.

5. A Railway (No. 5) commencing in the parish of St. George, in the county of Gloucester, by a junction with the main line of the Company's railway from London to Bristol, at or near the mile-post on the said railway indicating 117½ miles from Paddington, and terminating in the parish of St. Philip and Jacob, in the city and county of Bristol, by a junction with the Bristol and South Wales Union Railway of the Company, about 8 chains southward of the entrance to the booking office of the Company's Lawrence Hill Station, which intended railway will pass from, in, through, or into the several parishes, town-

ships, extra-parochial or other places following, or some of them, viz.:—St. George, in the county of Gloucester, and St. Philip and Jacob, in the city and county of Bristol.

6. A Railway (No. 6) commencing by a junction with the Berks and Hants Extension Railway of the Company, in the tithing of Wedhampton, in the parish of Urchfont, about 120 yards eastward of the mile post on the said railway indicating 81½ miles from Paddington, and terminating by a junction with the Wilts, Somerset, and Weymouth Railway of the Company at or near the centre of the Westbury passenger station on the said 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., Wedhampton, Patney, Etchilhampton, Stert, Urchfont, Fullaway, All Cannings, Potterne, Saint James or South Broom, Bishops' Cannings, Market Lavington, West Lavington, Poulshot, Worton, Marston, Great Cheverell, Little Cheverell, Seend, East Coulston, West Coulston, Tinhead, Baynton, Earl Stoke, Melksham, Steeple Ashton, Keevil, Edington, Bratton, Haywood, and Westbury, all in the county of Wilts. For the purpose of the said intended railway a portion, estimated to contain three-fourths of an acre, or thereabouts, of Stroud Common, and a portion, estimated to contain 1½ acres, or thereabouts, of Long Marston Common, both in the parish of Potterne, in the county of Wilts, are proposed to be taken by the Company.

7. A Railway (No. 7) commencing in the parish of Huish Episcopi by a junction with the Durston and Yeovil Branch Railway of the Company, about 388 yards (measured in a southeasterly direction along the railway) from the centre of the bridge carrying the public road from Langport to Curry Rivell, over the said branch railway, and terminating by a junction with the Wilts, Somerset, and Weymouth Railway of the Company, about 211 yards south-westward of the signal box near the south-western end of the down platform of the Castle Cary Station, and 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.: Langport, Langport East Over, Langport West Over, and Drayton, Huish Episcopi, Muchelney, Long Sutton, Somerton, Catsgore, North Over, Somerton Erle, Knowle, Upton, Pisbury, Pitney, Kingsdon, Charlton Mackrell, Charlton Adam, Keinton, Mandeville, Babcary, Podymore, Milton, Curry Rivell, North Barrow, South Barrow, Stert, Higher Farringdon otherwise Farrington, Lower Farringdon otherwise Farrington, Cary Fitzpaine, Lytes Cary, West Camel, Puddimore otherwise Podymore, Milton, East Lydford, Wheathill, Lovington, Alford, Dummer, Clanville, Cockhill, Castle Cary, and Almsford, otherwise Ansford, all in the county of Somerset.

8. A Railway (No. 8) commencing in the township of Bilston, in the parish of Wolverhampton, in the county of Stafford, by a junction with the Company's West Midland Railway, at or near the mile post thereon indicating 151½ miles from Paddington, and terminating in the parish of Sedgley, at or near the Birmingham Canal, near to the Spring Vale Furnaces, and about 27 chains south westward of the bridge carrying the Ettingshall and Bilston-road over the said canal, 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.: Wolverhampton, Bilston, and Sedgley, all in the county of Stafford.

9. A Railway (No. 9) commencing in the

parish of Briton Ferry, in the county of Glamorgan, by a junction with the South Wales Railway of the Company, about 10 chains northward of the crossing of the said railway by the South Wales Mineral Railway, and terminating by a junction with the Swansea and Neath Railway of the Company in the parish of Cadoxton juxta Neath, about 30 chains southward of the point where the tramway leading to the Crown Copper Works passes over that railway near to and westward of the said works, 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.: Briton Ferry, Neath, Llantwit juxta Neath, and Cadoxton juxta Neath, all in the county of Glamorgan.

10. A Railway (No. 10) commencing in the parish of Neath, in the county of Glamorgan, by a junction with the South Wales Railway of the Company at or near the level crossing of the said railway at the northern side of the Melyn Crythan Tin Works, and terminating by a junction with the Swansea and Neath Railway of the Company in the parish of Cadoxton juxta Neath, about 10 chains eastward of the mile-post on the said railway indicating 7 miles from Swansea; 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.: Neath, Llantwit juxta Neath, Briton Ferry, and Cadoxton juxta Neath, all in the county of Glamorgan.

An alteration of the levels and works of so much of the South Wales Railway of the Company as lies between a point in the parish of Ifton, in the county of Monmouth, about 8 chains eastward of the mile post on that railway indicating 148½ miles from Paddington, and a point about 1 chain eastward of the mile-post on the said railway indicating 149½ miles from Paddington, which intended alteration of levels and works will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them (that is to say): Ifton, Rogiett, and Llanvihangel, near Rogiett, all in the county of Monmouth.

An open cutting instead of tunnel at the western end of the authorised Severn Tunnel Railway, in the parish of Caldicot, in the county of Monmouth, between a point on the said railway about 11 chains westward of the mile post on the South Wales Railway of the Company indicating 147½ miles from Paddington, and a point thereon about 3 chains eastward of the same mile post.

An alteration of the levels and works of so much of the road called or known as Catherall's-lane, in the township of Wrexham Regis in the parish of Wrexham, in the county of Denbigh, as lies between a point in the said township and parish about 2 chains westward of the western end of the bridge which carries the said road under the Shrewsbury and Chester Railway of the Company, and a point on the said road about 6 chains eastward of the eastern end of the said bridge, and also to widen the said bridge on each side thereof over a part of the said road, which alteration of levels and works and widening will be wholly situate in the said township of Wrexham Regis and parish of Wrexham, in the county of Denbigh.

The widening, extension, and enlargement, at the eastern side thereof, of the bridge in the parish of St. Thomas, in the counties of Oxford and Berks, which carries the Company's Railway over the River Isis, near to and southward of the Company's Station at Oxford.

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 footpath in the parish of Sonning, in the county of Berks, which crosses the railway of the Company on the level about 11 chains eastward of the crossing of the River Kennet by that railway, and in lieu thereof to make and maintain a new footpath, to commence by a junction with the existing footpath about 11 yards northward of the said level crossing, and to terminate by a junction with the towing path of the River Kennet, on the north side of the said bridge, and to be situate wholly in the said parish.

So much as lies between the boundaries of the Company's property of the road in the parish of Wheatley, in the county of Oxford, which crosses the railway of the Company on the level at the western end of the platforms at the Wheatley Station on the said railway, and in lieu thereof to make and maintain a new road, to commence by a junction with the existing road about 1 chain southward of the western end of the down platform at the said station, and to terminate by a junction with the public carriage road leading from Wheatley to Cuddesden, about 4 chains southward of the point at which that road crosses over the Company's railway, near to and westward of the Wheatley Station, and to be situate wholly in the said parish.

So much as lies between the boundaries of the Company's property of the footpath in the parish of St. John's, Swansea, in the county of Glamorgan, which crosses the Swansea branch of the Company's railway on the level about 15 chains southward of the mile post on the said railway indicating 215½ miles from Paddington.

So much as lies between the boundaries of the Company's property of the following footpaths in the township of Broughton, in the parish of Wrexham, in the county of Denbigh, which cross the Moss Valley Branch Railway of the Company on the level, that is to say:—

- (a.) The footpath which crosses the said Moss Valley Branch about 32 chains northward of the Gatewen Colliery.
- (b.) The footpath which crosses the said branch about 52 chains northward of the said colliery.
- (c.) The footpath which crosses the said branch about 56 chains northward of such colliery.

And also the following footpath in the townships of Gwersyllt and Broughton, in the said parish and county, viz.:—

The footpath which crosses the said Moss Valley Branch Railway on the level about 4 chains southward of the Westminster Colliery.

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, and for the general purposes of their undertaking, 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 Upton-cum-Chalvey, in the county of Bucks, on the northern side of the Company's railway, and adjacent thereto, and extending for a distance of about 10 chains eastward and 10 chains westward of the mile post on the said railway indicating 18½ miles from Paddington.

Certain lands in the parish of Eton, in the county of Bucks, on the eastern side of the Company's Windsor Branch Railway, and adjoining thereto, and extending for a distance of about

16 chains northward and 19 chains southward of the mile post on that railway indicating 19½ miles from Paddington. These lands form part of the common, commonable, or lammass lands in the Manor of Eton, known as the Square Close, and the quantity proposed to be taken is estimated at 4½ acres.

Certain lands in the parish of Taplow, in the county of Bucks, on the northern side of and adjacent to the railway of the Company, and extending for a distance of about 29 chains eastward of the eastern end of the bridge which carries the railway of the Company over the River Thames, near Maidenhead.

Certain lands in the parish of Horfield, in the county of Gloucester, on each side of the Company's Bristol and South Wales Union Railway, and adjacent thereto, and extending for a distance of about 12 chains southwards, and about 52 chains northwards of the crossing of Lock Leaze-lane by the said railway.

Certain lands in the parish of St. George, in the county of Gloucester, on the eastern side of the Company's Bristol and South Wales Union Railway and adjacent thereto, and extending for a distance of about 21 chains southward of the bridge which carries the railway of the Midland Railway Company over the said Bristol and South Wales Union Railway near Lawrence Hill Station.

Certain lands in the parishes of Filton and Stoke Gifford, in the county of Gloucester, on each side of the Company's Bristol and South Wales Union Railway and adjacent thereto, and extending for a distance of about 53 chains southward of the crossing of Gipsy Patch-lane by the said railway.

Certain lands in the parishes of Norton Fitzwarren and Bishops Hull, in the county of Somerset, on each side of the Company's railway and adjacent thereto, and extending for a distance of about 27 chains eastward of the western end of the platforms at the Norton Junction Station.

Certain lands in the parish of Owestry, in the county of Salop, on the south-western side of the Company's station at Owestry, and adjacent thereto, and situate between Oswald-road and Beatrice-street.

Certain lands in the parish of St. Woollos, in the county of Monmouth, on the southern side of the Company's Western Valleys Railway and adjacent thereto, and extending from near the Company's weighing machine at Pill Bank to the bridge carrying the Alexandra Dock Railway over the Company's Loop Line at Waterloo Junction.

Certain other lands in the parish of St. Woollos, in the said county, on the eastern side of the Company's Eastern Valleys Railway and adjacent thereto, and extending for a distance of about 6 chains, measured in a northerly direction from the north end of the station building at Mill-street Station.

Certain lands in the parish of Aberistruth, in the said county, on the southern side of the Ebbw Vale branch of the Company's Western Valleys Railway and adjacent thereto, and extending from the bridge carrying the said branch railway over the River Ebbw Vach at Aberbeeg Station for a distance of 30 yards in a westerly direction.

Certain other lands in the said parish of Aberistruth, in the said county, on the western side of the said Ebbw Vale branch of the Company's railway and adjacent thereto, and extending from the public road level crossing on the said branch about 21 chains westward of Aber-

beeg to the southern end of Cwn Station on the said branch railway.

Certain lands in the parish of Llandaff, in the county of Glamorgan, on the northern side of the Company's South Wales Railway and adjacent thereto, and extending for a distance of about 23 chains eastward and about 4 chains westward of the mile post on the said railway indicating 171 miles from Paddington.

Certain lands in the parishes of St. Mary Cardiff and Llandaff, in the said county, on the northern side of the Company's railway and adjacent thereto, and extending for a distance of about 16 chains eastward and 9 chains westward of the mile post on the said railway indicating 170½ miles from Paddington.

To enable the Company and the London and North Western Railway Company (hereinafter referred to as the North Western Company), to stop up and discontinue so much of the road in the parish of St. Giles, in the county of Oxford, which crosses the railway of the Company, and also the railway of the North Western Company on the level about 6 chains northward of the mile post on the Company's railway indicating 64 miles from Paddington, as lies between a point about 4 chains eastward of the gate at the eastern end of the crossing of the North Western Company's railway, and a point about 1 chain westward of the gate at the western end of the crossing of the Company's railway, and in lieu thereof to make and maintain a new road over the said railways at or near the site of the said level crossings, such road to commence by a junction with the existing road about 4 chains eastward of the said gate at the eastern end of the level crossing of the North Western Company's railway, and to terminate by a junction with such road about 1 chain westward of the said gate at the western end of the level crossing of the Company's railway, and to be situate wholly in the said parish.

To enable the Company and the North Western Company to make and maintain a footbridge over the said Railways at the level crossings above referred to, such footbridge to commence at the present road, about 10 yards eastward of the gate at the eastern end of the said level crossing of the North Western Company's railway, and to terminate at such road about 10 yards westward of the gate at the western end of the level crossing of the Company's railway, and to be situate wholly in the parish of St. Giles, in the county of Oxford, and to prevent the user by foot passengers of so much of the said road as crosses the railway of the Company, and also the railway of the North Western Company on the level.

To enable the Company and the Midland Railway Company (hereinafter called the Midland 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 Clifton Extension Railway, and providing increased accommodation connected therewith (that is to say):—

Certain lands in the parishes of Stapleton, in the county of Gloucester, and the out parish of St. Philip and Jacob, in the city and county of Bristol, on each side of the railway of the Company which connects the Clifton Extension Railway with the Bristol and South Wales Union Railway, and adjacent thereto, and lying between Mina-lane and the said Bristol and South Wales Union Railway.

Certain lands in the parish of St. James and St. Paul united, in the city and county of Bristol, on the southern side of the Clifton Extension Railway, and adjacent thereto, and extending for

a distance of about 6 chains eastward and about 3 chains westward of Ashley Hill-road.

Certain lands in the said parish and county, on the southern side of Montpellier Station on the said Clifton Extension Railway, and lying between the said station and St. Andrew's-road.

Certain lands in the parish of Westbury-on-Trym, in the city and county of Bristol, on each side of the Clifton Extension Railway, and partly adjacent thereto, and also on each side of Kingsley-road.

Certain lands in the said parish and county, on the northern side of the said Clifton Extension Railway and adjacent thereto, and also adjoining the western side of Cheltenham-road.

Certain lands in the said parish and county, on the southern side of the said Clifton Extension Railway and adjacent thereto, and extending for a distance of about 44 yards on the western and 10 yards on the eastern side of Eastfield-road, measured along the said road from the said railway.

Certain lands in the said parish and county, on the northern side of the Clifton Extension Railway, and partly adjacent thereto, on each side of the Avenue-road.

Certain lands in the said parish and county, on each side of the said Clifton Extension Railway, and adjacent thereto, the lands on the south side extending for a distance of about 6 chains westward of the western side of Redland-road, and on the north side lying between Redland-road and Avenue-road.

Certain lands in the said parish and county, on each side of the said Clifton Extension Railway and adjacent thereto, and lying between Hampton-park and White Ladies'-road.

Certain lands in the said parish and county, on each side of the Clifton Extension Railway and adjacent thereto, and lying between Hampton-park and Hampton-road.

Certain lands in the parish of Clifton, in the city and county of Bristol, partly over the tunnel on the said Clifton Extension Railway, and partly adjacent thereto, and extending for a distance of about 5½ chains along the south-western side of Duchess-road, about 1½ chains along the south-eastern side of Beaufort-road, and about 2½ chains along the north-western side of the said last-mentioned road.

Certain lands in the said parish and county, partly over the tunnel on the said Clifton Extension Railway and partly adjacent thereto, and lying on each side of Pembroke-road.

And also certain other lands in the said parish and county, adjacent to some of the last-mentioned lands, and lying between the Downfield-road and Apsley-road.

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 or Companies acquiring the same 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 within or 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 bodies or 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, bodies, or persons, the power of constructing all or any of such roads, streets, footpaths or highways.

To vest in and appropriate for the purposes of the Company or of the respective Companies over whose lines or line such roads or footpaths at present pass 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 property of the Company, or of such other Companies respectively.

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 portion of railway for which an alteration of levels and works 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 portion of railway, 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 land; and to enable the Company to retain portions of land which may now be deemed superfluous, notwithstanding anything in the said Act or the Acts relating to the Company.

To extend the time for the sale by the Company and the North Western 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 undertakings, and to confer further powers on the Company and the North Western Company in relation to the said lands; to enable the Company and the North Western 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 and the North Western Company may think proper; and, so far as necessary, to alter, amend, and extend the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands; and to enable the Company and the North Western 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 and the North Western Company.

To provide for the vesting, or to vest the undertakings of the Stratford-upon-Avon Railway Company, and the Watlington and Princes Risborough Railway Company, 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, and to create and issue shares or stock 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, 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, 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, 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 Staines and West Drayton Railway Company, the Bristol and Portishead Pier and Railway Company, and the Bridport Railway Company (hereinafter referred to as the Bridport Company) or either of them, and to authorise the Company to subscribe or contribute towards the cost of certain works at Plymouth to be constructed by the Town Council of Plymouth, and to appropriate such portion of their authorised capital as may be necessary therefor, and to enter into and carry into effect agreements with the said Companies and with the Town Council of Plymouth respectively with reference thereto.

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 confirm and give effect to agreements between the Company on the one hand, and the Staines and West Drayton Railway Company, the Bridport Company, the Princetown Railway Company, the Whitland and Cardigan Railway Company, and the Llangollen and Corwen Railway Company respectively on the other hand, for the working, maintenance, use, and management of the respective undertakings of the said Companies, or any part or parts thereof, by the Company, and for other purposes.

To confirm and give effect to an agreement between the Company and the Bristol and Portishead Pier and Railway Company for and with respect to certain advances which have been

made by the Company to the said Bristol and Portishead Pier and Railway Company, and for other purposes.

To confirm and give effect to an agreement between the Halesowen Railway Company of the first part, the Midland Railway Company of the second part, and the Company of the third part, as to the working, maintenance, use, and management of the undertaking of the Halesowen Railway Company and the construction of certain works and conveniences connected therewith, and for other purposes, and to alter, vary, modify, or cancel the heads of arrangement dated the 27th day of April, 1865, and the agreement dated the 30th day of July, 1872, between the said Companies as to the Halesowen Railway and the construction, maintenance, working and use thereof, and for the other objects therein mentioned or any of the provisions or articles of such agreement, or any part or parts thereof.

To enable the Company and the Bridport Company, and the Company and the Watlington and Princes Risborough Railway Company (hereinafter referred to as the Watlington Company) to enter into and carry into effect contracts and agreements with reference, so far as respects the Bridport Company, to the working, maintenance, management, and use, of the extension of the Bridport Railway to the Harbour at Bridport and the works connected therewith, and so far as respects the Watlington Company to the working, maintenance, management, and use of the railway of that Company, and the works connected therewith, and as respects both Companies, with respect to the regulation, management, and transmission of traffic on or beyond the railways of the Company and the Bridport and Watlington Companies, or either of them, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates and charges arising in respect of any such traffic, and to enable the Company to work and use the railways and works of the Bridport Company, including the said extension to the harbour at Bridport, and the railway and works of the Watlington Company, and to receive and levy rates and tolls in respect thereof, and to confirm any agreement or agreements which may have been entered into between the Company and the Bridport and Watlington Companies respectively with respect to any of the matters aforesaid, or with reference to the user of the railways or either of them of the Bridport and Watlington Companies respectively by the Company.

To make other and more effectual provisions than now exist for the prevention and punishment of trespassers upon the railways, stations, or works of the Company and the North Western Company, of the Company and the Midland Company, of the Company and the Rhymney Railway Company, of the Company and the Metropolitan Railway Company, and of the Company and the Taff Vale Railway Company, and on any railways, stations, or works leased to or worked by the Company, and to vest in the Company and the said Companies respectively, as the case may be, or in any Joint Committee appointed by the Company, and any of such other Companies respectively, and their officers and servants, more immediate powers for the removal or apprehension of such trespassers, and to provide that all notices required to be exhibited with respect to the matters aforesaid, or any of them, may, instead of being painted on boards, or printed on paper and posted on boards, be printed, painted, or enamelled on enamelled or other iron, or on any other material that the Company or Companies may select.

To confer further powers upon the Directors of the Company and the Committees of Management of the Superannuation Funds of the Company 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 provide for the payment or 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 £1,928 deposited with the Court of Chancery in England in respect of the application to Parliament for the Bristol and North Somerset Railway Act, 1878, as mentioned in the 49th and 50th Sections of that Act, and for payment of the dividends and interest thereon (if any) and that such sum, together with the dividends and interest thereon (if any) 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 with respect thereto.

To provide for the transfer and release, upon the application of the Company, or of the Tiverton and North Devon Railway Company, or of any party or parties to be named or referred to in that behalf in the Bill, of the sum of £3,243 4s. 9d. Bank Three Pounds per cent. annuities, which annuities represents the sum of £3,250 deposited as mentioned in the 45th and 46th sections of the Tiverton and North Devon Railway Act, 1875, 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 the Tiverton and North Devon Railway Company, or to any other party or parties to be named in the Bill, and to make all necessary provisions with 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, and for becoming joint owners of the railways and works authorised by the Rhymney Railway Act, 1882, 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 North Western Company and the Midland Company to apply their corporate funds to the purposes of the intended Act, and to enable the Bala and Festiniog Railway Company to raise for the general purposes of their undertaking additional capital by the creation of shares or stocks, 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.

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): Acts relating to the Company and their undertaking, *videlicet* 5 and 6 Wm. IV, cap. 107, and any other Act or Acts relating to the Company.

Acts relating to the North Western 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.

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

Acts relating to the Midland Company and their undertaking, *videlicet* (local and personal

Act) 7 and 8 Vic., cap. 18, and any other Act or Acts relating to that Company.

Acts relating to the Stratford-upon-Avon Railway Company and their undertaking, videlicet (local and personal Act) 20 and 21 Vic., cap. 116, and any other Act or Acts relating to that Company.

Act relating to the Watlington Company and their undertaking, videlicet (local and personal Act) 32 and 33 Vic., cap. 143, and any other Act or Acts relating to that Company.

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

Acts relating to the Staines and West Drayton Railway Company and their undertaking, videlicet (local and personal Act) 36 and 37 Vic., cap. 128, and any other Act or Acts relating to that Company.

Acts relating to the Bridport Company and their undertaking, videlicet (local and personal Act) 18 Vic., cap. 11, and any other Act or Acts relating to that Company.

Acts relating to the Princetown Railway Company and their undertaking, videlicet (local and personal Act) 41 and 42 Vic., cap. 229, 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 Act) 32 and 33 Vic., cap. 91, and any other Act or Acts relating to that Company.

Acts relating to the Llangollen and Corwen Railway Company and their undertaking, videlicet (local and personal Act) 23 and 24 Vic., cap. 188, and any other Act or Acts relating to that Company.

Acts relating to the Halesowen Railway Company and their undertaking, videlicet (local and personal Act) 28 and 29 Vic., cap. 233, and any other Act or Acts relating to that Company.

Acts relating to the Bristol and North Somerset Railway Company and their undertaking, videlicet (local and personal Acts) 26 and 27 Vic., cap. 168, and 36 and 37 Vic., cap. 168, and any other Act or Acts relating to that Company.

And notice is hereby given, that maps, plans and sections relating to the objects of the intended Act, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November in the present year, as follows (that is to say): as regards the lands and works in the counties of Berks and Oxford, or either of them, 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 Oxford, at his office at Oxford. As regards the lands and works in the county of the city and county of Bristol, and in the county of Gloucester, or either of them, with the clerk of the peace for the city and county of Bristol, at his office in Bristol, and with the clerk of the peace for the county of Gloucester, at his office at Gloucester. As regards the lands and works in the county of Monmouth, with the clerk of the peace for the county of Monmouth, at his office at Usk. As regards the lands and works in the county of Wilts, with the clerk of the peace for the county of Wilts, at his office at Marlborough. As regards the lands and works in the county of Somerset, with the clerk of the peace for the county of Somerset, at his office at Wells. As regards the lands and works in the county of Stafford, with the clerk of the peace for the county of Stafford, at his office at Stafford. As regards the lands and works in the county of

Glamorgan, with the clerk of the peace for the county of Glamorgan, at his office at Cardiff. As regards the lands and works in the county of Denbigh, with the clerk of the peace for the county of Denbigh, at his office at Ruthin. As regards the lands in the county of Bucks, with the clerk of the peace for the county of Bucks, at his office at Aylesbury, and as regards the lands in the county of Salop, with the clerk of the peace for the county of Salop, at his office at Shrewsbury. 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 9th day of November, 1882.

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

In Parliament—Session 1883.

Ennerdale Railway.

(Incorporation of Company; Construction of Railway; Working and Traffic Arrangements with the London and North Western and Furness Railway Companies; Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company for making and maintaining the railway hereinafter mentioned, together with all necessary stations, sidings, works, and conveniences connected therewith, and to confer on the Company to be incorporated by the intended Act (hereinafter called "the Company") all necessary powers for effecting the following objects, or some of them (that is to say):—

A railway commencing in the parish of Arlecdon and township of Frizington by a junction with the Whitehaven, Cleator, and Egremont Railway (now vested in the London and North Western and Furness Railway Companies) at a point 13 chains 80 links or thereabouts, measured in a north-easterly direction from the centre of the bridge over the said railway, which said bridge adjoins the Eskett Junction signal box on the aforesaid railway, and terminating in the township of Ennerdale and parish of St. Bees (detached), at the easterly end of Lake Ennerdale, at a point at or near the westerly end of the first foot bridge over the River Liza, from the point where the said river enters the said lake, which said intended railway and works will pass from, through, or into, or be situate within the parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Arlecdon, Frizington, Lamplugh, Kelton, Salter, and Eskett, Ennerdale, Kinniside, and St. Bees (detached), all in the county of Cumberland.

To deviate in the construction of the said intended railway from the line and levels laid down upon the plans and sections to be deposited, as hereinafter mentioned, to such extent as will be provided by the intended Act.

To stop up, cross, divert, or alter, either temporarily or permanently, all such turnpike and other roads, highways, footways, railways, tramways, waters, watercourses, rivers, streams, and beckes within the aforesaid parishes, townships,

and extra-parochial places, or any of them, as may be necessary so to do, by reason or for the purposes of the said intended railway and works.

To purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, or rights and easements over lands, houses, tenements, and hereditaments respectively, without acquiring the freehold thereof, for the purposes of the said intended railway and works, and to vary or extinguish all rights and privileges connected with or appertaining to such lands, houses, tenements, and hereditaments so purchased or taken.

To raise money by the creation and issue of shares or stock, and by borrowing on mortgage or bond, and to issue debenture stock.

To levy tolls, rates, and duties upon or in respect of the said intended railway and works, and to alter existing tolls, rates, and duties, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To confer, vary, or extinguish other rights and privileges.

To empower the London and North Western Railway Company and the Furness Railway Company, or either of those Companies, and the Company, from time to time to make, enter into, and carry into effect, contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies of the intended railway and works, or any part thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the contracting Companies, or of any one or more of them; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the railways and works of the contracting parties, or of any one or more of them, or any part thereof; and of the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid; and to confirm any agreement which has been or may be made touching any of the matters aforesaid.

To vary or extinguish all rights and privileges which would interfere with the objects of the intended Act, or such contracts or arrangements.

And with the said intended Act will be incorporated the powers and provisions of the Acts following, or some of them, viz., the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, with such modifications of those Acts, or any of them, as may be deemed expedient.

To amend or repeal, so far as may be necessary or expedient, the local and personal Acts following (that is to say), the Act 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company: the Act 18 and 19 Vic., cap. 173, relating to the Furness Railway Company; the London and North Western and Furness Railway Companies (Whitehaven, Cleator, and Egremont Railway Vesting) Act, 1878, and any other Act or Acts relating directly or indirectly to those Companies or either of them.

And notice is hereby further given, that duplicate plans and sections of the said intended railway and works, and of the lands and houses to be taken for the purposes thereof, together with

a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, and an Ordnance map, showing the general course and direction of the said intended railway, 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 Cumberland, at his office at Carlisle, and 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 and works will be made, together with a copy of the said Gazette notice, will, on or before the said 30th day of November, be deposited for public inspection with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place, with the parish clerk of an adjoining parish, at his place of abode.

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

Dated this 11th day of November, 1882.

G. J. Parson, 432, Strand, W.C., Solicitor for the Bill.

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

The Board of Trade.—Session 1883.

Electric Lighting Act, 1882

(Grantham Electric Lighting Order).

(Empowering the Mayor, Aldermen, and Burgesses of the Borough of Grantham, either acting by the Council as the Urban Sanitary Authority of the said Borough, or otherwise, to construct, maintain, and work electric lines and works, and to produce and supply electricity within the said Borough for lighting and other purposes, public and private, and to break up public and private streets and other places in the said Borough, and to erect, lay down, provide, maintain, and use wires and other apparatus and works; acquire lands and other rights, and buy, sell, hire, or supply lamps, meters, fittings, and other apparatus; power to enter into agreements relative to the above matters; power to demand and recover rents and charges; make regulations as to lamps, fittings, &c.; levying of rates and charges; and other purposes).

NOTICE is hereby given, that application is intended to be made by the Mayor, Aldermen, and Burgesses of the Borough of Grantham (hereinafter called "the Undertakers"), being the Urban Sanitary Authority within such Borough, to the Board of Trade, on or before the 21st day of December next, under the provisions of "The Electric Lighting Act, 1882," for a Provisional Order under such Act for the following powers and purposes, or some of them:—

To authorize and empower the Undertakers to produce, supply, and store electricity, as defined by the said Act, for all or some of the public and private purposes as defined by the said Act, within the Borough of Grantham, and for these purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing-paths, bridges, culverts, sewers, gas and water mains and pipes, telegraph, telephone, and pneumatic tubes and pipes in the said Borough, and to lay down, set up, maintain, renew, or remove, either above or underground or otherwise, and in, through, under

over, along, and across all streets, roads, and public places and other places, as before mentioned, electric lines, pipes, tubes, wires, posts, distributing boxes, meters, apparatus, or other works or things of every description required for enabling the Undertakers to supply, produce, store, convey, transmit, or distribute electricity for the several public and private purposes aforesaid within the said area, or auxiliary thereto, and all other works to carry into effect the objects of the proposed undertaking.

To enable the Undertakers to purchase, hold, acquire, or take on lease any lands, or interests or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all buildings, storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorize the Undertakers to manufacture, hire, sell, buy, let, or otherwise deal with machines, lamps, accumulators, fittings, plant, machinery, and other matters or things, of whatever description, required for the purposes aforesaid, or used in connection with the Undertaking.

To authorize the Undertakers to purchase, acquire, use, sell, rent, or dispose of patent rights, licenses, or any other rights, and to enter into agreements relative to the manufacture, purchase, hire, use, sale, or disposal of patents or other machinery or things required for the purpose aforesaid, or used in connection with the undertaking.

To authorize the Undertakers to enter into any contracts with corporations, companies, or persons relative to the supply of electricity, or the construction, erection, maintenance, user, discontinuance, or removal of any electric lines or works, or the performance of any services or works connected therewith, or for the assignment, transfer, purchase, or sale of the Undertaking, or any rights, privileges, or liabilities granted by the Order indemnifying the Undertakers or any other persons in respect thereof, or otherwise relating in any manner to the Undertaking or the subject-matter thereof.

To authorize the Undertakers to enter upon any houses, buildings, lands, and premises supplied by them or otherwise for any purposes relative to such supply or connected with the Undertaking.

To authorize the Undertakers, on the one hand, and any corporation, vestry, district board, or other local sanitary or road authority, and any railway, dock, canal, or other company, on the other hand, to enter into and carry into effect, rescind, or renew contracts for empowering the Undertakers to enter upon or break up the streets, roads, and other places or things before mentioned, and, if thought expedient, to authorize such bodies, authorities, and companies, or any other persons to exercise the powers with respect to the breaking up of streets and other places and things before mentioned proposed by this Order to be conferred on the Undertakers.

To authorize the Undertakers to take, collect, and recover rates, rents, and charges, and to prescribe or revise the same from time to time, and to apply the moneys derived therefrom to the purposes of the Undertaking or otherwise.

To authorize the Undertakers to levy rates for the purposes of the Undertaking, and to apply any moneys in their hands, whether derived from rates or from this undertaking, or otherwise for the purposes of the Undertaking, or for any purpose auxiliary thereto, and to borrow money for the purposes of the Undertaking, and to defray

out of such rates or moneys, or any of them, all the costs of the said Undertaking, and of the obtaining and carrying out of the said Provisional Order, and for all other purposes and things connected therewith or auxiliary thereto.

To incorporate with the Provisional Order, and extend and apply to the proposed undertaking and works, and to the mayor, aldermen, and burgesses of the borough of Grantham, either acting in their council as the urban sanitary authority for the said borough or otherwise, as undertakers of the same, all or some of the provisions of "The Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Undertakers all or some of the powers within the area of supply hereinafter, mentioned that, by "The Electric Lighting Act 1882," are conferred or proposed to be conferred upon undertakers as defined by that Act, and as 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 these Acts, and to confirm or give effect to any agreement with any local authority or other corporation or person relative to the said Order or the undertaking proposed to be authorized thereby.

To make all such other regulations and conditions as the said Act authorizes or requires, or the Board of Trade may prescribe with respect to all or any matters in connection with the proposed undertaking.

The proposed area of supply, herein termed the "area of supply," is the borough of Grantham.

The nature of the proposed works to be erected under the order is steam engines, dynamo machines, batteries, storage batteries, or other appliances for the generation or storage of electricity, together with all buildings, houses, engine houses, warehouses, and other erections connected with the same, together with electric lines, wires, conductors, distributing boxes, meters, cut-out boxes, and other appliances of every description for the purpose of supplying, distributing, regulating, and measuring the electricity generated by the aforesaid works or otherwise, and all other works and things auxiliary thereto.

The streets and other places in, over, or along which it is proposed to place electric lines or other works are the streets and other places in the said borough.

The streets not repairable by the Local Authority, and of the Railways and Tramways, which the applicants propose to take powers by the Order to break up, are as follows:—

Agnes-street, Cold-harbour-lane, Grantley-place, Horse-and-Jockey-yard, Prospect-place, Cambridge-place, Paradise-place, Vine-place, St. Catherine's-road, Sexton's-row, Westbourne-place, Greenwood's-row, Portland-place, Slate Mill-place, Houghton's-place, Station-road, Hand's-yard, Trigg's-yard.

So much of the main line from London to York belonging to the Great Northern Railway Company as is situate within the borough of Grantham.

So much of the Ambergate line from Grantham to Nottingham, leased and worked by the Great Northern Railway Company, as is situate within the borough of Grantham.

The canals and navigable rivers which the Undertakers will be empowered under the Order to cross are as follows:—

The Grantham and Nottingham Canal, leased and worked by the Great Northern Railway Company.

The River Witham and the River Mowbeck.

Printed copies of the draft Order when applied for, and of the Order when made, may be obtained at the sum of one shilling each, at the office of Messrs. Williamson, Hill, and Co., 13, Sherborne-lane, King William-street, in the City of London, and also at the office of the Town Clerk in West-gate, Grantham aforesaid.

Every Local or other public Authority, Company, 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 Board of Trade, marked on the outside of the cover "Electric Lighting Act," within two months from the date hereof.

Dated the 18th day of November, 1882.

Aubrey H. Malim, Town Clerk.

In Parliament—Session 1883.

Central Wales and Carmarthen Junction Railway Company.

(Running Powers over and Use of various Railways and Portions of Railways of other Companies.)

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

1. To enable the Central Wales and Carmarthen Junction Railway Company (hereinafter called "the Company") and any other company or person lawfully working, using, or owning the undertaking of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or be defined by the intended Act, the following railways or portions of railways, that is to say:—

1. So much of the railway of the London and North Western Railway and Great Western Railway Companies as lies between the Craven Arms Station on the Shrewsbury and Hereford Railway of those Companies and the junction with the railway of the London and North Western Railway Company at or near such Craven Arms Station, together with the use of the Craven Arms Station.
2. So much of the Knighton, the Central Wales, and the Central Wales Extension Railways of the London and North Western Railway Company as lies between the junction before-named and the junction of the London and North Western Railway with the Vale of Towy Railway at or near Llandoverly.
3. The railway of the Vale of Towy Railway Company.
4. So much of the railway of the Llanelly Railway Company as lies between its junction with the last-named railway and the junction with the Company's railway at Llandilofawr.
5. So much of the railway of the Great Western Railway Company as lies between the junction of the railway belonging to that Company with the Central Wales and Carmarthen Junction Railway, at or near Abergwilly, and its junction with the railway of the Milford Railway Company at Johnston.

6. The railway of the Milford Railway Company.

7. The railway of the Milford Haven Dock Railway Company.

8. So much of the railway of the Great Western Railway Company as lies between the said junction at Johnston and New Milford, together with the use of all stations, watering-places, booking-offices, warehouses, sidings, works, and conveniences connected with the said railways or portions of railways so to be run over, worked, and used as aforesaid.

To alter, amend, vary, or repeal some or any of the provisions of the Central Wales and Carmarthen Junction Railway Act, 1873, and any other Act relating to or affecting the Company.

To require the Companies owning the said railways and portions of railways and stations respectively to afford all requisite facilities for the purpose, and to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking-offices thereof, all traffic of every description coming from or destined for, or passing over the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as, failing agreement, may be determined by arbitration or defined by the intended Act.

Printed copies of the intended Act for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons on or before the 21st December next.

Dated this 15th day of November, 1882.

S. F. and H. Noyes, 1, The Sanctuary, Westminster, Solicitors.

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

To the Board of Trade.

The Railway Companies Powers Act, 1864.

Latimer-road and Acton Railway.

(Application to the Board of Trade for a Certificate for Raising Additional Capital.)

NOTICE is hereby given, that application has been made to the Board of Trade by the Latimer-road and Acton Railway Company, pursuant to the Railway Companies Powers Act, 1864, for a Certificate to authorise the said Company to raise additional capital by the creation and issue of new shares or stock, either ordinary or preference, or by borrowing on mortgage, with power to create and issue debenture stock, or by all or any of those modes, or as may be prescribed in the Certificate. Copies of the Draft Certificate will be supplied at the price of 6d. each to all persons applying for them, at the Office of the undersigned, Messrs. Burchell, 5, The Sanctuary, Westminster, S.W.

All persons desirous of making to the Board of Trade any representation, or of bringing before them any objection, may do so by letter addressed to the Secretary of the Board of Trade, Whitehall, London, S.W., on or before the 1st day of January next.

And notice is hereby also given, that after the Board of Trade have settled the said Draft Certificate, copies thereof as so settled will be furnished at the office of the undersigned, Messrs. Burchell, to all persons applying for them at such price as the Board of Trade may direct.

Dated the 16th day of November, 1882.

Burchells, 5, The Sanctuary, Westminster, S.W.

In Parliament.—Session 1883.

East London Tramways.

(Incorporation of Company with powers to construct Street Tramways in Limehouse, Poplar, Shoreditch, Whitechapel, and Bethnal Green; to break open, cross, and interfere with Public Streets, Bridges, Tramways, and other works; to levy Tolls, to acquire Lands by Agreement; Agreements and Confirmation of Agreements with Local and Road Authorities and others; Provisions for regulating Traffic of the Streets and User of the Tramways; to vary or extinguish Rights and Privileges; Incorporation and Amendment of Acts; and other Provisions.)

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

To incorporate a Company (hereinafter referred to as “the Company”), and to confer upon them all necessary powers for constructing and maintaining the following Tramways, or some of them, or some part or parts thereof respectively, together with all rails, plates, chairs, sleepers, works, and conveniences connected therewith, all in the county of Middlesex, that is to say:—

Tramway No. 1 (single line) in Great Eastern-street, Shoreditch, commencing at the junction of Great Eastern-street and Old-street, at a point about 1·35 chain from the entrance door of the Shoreditch County Court, situate in Old-street, measured in an easterly direction, and terminating at a point about 1 chain, measured in an easterly direction from its commencement.

Tramway No. 2 (double line) in Great Eastern-street, commencing at the termination of Tramway No. 1, and terminating at a point about 2·58 chains, measured in a south-easterly direction from George-street.

Tramway No. 3 (single line) in Great Eastern-street and High-street, Shoreditch, and crossing the North Metropolitan Tramways in High-street, commencing at the termination of Tramway No. 2, and terminating in High-street, at a point about 30 links, measured in a southerly direction from the east-end of George-street.

Tramway No. 4 (single line) in High-street and Bethnal-green-road, commencing at the termination of Tramway No. 3, and terminating at a point in Bethnal-green-road about 1·10 chain, measured in an easterly direction from High-street.

Tramway No. 5 (double line) in Bethnal-green-road, commencing at the termination of Tramway No. 4, and terminating at a point about 1·45 chain, measured in an easterly direction from Holly-bush-place.

Tramway No. 6 (single line) in Bethnal-green-road, commencing at the termination of Tramway No. 5, and terminating at a point about 1 chain from its commencement, measured in an easterly direction.

Tramway No. 7 (single line) in High-street, Shoreditch, and Commercial-street, commencing at the termination of Tramway No. 3, and terminating at a point in Commercial-street about $\frac{1}{2}$ chain from the commencement of such street with High-street, Shoreditch, measured in a south-easterly direction.

Tramway No. 8 (single line) in Great Eastern-street, crossing High-street, Shoreditch, and the North Metropolitan Tramways, and in Commercial-street, commencing at the termination of Tramway No. 2, and terminating by a junction with Tramway No. 7 at its termination.

Tramway No. 9 (single line) in Commercial-street, commencing at the terminations of Tram-

ways Nos. 7 and 8, and terminating at a point about 25 links, measured in a south-easterly direction from Fleur-de-Lis-street.

Tramway No. 10 (double line) in Commercial-street, commencing at the termination of Tramway No. 9, and terminating at a point about $\frac{1}{2}$ chain, measured in a south-easterly direction from Wheeler-street.

Tramway No. 11 (single line) in Commercial-street, commencing at the termination of Tramway No. 10, and terminating at a point about 40 links, measured in a southerly direction from Brushfield-street.

Tramway No. 12 (double line) in Commercial-street, commencing at the termination of Tramway No. 11, and terminating at a point about 40 links, measured in a southerly direction from Dorset-street.

Tramway No. 13 (single line) in Commercial-street, commencing at the termination of Tramway No. 12, and terminating at a point about $2\frac{1}{2}$ chains, measured in a south-easterly direction from Wentworth-street.

Tramway No. 14 (double line) in Commercial-street, commencing at the termination of Tramway No. 13, and terminating at a point about 5 chains measured in a south-easterly direction from Wentworth-street.

Tramway No. 15 (single line) in Commercial-street, crossing High-street, Whitechapel, and the North Metropolitan Tramways, and in Leman-street commencing at the termination of Tramway No. 14 and terminating in Leman-street at a point about 60 links, measured in a south-easterly direction from Great-Alie street.

Tramway No. 16 (double line) in Leman-street, commencing at the termination of Tramway No. 15, and terminating at a point about 3·10 chains, measured in a south-easterly direction from Great Alie-street.

Tramway No. 17 (single line) in Leman-street, crossing Cable-street, and in Dock-street, commencing at the termination of Tramway No. 16, and terminating in Dock-street, at a point about $1\frac{1}{2}$ chain measured in a south-easterly direction from Cable-street.

Tramway No. 18 (double line) in Dock-street, commencing at the termination of Tramway No. 17, and terminating at a point about 4·10 chains measured in a south-easterly direction from Cable-street.

Tramway No. 19 (single line) in Dock-street, commencing at the termination of Tramway No. 18 and terminating at a point about 1 chain from its commencement, measured in a south-easterly direction.

The tramways and works hereinbefore described will be situate in, and pass from, through, or into the parishes or places following, or some or one of them—viz.: St. Leonard, Shoreditch; Christchurch, Spitalfields; St. Mary, Whitechapel; and St. Matthew, Bethnal-green.

Tramway No. 20 (single line) in Commercial-road, commencing at a point opposite the north-east end of Gill-street, and terminating at a point 1·30 chain measured in a south-easterly direction from Gill-street.

Tramway No. 21 (double line) in Commercial-road and West India Dock-road, commencing at the termination of Tramway No. 20, and terminating in the West India Dock-road, at a point about 3·80 chains, measured in a south-easterly direction from Gill-street.

Tramway No. 22 (single line) in West India Dock-road, commencing at the termination of Tramway No. 21, and terminating at a point about $1\frac{1}{2}$ chain, measured in a south-easterly direction from Birchfield-street.

Tramway No. 23 (double line) in West India Dock-road, commencing at the termination of Tramway No. 22, and terminating at a point about 5 chains, measured in a south-easterly direction from Birchfield-street.

Tramway No. 24 (single line) in West India Dock-road, Garford-street, and Bridge-road, commencing at the termination of Tramway No. 23, and terminating in Bridge-road at a point about 1 chain, measured in a south-easterly direction from Bowley-street.

Tramway No. 25 (double line) in Bridge-road, commencing at the termination of Tramway No. 24, and terminating at a point about $3\frac{1}{2}$ chains, measured in a southerly direction from Bowley-street.

Tramway No. 26 (single line) in Bridge-road (and crossing the Turnbridge), commencing at the termination of Tramway No. 25, and terminating at a point about 8 chains, measured in a southerly direction from the south end of the Turnbridge to the Lock at the Limehouse entrance to the Basin of West India Docks.

Tramway No. 27 (double line) in Bridge-road, commencing at the termination of Tramway No. 26, and terminating at a point about $10\frac{1}{2}$ chains, measured in a southerly direction from the south end of the Turnbridge to the Lock at the Limehouse entrance to the Basin of West India Docks.

Tramway No. 28 (single line) in Bridge-road (crossing the Turnbridge), and in West Ferry-road, commencing at the termination of Tramway No. 27, and terminating at a point about $\frac{1}{2}$ chain, measured in a northerly direction from Cuba-street.

Tramway No. 29 (double line) in West Ferry-road, commencing at the termination of Tramway No. 28, and terminating at a point about 2 chains, measured in a southerly direction from Cuba-street.

Tramway No. 30 (single line) in West Ferry-road, commencing at the termination of Tramway No. 29, and terminating at a point about 20 links, measured in a southerly direction from Charles-street.

Tramway No. 31 (double line) in West Ferry-road, commencing at the termination of Tramway No. 30, and terminating at a point about 2-80 chains, measured in a southerly direction from Charles-street.

Tramway No. 32 (single line) in West Ferry-road, commencing at the termination of Tramway No. 31, and terminating at a point about 7-40 chains, measured in a southerly direction from Glengall-road.

Tramway No. 33 (double line) in West Ferry-road, commencing at the termination of Tramway No. 32, and terminating at a point about 9-90 chains, measured in a southerly direction from Glengall-road.

Tramway No. 34 (single line) in West Ferry-road, commencing at the termination of Tramway No. 33, and terminating at a point about 10-60 chains, measured in a southerly direction from Glengall-road.

Tramway No. 35 (double line) in West Ferry-road (crossing the Swing bridge), commencing at the termination of Tramway No. 34, and terminating at a point about 4-30 chains, measured in a northerly direction from Gaverick-street.

Tramway No. 36 (single line) in West Ferry-road, commencing at the termination of Tramway No. 35, and terminating at a point about $1\frac{1}{4}$ chain, measured in a south-easterly direction from Claude-street.

Tramway No. 37 (double line) in West Ferry-road, commencing at the termination of Tramway No. 36, and terminating at a point about 3-75

chains, measured in a south-easterly direction from Claude-street.

Tramway No. 38 (single line) in West Ferry-road, commencing at the termination of Tramway No. 37, and terminating at a point about 1-30 chain, measured in a south-easterly direction from Deptford Ferry-road.

Tramway No. 39 (double line) in West Ferry-road, commencing at the termination of Tramway No. 38, and terminating at a point about 3-80 chains, measured in a south-easterly direction from Deptford Ferry-road.

Tramway No. 40 (single line) in West Ferry-road, commencing at the termination of Tramway No. 39, and terminating at a point about $2\frac{1}{2}$ chains, measured in a south-easterly direction from Chapel House-street.

Tramway No. 41 (double line) in West Ferry-road, commencing at the termination of Tramway No. 40, and terminating at a point about 5 chains, measured in an easterly direction from Chapel House-street.

Tramway No. 42 (single line) in West Ferry-road, commencing at the termination of Tramway No. 41, and terminating at a point about 6 chains, measured in an easterly direction from Ferry-street.

Tramway No. 43 (double line) in West Ferry-road, commencing at the termination of Tramway No. 42, and terminating at a point about 2 chains, measured in a north-easterly direction from Johnson-street.

Tramway No. 44 (single line) in West Ferry-road and Manchester-road, commencing at the termination of Tramway No. 43, and terminating in Manchester-road at a point about 75 links, measured in a north-easterly direction from Brig-street.

Tramway No. 45 (double line) in Manchester-road, commencing at the termination of Tramway No. 44, and terminating at a point about $1\frac{1}{2}$ chain, measured in a north-easterly direction from Newcastle-street.

Tramway No. 46 (single line) in Manchester-road, commencing at the termination of Tramway No. 45, and terminating at a point about 2-60 chains, measured in a south-easterly direction from Pier-street.

Tramway No. 47 (double line) in Manchester-road, commencing at the termination of Tramway No. 46, and terminating at a point about 10 links, measured in a south-easterly direction from Pier-street.

Tramway No. 48 (single line) in Manchester-road, commencing at the termination of Tramway No. 47, and terminating at a point about 75 links, measured in a south-easterly direction from Glengall-road.

Tramway No. 49 (double line) to Manchester-road, commencing at the termination of Tramway No. 48, and terminating at a point about 1-75 chain, measured in a north-westerly direction from Glengall-road.

Tramway No. 50 (single line) in Manchester-road, commencing at the termination of Tramway No. 49, and terminating at a point about 2-30 chains, measured in a northerly direction from Samuda-street.

Tramway No. 51 (double line) in Manchester-road, commencing at the termination of Tramway No. 50, and terminating at a point about 4-80 chains, measured in a northerly direction from Samuda-street.

Tramway No. 52 (single line) in Manchester-road and East Ferry-road, commencing at the termination of Tramway No. 51, and terminating in East Ferry-road at a point about 3-80 chains, measured in a southerly direction from south end of the drawbridge to the Basin of South Dock.

Tramway No. 53 (double line) in East Ferry-road, commencing at the termination of Tramway No. 52, and terminating at a point about 1·30 chain, measured in a southerly direction from south end of the drawbridge to the Basin of South Dock.

Tramway No. 54 (single line) in East Ferry-road (crossing the drawbridge), and in New-road, commencing at the termination of Tramway No. 53, and terminating in New-road, at a point about 8·10 chains, measured in a northerly direction along that road from Cold Harbour-street.

Tramway No. 55 (double line) in New-road, commencing at the termination of Tramway No. 54, and terminating at a point about 85 links, measured in a southerly direction from the south end of the drawbridge of the Lock into West India Dock Basin.

Tramway No. 56 (single line) in New-road (crossing the drawbridge) and in Preston's-road, commencing at the termination of Tramway No. 55, and terminating at a point about 5·80 chains, measured in a northerly direction from Russell-street.

Tramway No. 57 (double line) in Preston's-road, commencing at the termination of Tramway No. 56, and terminating at a point about 8·40 chains, measured in a northerly direction from Russell-street.

Tramway No. 58 (single line) in Preston's-road, commencing at the termination of Tramway No. 57, and terminating at a point about 25 links, measured in a northerly direction from Bedford-street.

Tramway No. 59 (double line) in Preston's-road, commencing at the termination of Tramway No. 58, and terminating at a point about 1·75 chain, measured in a northerly direction from Bedford-street.

Tramway No. 60 (single line), in Preston's-road, commencing at the termination of Tramway No. 59, and terminating at a point about 2·25 chains, measured in a northerly direction from Bedford-street.

The tramways and works lastly hereinbefore described will be situate in, and pass from, through, or into the parishes or places following, or some or one of them, viz., All Saints, Poplar, and St. Anne, Limehouse.

Note.—Where, in the description of any of the proposed tramways, any distance is given with reference to any street which intersects or joins another street, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets, and continued (if need be), 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 that 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 or bridges herein-after mentioned and the nearest rail of the tramway, that is to say:—

In Garford-street.

On the south side of the street, from its commencement and junction with West India Dock-road to Bridge-road.

In Bridge-road.

On the west side of the road, between points respectively about 20 links and 1 chain south of Garford-street; on the west side of the road, between points respectively about 3 chains and 5·50 chains south of Garford-street; on the west side of the road, between points respectively about 10·80 chains and 13·30 chains south of Garford-street; on the west side of the road, between

points respectively about 20·70 chains and 22·70 chains south of Garford-street; on the west side of the road (and drawbridge), between points respectively about 28·70 chains, and 31·30 chains south of Garford-street; on the east side, north-east side, and east side of the road (and drawbridge) throughout the entire length of the tramway from Garford-street to the junction of Bridge-road with West Ferry-road.

In West Ferry-road.

On the east side of the road, between points respectively about 30 links and 2·30 chains north of Manilla-street; on the east side of the road, between points respectively about 25 links and 2·75 chains south of Charles-street; on the south-west side of the road, between points respectively about 7½ chains and 10 chains south of Glengall-road; on the east and west side of the swing-bridge of the Lock into Outer Millwall Dock, and also on the east and west sides of the road approaches north and south of such bridge, for a distance of about 95 links respectively on either side of the swing-bridge; on the east side of the road, between points respectively about 1·30 chain and 3·80 chains south-east of Claude-street; on the west side of the road, between points respectively about 7 chains and 7·80 chains south-east of Claude-street; on the south-west side of the road, between points respectively about 1·50 chain and 8·50 chains south-east of Ingleheim-street; on the north side of the road, between points respectively about 20 links west of Johnson-street, and 1·35 chain north-east of Johnson-street; on the south side of the road, between points respectively about 30 links and 1·30 chain north-east of Johnson-street.

In East Ferry-road.

On the east side of the road, between points respectively about 1·30 chain and 3·80 chains south of the south end of the drawbridge at the north end of East Ferry-road; on the east and west sides, for the entire length of the drawbridge at the north end of East Ferry-road.

In New-road.

On the west side of the road, between points respectively about 90 links and 9·80 chains north of the north end of the drawbridge at the north end of East Ferry-road; on the west side of the road, for a distance of about 1 chain, measured in a southerly direction from the south end of the drawbridge of the Lock into West India Dock Basin; on the east and west sides of the drawbridge of the Lock into West India Dock Basin, for the entire length of the drawbridge.

In Preston's Road.

On the north side of the road, for a distance of about 1½ chain, measured in an easterly direction from the north end of the drawbridge of the Lock into West India Dock Basin; on the west side of the road, between points respectively about 30 links and 1·30 chain north of Russell-street; on the west side of the road, between points respectively about 5·90 chains and 8·40 chains north of Russell-street; on the east side of the road, between points respectively about 90 links and 2 chains south of High-street, Poplar.

It is intended to lay the Tramways on a gauge of 4 feet 8½ inches.

It is not intended to run on the proposed Tramways carriages or trucks adapted for use upon railways.

To empower the Company from time to time (either temporarily or permanently) to construct, lay down, alter, or remove all such crossings, curves, passing places, sidings, loops, junctions, and other works, in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or for affording

access to any stables, carriage-houses, buildings, sheds, or other works and premises of the Company.

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

To reserve to the Company and their lessees the exclusive right of using on the intended tramways, carriages having flange wheels or other wheels specially or particularly adapted to run on an edge rail or on grooved or other rails.

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

To make provision for regulating the passage of passengers or other traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways, or any part or parts thereof, will be laid, 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 local or road authorities, the Metropolitan Board of Works, and the Board of Trade, or any of them, or some other public body or authority, to make, approve, sanction, or confirm, and when made, to rescind, annul, or add to bye-laws, rules, and regulations, with reference to all or any of the matters aforesaid; and to attach penalties for the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To empower the Company to grant licences to use the proposed Tramways, or any of them, or any part thereof, on such terms and conditions as the Board of Trade or other public body or authority may approve, or the Bill may prescribe.

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

To provide for the maintenance and repair by the Company, or their lessees or other persons, bodies, or authorities, of the whole or some portion of any streets, roads, highways, or thoroughfares in which any tramway may for the time being be laid; and to provide for the use or disposition by the Company of all or any of the materials or things excavated or removed by them in the construction or repair of any of the proposed tramways, and to empower the Company and their lessees on the one hand, and any local or road authority, corporation, bodies, and persons on the other hand, to enter into contracts with respect to the matters aforesaid.

To empower the Company on the one hand,

and any corporation, local or road authority, trustees, bodies, or persons having respectively the control, or management, or the duty of directing the repairs of any streets or roads along which the proposed tramways will be laid, on the other hand, to enter into contracts or agreements with respect to the construction, or the mode or system of construction, laying down, maintaining, renewing, and repairing the proposed tramways, or any, or any part of them, and the rails, plates, chairs, sleepers, materials, and works connected therewith or used in constructing the same, and for facilitating the passage of carriages and traffic over or along the same; and for or in relation to the user, working, lease, sale, and purchase of the whole or any part of the proposed tramways, and for such consideration, or on payment of such gross or other sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting parties, or as the Bill may provide.

To empower the Company from time to time to enter upon and to open and break up the surface of, and to alter, cross, divert, widen, improve, enlarge, stop up, and otherwise interfere with streets, highways, lanes, turnpike and other roads and ways (public and private), and thoroughfares, bridges, railways, tramways, canals, towing-paths, streams, rivers, watercourses, aqueducts, culverts, subways, drains, sewers, pavements, gas and water mains and pipes, and electric telegraph poles, pipes, tubes, wires, and apparatus, and also to empower the Company to alter, widen, strengthen, or improve all or any bridges, drawbridges, swing bridges, arches, and other works to be crossed by the proposed Tramways, so far as may be necessary for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed Tramways, 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 their undertaking, to purchase and take, and otherwise acquire by agreement, and to take on lease and to hold, and to sell or dispose of lands, houses, buildings, and hereditaments and easements in or over land, and to erect and maintain offices, buildings, stables, sheds, workshops, and other conveniences on any of such lands.

To sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made, by the Company or the Promoters on the one hand, and any corporation, local or road authority, or other body, company or persons on the other hand, for or with respect to any of the purposes mentioned in this Notice.

The intended Act will vary or extinguish all rights and privileges which are inconsistent with, or which would or might in any way impede or interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself, with or without alteration, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, such parts of The Railway Clauses Consolidation Act, 1845, as relate to roads, bridges, and the temporary occupation of lands during construction of the works, and the Tramways Act, 1870, and will or may alter, amend, or repeal the provisions of any local or other Acts of Parliament which it may be necessary to alter, amend, or repeal for effecting the objects of the Bill.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed Tramways, and a book of reference to the plans, with

a copy of this Notice, as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, E.C., and at the office of the Metropolitan Board of Works, Spring Gardens, S. W.; 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 parishes in or through which the proposed Tramways will be laid, with a copy of this Notice, published as aforesaid, will be deposited as follows: as regards the parish of St. Anne, Limehouse, with the Clerk to the Limehouse District Board of Works, at his office in White Horse-street, Commercial-road East, E.; as regards the parish of All Saints, Poplar, with the Clerk to the Poplar District Board of Works, at his office, 117, High-street, Poplar, E.; as regards the parish of St. Leonard's, Shoreditch, with the Vestry Clerk, at his office at the Shoreditch Town Hall, Old-street, E.; as regards the parishes of St. Mary, White-chapel, and Christ Church, Spitalfields, with the Clerk to the Whitechapel District Board of Works, at his office, 15, Great Saint Alie-street, White-chapel, E.; and as regards the parish of St. Matthew, Bethnal-green, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Bethnal-green, E.

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, 1882.

Sutton and Ommanney, 3 and 4, Great Winchester - street, London, E. C., Solicitors.

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

In Parliament—Session 1883.

Great Eastern Railway (High Beech Extension).

(Construction of Railway in Essex, from the Chingford Branch of the Great Eastern Railway to near High Beech; Diversion of Road; Purchase of Lands by Compulsion and Agreement; Tolls, Rates, and Charges, &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 Great Eastern Railway Company (hereinafter called "the Company") to make and maintain, with all proper stations, approaches, works, and conveniences connected therewith respectively, the railway and diversion of public carriage-road hereinafter described (that is to say):—

1. A railway to be wholly situate in the county of Essex, commencing in the parish of Chingford St. Paul, by a junction with the Chingford Branch Railway of the Company at the termination thereof, and terminating in the parish of Waltham Holy Cross, in a field abutting upon Epping Forest, belonging or reputed to belong to Robert Edwards, and in the occupation of John Hyde and Henry Mills, at a point about 17 chains, measured in a north north-easterly direction from the Duke of Wellington Inn, which said intended railway will be situate in the parishes and extra-parochial or other places following, or some of them, that is to say, Chingford, Chingford St. Paul, Waltham Holy Cross, Sewardstone, and Upshire.

2. A road diversion, wholly in the parish of Waltham Holy Cross, and county of Essex, commencing on the public carriage-road leading from High Beech to Beech Hill-park, such diversion to commence at a point about 330

yards, measured along the said road in a south-westerly direction from the lodge gates to the said park, and to terminate at a point on the said road about 300 yards measured in a north-easterly direction from the said lodge gates.

And the Bill will or may extinguish all public and private rights of way, and other rights over or affecting the said road between the points of commencement and termination of the intended diversion thereof aforesaid, and authorise the Company to stop up and discontinue for traffic that portion of the said road, and vest or provide for the vesting of the site and soil thereof either in the Company or in the owner or owners of the lands abutting upon or adjoining the same, or partly in the Company and partly in such owner or owners, or some or one of them, and will or may make provision for the dedication of the road, of which the intended diversion will consist, to and its repair by the public.

And it is intended by the Bill to authorise the Company to deviate laterally from the lines of the intended works to be shown on the plans hereinafter mentioned, and also to deviate vertically from the levels to be shown on the sections hereinafter mentioned.

To authorise the Company to purchase and take by compulsion or agreement lands, houses, tenements, and hereditaments, for the purposes of the Bill.

To authorise the purchase of so much of any lands, houses, buildings, or other property as may be required for all or any of the purposes of the intended Act, without being compelled to purchase the whole thereof, and to exempt the Company from the provisions of the 92nd Section 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, telegraph and other posts, wires, and apparatus, railways and tramways within the aforesaid parishes and places, or any of them, as may be necessary or convenient for the purposes of the intended works.

To empower the Company to levy tolls, rates, and charges upon or in respect of the intended railway, and to confer exemptions from such tolls, rates, and charges respectively.

And it is intended by the Bill to take for or in connection with the proposed railway, certain lands, being or reputed to be, commons or commonable lands, of which the following are particulars, and the estimated quantities proposed to be taken:—

Name (if any) by which the lands are known.	Where the lands are situate.	Quantity within the limits of deviation.	Estimated quantity to be taken.
Chingford Plain, Hawkwood	Parish of Chingford St. Paul, Essex	10 acres	6 acres.
Hawkwood, Sewardstone-green ..	Parish of Waltham Holy Cross and bordering Pinner's Green-lane, in the parish of Waltham Holy Cross, and bordering Mott-street, in the parish of Waltham Holy Cross, Essex	6 acres	2½ acres.
Epping Forest ..	Parish of Waltham Holy Cross, Essex	½ acre	½ acre.

To authorise and empower, or require the Company to purchase lands for the purpose of adding the same to Epping Forest, and to make and execute all necessary and proper conveyances and assurances in that behalf.

To authorise the Company and the Corporation of the city of London, and Conservators of Epping Forest, to enter into and carry into effect, agreements and arrangements with reference to the intended railway and works, and the substitution of other lands for lands taken, and the formation of roads and otherwise, and to confirm any such arrangements by the Bill.

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

To enable the Company to apply for all or any of the purposes of the intended Act, and for all or any of the purposes of the Company, their corporate funds and revenues, and any moneys which they have power to raise or borrow, and to raise more money by the creation and issue of ordinary or deferred stock, or by preference stock convertible into ordinary stock, or otherwise, at such time and on such conditions as the Company think proper, or by debenture stock, or by mortgage.

To repeal or amend the provisions of the Great Eastern Railway Acts, 1862 and 1874, or any other Act or Acts relating to the Company.

Plans and sections in duplicate of the proposed works, plans in duplicate of the lands which may be subject to the compulsory powers of purchase to be conferred by the intended Act, and books of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands will be deposited with the Clerk of the Peace for the county of Essex, at his office in Chelmsford. Copies of so much of the said plans, sections, and books of reference as relates to any parish or extra-parochial place within which any of the intended works will be made, or any lands to be compulsorily taken under the powers of the Bill are situate, will be deposited, in the case of each such parish, with the parish clerk of such parish, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence. Each such deposit will be made on or before the 30th day of November instant, and will be accompanied by a copy of this notice.

Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1882.

Dated the 16th day of November, 1882.

Capel A. Curwood, Liverpool-street Station, E.C., Solicitor for the Bill.

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

In Parliament.—Session 1883.

Kidderminster, Stourbridge, Redditch, and Hampton Junction Railway.

(Incorporation of Company; Construction of Railways in Worcestershire and Warwickshire; Running Powers over Railways of and Agreements with Great Western and Midland Railway Companies; Payment of Interest out of Capital; Amendment of Acts.)

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

To incorporate a Company (hereinafter called

"the Company"), and to empower the Company to make and maintain the railways hereinafter described, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, bridges, roads, works, and conveniences connected therewith (that is to say):—

1. A Railway No. 1, commencing in the parish of Kidderminster, at a point on the south-east side of the main road from Kidderminster to Stourport, $2\frac{1}{2}$ chains or thereabouts south-west of the junction with that road of the Worcester-road, and in the field numbered 1079 on the tithe commutation map for the parish and foreign of Kidderminster, and terminating in the parish of Chaddesley Corbett, at a point on the north side of the main road from Chaddesley Corbett to Bromsgrove, and in the field known as Horse Croft Meadow, numbered 56 on the tithe commutation map for the parish of Chaddesley Corbett.

2. A Railway No. 2, commencing in the parish of Oldswinford, at a point on the east side of the Great Western Railway from Kidderminster to Stourbridge, at or near the foot-bridge over that railway close to Stourbridge Junction Station, and in the field numbered 1449 on the tithe commutation map for the parish of Oldswinford, and terminating in the parish of Pedmore, in the field numbered 127 on the tithe commutation map of that parish, and at a point 15 yards or thereabouts west of the house known as Portland House, in the occupation of William Rolinson.

3. A Railway No. 3, commencing in the parish of Pedmore, by a junction with Railway No. 2, at the termination thereof as above described, and terminating in the parish of Chaddesley Corbett by a junction with Railway No. 1 at the termination thereof as above described.

4. A Railway No. 4, wholly in the parish of Pedmore, commencing by a junction with Railway No. 3 at the commencement thereof as above described, and terminating by a junction with the Great Western Railway at the bridge crossing the road from Pedmore to Oldswinford over that railway.

5. A Railway No. 5, commencing in the parish of Chaddesley Corbett by a junction with Railway No. 1 at the termination thereof as above described, and terminating in the parish of Bromsgrove in the back yard of the house and shop on the east side of High-street, Bromsgrove, occupied by William Job Leadbetter.

6. A Railway No. 6, commencing in the parish of Bromsgrove by a junction with Railway No. 5 at the termination thereof as above described, and terminating in the township of Redditch, in the parish of Tardebigg, on the east side of the Birmingham-road at a point nearly opposite the end of Clive-road.

7. A Railway No. 7, wholly in the parish of Stoke Prior, commencing by a junction with Railway No. 6, at a point thereon 60 chains or thereabouts north-westward of the commencement of that railway as above described, and in the field numbered 89 on the tithe commutation map for the said parish, and terminating by a junction with the Midland Railway at the occupation bridge over that railway near Newton Farm, and 22 chains or thereabouts south of Bromsgrove Station.

The intended railways above described will be made or pass from, in, through, or into the parishes, townships, and extra-parochial and other places following, or some of them (that is to say):—Kidderminster (parish and foreign of) Stone Chaddesley Corbett Shenstone Oldswin-

ford Pedmore Hagley Clent Broom Belbroughton Bromsgrove Tardebigg Stoke Prior and Redditch all in the county of Worcester.

A Railway No. 8, commencing in the township of Redditch, in the parish of Tardebigg, all in the county of Worcester, by a junction with Railway No. 6 at its termination as above described, and terminating in the parish of Hampton in Arden, in the county of Warwick, by a junction with the Midland Railway from Whitacre to Hampton, at a point $14\frac{1}{2}$ chains or thereabouts from the junction of that railway with the London and North Western Railway.

The said intended Railway No. 8 will be made or pass from or through or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Redditch Tardebigg Beoley Ipsley and Oldberrow in the county of Worcester and Sambourne Coughton Studley Spornel Moreton Bagot Ullenhall Wootton-Wawen Henley in Arden Beaudesert Rowington Baddesley-Clinton Ballsall Knowle Barston Lapworth Kingswood Lowsonford Buswood Old Stratford Preston Bagot and Henley in Arden all in the county of Warwick.

To empower the Company to purchase and take by compulsion or agreement for the purposes of the intended railways, or any of them, and to hold lands, houses, and other property in the parishes, townships, and places aforesaid, and to take a part only of any property without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To vary or extinguish all existing rights and privileges connected with any such lands or houses, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any of them, and to confer other rights and privileges.

To authorise the Company to cross, alter, divert, and stop up permanently as well as temporarily such turnpike, highway, or other roads, railways, tramways, streets, paths, passages, rivers, canals, brooks, streams, waters, watercourses, sewers, drains, pipes, and telegraphic and telephonic apparatus, as it may be necessary or convenient to cross, alter, divert, or stop up for the purpose of making and maintaining, or using the said intended railways or any of the works, approaches, stations, or conveniences connected therewith.

To empower the Company to levy tolls, rates, and charges, upon or in respect of the said intended railways and works, and for the conveyance of passengers, animals, and goods thereon, and to confer exemptions from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company and any other Company or Companies running over, working, or using the intended railways, or any part thereof, to run over and use with their engines and carriages, officers, servants, and for the purposes of traffic of every description the portions of railways hereinafter described (that is to say):—

1. The portion of the Great Western Railway situate between the junction with that railway of Railway No. 4, and the Stourbridge Junction Station.
2. The portion of the Midland Railway situate between the junction with that railway of Railway No. 7, and the Bromsgrove Station.
3. The portion of the Midland Railway situate between the junction with that railway of Railway No. 8, and the Hampton Junction Station.

And to use the said stations and the roads, signals, water, watering places, engine sheds, offices, warehouses, sidings, junctions, works and conveniences connected therewith, and with the said portions of railway respectively upon payment of such tolls, rates, charges, or other remuneration, and upon such terms and conditions as shall be mutually agreed upon between the Company and the Companies exercising such powers, and the Company or Companies to whom the railways to be run over belong respectively, or some or one of them as the case may be, or failing such agreement as shall be settled by arbitration or otherwise prescribed or provided for by the intended Act.

To enable the Company and the Great Western Railway Company and the Midland Railway Company, or any or either of them, to enter into and carry into effect agreements with respect to the several matters aforesaid, or any of them, and with respect to the construction, working, use, management, and maintenance of the said intended railway and works or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the said railways, and to the costs, charges, and expenses of such working, use, management, and maintenance, and to the regulation, management, and transmission of the traffic of the railways of the Companies parties to any such agreement, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic.

To enable the Company, notwithstanding anything in the Company's Clauses Consolidation Act, 1845, to the contrary, to pay out of the capital or any funds of the Company from time to time interest or dividends on any shares or stock of the Company.

To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the intended Act, all or some of the provisions of the several local and personal Acts following (that is to say):—the 5 and 6 Wm. IV, cap. 107, and any other Act relating to the Great Western Railway Company and 7 and 8 Vic., cap. 18, and any other Act relating to the Midland Railway Company.

And notice is hereby also given, that a plan and section in duplicate of the intended railways, showing the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan, and an ordnance map with lines of railway delineated thereon showing their general course and direction, will be deposited with the Clerk of the Peace for the county of Worcester, at his office at Bewdley; and with the Clerk of the Peace for the county of Warwick, at his office at Leamington; and that a copy of so much of the said plan, section, and book of reference as relates to each of the before-mentioned parishes will be deposited with the parish clerk of such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of the adjoining parish, at his residence; and that all such deposits will be made on or before the 30th November instant, and will be accompanied by a copy of this notice as published in the London Gazette.

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, 1882.

Quick and Bidder, 13, George-street, Mansion House, London, E.C., Solicitors.

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

In Parliament—Session 1883.

Nottingham Corporation.

(Street Improvements; Storm Water Sewer and Culvert; Removal of Bodies; Compulsory Purchase of Land; Reservoir and Waterworks; Gas Land and Works; Extension of Limits of Water Supply; Differential Rates; Extinction of Rights and other Provisions relating to Allotted Lands and Highways; Sale or Lease of Corporation Lands; Extinction of Rights to hold Fairs on certain Lands; Markets and Fairs; Hospitals for Sick; Prevention of Waste or Misuse of Water; Water Fittings; Telegraph and other Wires; Loans to Guardians and School Board; Levying Rates; Borrowing Money; Repeal and Consolidation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Mayor, Aldermen, and Burgesses of the borough of Nottingham (hereinafter called the Corporation) for leave to bring in a Bill for an Act (hereinafter called the intended Act) to effect the purposes and to confer the powers and privileges following or some of them (that is to say):—

To empower the Corporation to make the following street improvements all within the town and county of the town of Nottingham (that is to say):—

1. A widening of St. Peter's Gate, commencing in St. Peter's Churchyard at a point in the southern wall of that yard opposite to and 18 yards or thereabouts from the principal entrance of the Municipal Offices of the Corporation, and terminating in Bridlesmith-gate on the site of the house numbered 20 in that street, and which work will be wholly situate within the parish of St. Peter.
2. A widening of St. Mary's Gate, commencing in St. Mary's Churchyard at a point in the south wall of that yard 15 yards or thereabouts east of the churchyard gate opening into High Pavement, and terminating at a point in Kay's-walk 10 yards east or thereabouts of the junction of Kay's-walk with St. Mary's Gate, and which work will be wholly situate within the parish of St. Mary.

Together with all necessary approaches, sewers, culverts, conveniences, and works in connection with the foregoing street improvements.

To empower the Corporation to make and maintain the sewer and culvert and other works and conveniences following (that is to say):—

A storm water sewer and culvert, commencing in the parish of St. Mary by a junction with an existing storm water sewer and culvert in St. Ann's Well-road at its junction with Cathcart-street, and terminating in the parish of Sneinton in the River Trent at the point where Trent-lane joins the left bank of that river, which work will be wholly situate within the said parishes of St. Mary and Sneinton, and in the county of the town of Nottingham.

Together with all necessary junctions, syphons, culverts, manholes, shafts, works, and conveniences in connection with the said intended sewer and culvert.

To empower the Corporation to remove bodies interred in the churchyards of St. Peter's Church and St. Mary's Church and St. Mary's Cemetery, in the parish of St. Mary, and to make provision for the reburial of the same.

To empower the Corporation to make and

maintain the reservoir and waterworks and conveniences following (that is to say):—

A reservoir wholly situate in the parish of Basford, in the county of the town of Nottingham, on a piece of land containing 3 acres or thereabouts, bounded on the north-east and north-west by lands belonging, or reputed to belong, to Jane Cotton, Frederick William Parsons, and John Everall the younger, or some or one of them, on the west by a reservoir and lands belonging to the Corporation, and on the south and south-east by Woodborough-road.

Together with all proper embankments, roadways, walls, tanks, basins, ganges, sluices, weirs, outfalls, pipes, culverts, channels, drains, junctions, valves, works, apparatus, and conveniences connected with the said work.

To empower the Corporation to construct and maintain, and from time to time alter, improve, enlarge, renew, or discontinue upon the lands next hereinafter described, gasworks, and other works connected therewith, including works for the manufacture, conversion, or utilisation of materials used in and about the manufacture of gas, and of the residual products resulting from such manufacture, and upon those lands to manufacture gas, and to manufacture, convert, and utilise such materials and residual products as aforesaid, and to store gas, and erect houses, buildings, machinery, and apparatus necessary and incidental to the purposes aforesaid. The following is a description of the lands lastly hereinbefore referred to, and of the limits within which it is intended to construct such works.

(a.) A piece of land in the parish of Lenton, in the borough of Nottingham, and in the county of the town of Nottingham, containing 12 acres or thereabouts, lying on the south side of the Ilkeston-road, and bounded on the north by the said road, on the east by the Nottingham and Mansfield Railway of the Midland Railway Company, on the south in part by the existing gas works of the Corporation, and in other part by lands the property of the Corporation, on the south-west and south by the Nottingham Canal, and on the west by lands the property of the Babbington Coal Company, and known as the Babbington Wharf.

(b.) A piece of land in the parish of Lenton, in the borough of Nottingham, and in the county of the town of Nottingham, containing 2 acres and 21 perches or thereabouts, the property of the Corporation, bounded on the north and south by lands belonging to the trustees of the late John Sherwin Gregory, on the east by the existing gas works of the Corporation, and on the west by the Nottingham Canal.

To empower the Corporation to deviate in the construction of the intended works laterally and vertically to the extent to be shown on the plans and sections to be deposited as hereinafter mentioned or to be defined in the intended Act.

To authorise the Corporation to lay down, maintain, alter, and renew mains, pipes, culverts, sewers, drains, and other sewerage and waterworks in, through, along, under, across, and over public highways, streets, roads, streams, paths, tramways, 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, highways, footpaths, bridges, canals, towing paths, railways, tramways, sewers, drains,

streams, brooks, watercourses, pipes, and telegraphs within the parishes and places aforesaid, and to appropriate the soil and surface of the streets, highways, and footpaths so stopped up or disused.

To empower the Corporation for the purposes of the intended works and Act to purchase, or acquire by compulsion or agreement, or to take on lease, any lands, houses, or buildings in the parishes and county aforesaid, and any rights or easements in, over, or connected with any lands, houses, or buildings in the parishes and county aforesaid.

To empower the Corporation to extend the limits within which they may supply water by the addition of the following parishes, townships, and places, namely, Attenborough, Chilwell, and West Bridgford, in the county of Nottingham, and to provide that the rents or rates to be charged by the Corporation to the consumers of water within such extended limits may be more than the water rents or rates for the time being charged in the said borough.

To confer further powers upon the Corporation, and make other provisions with reference to, and to extinguish rights over certain allotments, lands, and roads within the parishes of Lenton and Radford, in the borough of Nottingham, and in the county of the town of Nottingham, mentioned or referred to in the award dated the 9th day of January, 1768, made in pursuance of the Act passed in the 7th year of the reign of King George III, intituled "An Act for dividing and enclosing the open fields, meadows, common, pasture, and commonable lands lying south of the turnpike road leading from Nottingham to Alfreton, within the liberties and townships of Lenton and Radford, in the county of Nottingham," and the award dated the 10th day of April, 1799, made in pursuance of an Act passed in the 36th year of the reign of King George III, intituled "An Act for dividing and enclosing the forest, commons, and waste lands within the liberties and townships of Lenton and Radford, in the county of Nottingham," and particularly to make provision in respect of the following matters:—

1. To sanction or otherwise legalise the formation or continuance of the public highways set out under the said award of 1768 of a less width than 60 feet, and to confirm upon such terms and conditions as the Corporation may think fit any encroachments on such highways. The highways which are here more particularly referred to are a road leading from Lenton to Wilford, and known as Trent-lane, a road leading from Lenton to Radford, and known as Marsh-road, and a road leading from the northward end of the town of Radford to the road leading from Nottingham to Alfreton, and known as Outgang-lane.
2. To empower the Corporation to release or extinguish the right of holding fairs for cattle on certain lands lying on both sides of the turnpike road leading from Nottingham to Derby, containing, exclusive of the said turnpike road, 5 acres 1 rood 8 perches or thereabouts, and which lands were by the said award allotted to George de Ligne Gregory for the keeping of fairs for cattle.
3. To empower the Corporation to sell, let, or otherwise dispose of the piece of land containing 1 acre 2 roods 20 perches or thereabouts, numbered 15 on the map referred to in the said award of 1799, and by that award allotted to the Surveyors of the Highways of Lenton and Radford, for the

getting of materials for the repair of the highways and other roads in Lenton and Radford, and to convey the same freed from the right of getting materials for the repair of roads, and other rights.

To authorise and carry into effect or confirm agreements between the Corporation on the one hand and Catherine Sherwin Gregory and Robert Wilmot Bradshaw and John Holden, or other the devisees or trustees under the will of John Sherwin Gregory, deceased, or with any other owners of lands allotted under the said awards on the other hand, in relation to all or any of the matters aforesaid, and to empower the Corporation to take in consideration of or exchange for any lands or privileges conveyed, or rights extinguished, other lands for recreation or other public purpose, and in relation to any lands acquired for recreation, to extend to them the enactments now in force within the borough relating to recreation grounds, and to empower the Corporation to raise or appropriate funds for the improvement and utilisation of any lands so taken in exchange.

To empower the Corporation to purchase or acquire by agreement or compulsorily a piece of land situate in the parish of Basford, in the borough of Nottingham, in the county of the town of Nottingham, containing about 21 acres and 3 roods, in the occupation of John Houghton, and now belonging or reputed to belong to Her Majesty or the War Department, bounded on the north by lands belonging to the trustees of the will of the late Henry Pelham, Duke of Newcastle; on the east by lands belonging to the trustees of the late Edward Cartledge; on the south by lands belonging to Charles Ichabod Wright, and on the west by Hucknall-road, and all property, rights, and interests in the said piece of land as a site for the erection thereon or some part thereof of a hospital or hospitals, shelter, or other place for the reception of the sick, and for the isolation of persons suffering from any infectious disorder, and all necessary and convenient residences, lodges, buildings, works, and outhouses.

To enable the Corporation notwithstanding any restrictions imposed by Act of Parliament, award or otherwise to sell, let, or otherwise dispose of the following three pieces of land in the parish of Saint Mary allotted to the Corporation by the Commissioners appointed under or by virtue of an Act of Parliament passed in the Session of Parliament held in the 8th and 9th years of the reign of Her Majesty Queen Victoria, intituled "An Act for inclosing lands in the parish of Saint Mary, in the town and county of the town of Nottingham," namely:—

All that piece of land situate in the clayfield No. 247 in the allotment map, but No. 260 in the award map made by the said Commissioners, containing 1 rood and $4\frac{1}{4}$ perches and bounded on or towards the east by a public walk called St. Ann's Hill; on or towards the west by Mapperley-road, ending towards the north at a point there, and on or towards the south by the piece of land next described.

All that piece of land situate in the clayfield No. 246 in the allotment map, but 284 in the award map by the said Commissioners, containing 2 acres 1 rood and $12\frac{1}{4}$ perches, and bounded on or towards the east by a public walk called Elm Avenue; on or towards the west by Mapperley-road; on or towards the north by the said public walk called St. Ann's Hill, and by the piece of land before described, and on or towards the

south by freehold land and premises belonging or reputed to belong to Mr. George Wigley and another.

And all that piece of land situate in the clay-field aforesaid No. 211 in the allotment map, but No. 252 in the award map made by the said Commissioners containing 3 acres and $2\frac{1}{4}$ perches, and bounded on or towards the west by the said public walk called Elm Avenue, on or towards the south by Cranmer-street, on or towards the north by the said public walk called St. Ann's Hill, and on the remaining parts by lands allotted by the said Commissioners, being Nos. 249, 250, 251 and 253, on the said award map now belonging or reputed to belong to Mr. Thomas Cullen and others,

and to empower the Corporation to expend the purchase money and proceeds arising from all or any of the said pieces of land in or about the improvement and maintenance of such of the public parks and recreation grounds of the Corporation, or the purchase of other recreation grounds, as they may think fit, or to make other provision with reference to the application of such purchase and other moneys.

To confer upon the Corporation 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 Corporation, or of the waters which they are authorised to take, and to make other provisions in relation to the supply of water by the Corporation.

To enable the Corporation to make and enforce such bye-laws as they think fit for the purpose of regulating the conduct of the officers and servants of the Corporation, and for providing for the management of the affairs of the Corporation, with respect to their waterworks undertaking, and for preventing the fouling, waste, abstraction, misuse, or improper use of water by defective works and arrangements, or by improper fittings, or by abuse and neglect, and for providing for proper fittings and sound workmanship, and inspection and repairs, and from time to time to alter or repeal such bye-laws, and to make others.

To empower the Corporation to prohibit and regulate by licence, or otherwise, the placing or maintaining of wires, conductors, cables, tubes, or other projections, works, or things, over, above, along, across, or beneath streets, or other public places within the borough, and to make and enforce bye-laws and regulations in respect thereto.

To empower the Corporation to lend to the Guardians of the Poor for the Nottingham Union and to the Nottingham School Board, any sum or sums of money which they are for the time being respectively authorised to borrow, and to make provision for the payment of interest on such loans, and for the repayment or discharge of the loans.

To authorise the Corporation to levy rates, rents, duties, and charges, to vary existing rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties, and charges.

To empower the Corporation for all or any of the purposes of the intended Act to borrow money on the security of the borough fund and rate, the district fund and the general district rate, the gas and water undertakings of the Corporation, the estates, rates, rents, revenues, and other property of the Corporation, or on any such securities, and to execute, grant, and issue mortgages, debentures, debenture stock, and

annuities, in respect thereof, and to empower the Corporation to raise all or any of the money required for the intended Act, by the creation and issue of Corporation stock, subject and according to the provisions of the Nottingham Corporation Loans Act, 1890, and to charge the stock so created and issued upon all or any of the securities aforesaid, and to authorise the Corporation to apply any of their corporate funds, or any funds raised or authorised to be raised under any former Act, to all or any of the purposes of the intended Act.

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

To repeal or amend or consolidate in the intended Act, with or without amendment and alterations, the several local and private Acts following, or some of them, viz.:—2 and 3 Vic., cap. 28, intituled "An Act for inclosing certain lands called the West Croft and Burton Leys, in the parish of St. Mary, in the town and county of the town of Nottingham;" 2 and 3 Vic., cap. 32, intituled "An Act for inclosing, allotting, and improving certain open fields in the parish of St. Mary, in the town and county of the town of Nottingham;" 7 and 8 Vic., cap. 7, intituled "An Act for altering and amending an Act passed in the third year of the reign of Her present Majesty for inclosing certain lands in the town and county of the town of Nottingham;" 8 and 9 Vic., cap. 7, intituled "An Act for inclosing lands in the parish of St. Mary, in the town and county of the town of Nottingham;" 7 and 8 Vic., cap. 57; 13 and 14 Vic., cap. 1; 23 and 24 Vic., cap. 118; 26 and 27 Vic., cap. 32; 28 and 29 Vic., cap. 108; 30 and 31 Vic., cap. 10; 35 and 36 Vic., cap. 105; 36 and 37 Vic., cap. 82; 37 and 38 Vic., caps. 136 and 194; 40 Vic., cap. 31; 41 Vic., cap. 91; 42 and 43 Vic., cap. 204; 43 and 44 Vic., cap. 208; the Nottingham Corporation Act, 1882, relating to the Corporation, and all other Acts (if any) relating to or affecting the Corporation; 8 and 9 Vic., cap. 19; 17 and 18 Vic., cap. 10; 37 and 38 Vic., cap. 137; 41 Vic., cap. 45; 42 and 43 Vic., cap. 11, and all other Acts (if any) relating to or affecting the late Nottingham Waterworks Company; 16 and 17 Vic., cap. 11; 21 and 22 Vic., cap. 9; 26 and 27 Vic., cap. 41; 27 and 28 Vic., cap. 109; 36 and 37 Vic., cap. 205; and all other Acts (if any) relating to or affecting the late Nottingham Gas Light and Coke Company, and to incorporate with or without alteration the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Towns Improvement Clauses Act, 1847; the Town Police Clauses Act, 1847; the Waterworks Clauses Acts, 1847 and 1863; the Gasworks Clauses Acts, 1847 and 1871; the Public Health Act, 1875, or any part or parts of those Acts respectively.

On or before the 30th day of November instant, plans and sections of the intended works showing the situation and levels thereof, the lands intended to be taken compulsorily under the powers of the intended Act, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Nottingham at his office, at Newark in that county, with the Clerk of the Peace for the county of the town of Nottingham, at his office in the town of Nottingham, and also with the undersigned Samuel George Johnson, as the Clerk to the

Urban Sanitary Authority of the district to which the plans and sections relate, and a copy of so much of the said plans and sections and book of reference as relates to the several parishes in or through which the intended works are proposed to be made or lands are situate, 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 with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his place of abode.

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 November next.

Dated this 16th day of November, 1882.

Sam. Geo. Johnson, Town Clerk, Nottingham.

Sharpe, Parkers, Pritchard, and Sharpe,
9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament—Session 1883.

Poplar and Canning Town Railway.

(Incorporation of Company; Power to make Railways from Poplar to Canning Town, with all necessary Works; Compulsory Purchase of Lands and Houses; Power to take Tolls, &c.; Alteration of Tolls, &c.; Payment of Interest out of Capital; Facilities over Portions of the Railways and Working and Traffic Agreements, and other Provisions affecting the Great Eastern and the London and Blackwall Railway Companies; Agreements and Contribution by Metropolitan Board of Works, District and Local Boards; 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.

A railway commencing in the parish of Saint Anne, Limehouse, in the county of Middlesex, by a junction with the London and Blackwall Railway, at a point 70 yards, or thereabouts, westward of the western end of the southern platform of the West India Docks Station, and terminating in the parish of West Ham, in the county of Essex, at a point in the field or market garden numbered 464 in that parish on the Ordnance map (scale 1-2500) 190 yards or thereabouts, measured in a westwardly direction from the north-eastern corner of that field or market garden, and 160 yards or thereabouts measured in a south-easterly direction from the north-western corner of the said field, which field or market garden is in the occupation of John Lancaster, which said intended railway will be made, or pass from or through or into the parishes, townships, extra-parochial

or other places following, or some of them—that is to say: St. Anne, Limehouse; All Saints, Poplar; St. Leonard, Bromley, in the county of Middlesex; and West Ham, in the county of Essex.

Railway No. 2.

A railway wholly in the said parish of West Ham, commencing by a junction with Railway No. 1 at the point above described as the termination thereof, and terminating by a junction with the North Woolwich line of the Great Eastern Railway, at a point 225 yards, or thereabouts, measured in a northerly direction along that line, from the northern end of the platforms of the Canning Town Station of that line.

Railway No. 3.

A railway wholly in the said parish of West Ham, commencing by a junction with Railway No. 1 at the point above described, as the termination thereof, and terminating by a junction with the said North Woolwich line, at a point 1,080 yards, or thereabouts, measured in a northerly direction along that line, from the northern end of the platforms of the said Canning Town Station.

2. To empower the Company to deviate laterally from the lines of the proposed railways and works to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the Bill, and to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned, to any extent which may be provided by the Bill or Parliament may sanction, and whether beyond the limits allowed by the "Railways Clauses Consolidation Act, 1845," or otherwise.

3. To empower the Company to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all turnpike 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, telephonic, 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 the same, and the sub-soil 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.

4. To empower the Company to stop up, divert, and appropriate the site of streets, or roads, or some of them—that is to say: Stephenson-street, Junction-street, Wellington-place, Ship-street, Wellington-street, Manor-road, and Randall-street, all in the said parish of West Ham.

5. To repeal, vary, or alter all or some of the provisions of "The Lands 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 afore-

said, or one of them, any 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 railway 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 enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital or funds of the Company, from time to time, during the construction of the railways and works, interest or dividends on any shares or stocks of the Company.

9. To require and compel the Great Eastern Railway Company and the London and Blackwall Railway Company, or either 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.

10. To enable the Company on the one hand, and the Great Eastern Railway Company and

the London and Blackwall Railway Company 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, and to empower the Great Eastern Railway Company or the Company, with the consent of that Company, to alter the levels when and where necessary of their said North Woolwich line between the junction therewith of Railway No. 2, and the junction therewith of Railway No. 3, so as to enable the same to be more conveniently worked in connection with the said intended railways.

11. 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.

12. To enable the Metropolitan Board of Works, or the respective district boards, or Local Board of Health of West Ham, to agree with the Company for the widening of any streets or roads to be affected by the railway, and to contribute to the cost thereof, and to charge the same contribution on the rates.

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):—"The Great Eastern Railway Act, 1862," "The Great Eastern Railway (General Powers) Act, 1878," "The Great Eastern Railway Act, 1882," and any other Act or Acts relating to the Great Eastern Railway Company, "The London and Blackwall Railway Lease 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 (Steamboats) Act, 1873," "The London and Blackwall Railway Act, 1874," "The London and Blackwall Railway Act, 1876," "The London and Blackwall Railway Act, 1877," "The London and Blackwall Railway (Extension of Time) Act, 1881," and of any other Act or Acts relating to the London and Blackwall Railway Company and its undertaking; "The Metropolis Local Management Act, 1855," and the Acts amending the same, and all or any of the several other Acts relating to the Metropolitan Board of Works.

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.

15. Duplicate plans and sections describing the lines, situations, and levels of the proposed railways and the works and conveniences connected therewith, and the lands, houses, and other property which will or may be taken for the purposes thereof or under the powers of the Bill, together with a book of reference to the said plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and other property, and an Ordinance 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, 1882, 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, 1882, 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 parish of St. Anne, Limehouse, with the Clerk of the Limehouse District Board of Works, at his office in Whitehorse-street, Commercial-road; as relates to the parishes of All Saints, Poplar, and St. Leonard, Bromley, with the Clerk of the District Board of Works for the Poplar district, at his office, 117, High-street, Poplar; and as relates to the parish of West Ham, with the clerk of that parish, at his residence.

16. Printed copies of the Bill will, on or before the 21st day of November, 1882, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1882.

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

In Parliament—Session 1883.

East and West India Dock Company.

(Power to make Agreements with the London Tilbury and Southend Railway Company as to Water Supply; Power to make Charges in respect of the Use of Water so supplied; Power to apply Funds to purposes of Act; Confirmation of existing Agreement; Amendments of Acts.)

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

To authorise the East and West India Dock Company (hereinafter called "the Company") of the one part, and the London Tilbury and Southend Railway Company (hereinafter called "the Railway Company") of the other part, to enter into and carry into effect contracts and agreements with reference to the supply of water by the Railway Company to the Company from certain springs, streams, or sources of water situate and arising in certain gravel pits adjoining or near to the Low-street Station of the Railway Company in the parish West Tilbury in the county of Essex, and which gravel pits, springs, streams, and sources of supply are vested in and belong to the Railway Company.

To authorise the Company to execute such works, to exercise such powers, and to do all such things as may be necessary for affording a supply of water to the docks of the Company, and for purposes incidental thereto, and to the shipping frequenting the said docks constructed, or which may be constructed in the parishes of Grays Thurrock, Little Thurrock, and Chadwell, in the county of Essex, and also for the supply of water to their warehouses, offices, and buildings, and to the officers, workmen, servants, and all persons under their employ, and to Custom House Officers and other persons employed by any Railway Company, or by any Company or person trading at or using the said Docks.

To authorise the Company to make such charges and to levy such rates as may be agreed on or as may be prescribed by the intended Act for the supply of water.

To authorise the Company to apply their corporate funds to the purposes of the intended Act.

To sanction and confirm any agreement which may already have been entered into between the Company and the Railway Company with reference to the supply of water.

To alter, amend, extend, enlarge, or repeal the powers and provisions of the following Acts (local and personal), that is to say, 39 George 3, cap. 69; 42 George 3, cap. 113; 43 George 3, cap. 126; 44 George 3, cap. 7; 46 George 3, cap. 113; 54 George 3, cap. 228; 9 George 4, cap. 95; 1 and 2 Will. 4, cap. 52; 1 Vict., cap. 9; 28 Vict., cap. 36; 37 and 38 Vict., cap. 59; 42 and 43 Vict., cap. 169; 45 and 46 Vict., cap. 90, and any other Acts relating to the East and West India Dock Company.

The Acts 15 and 16 Vict., cap. 84, and 45 and 46 Vict., cap. 143, and any other Act relating to or affecting the London Tilbury and Southend Railway Company.

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

Dated this 15th day of November, 1882.

Freshfields and *Williams*, Solicitors, 5,
Bank-buildings, London.

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

In Parliament.—Session 1883.

Great Northern Railway.

(Short lines of Railway in the West Riding of Yorkshire (viz., Crofton Branch, Low Moor, Laister Dyke, Dewsbury); and in Leicestershire (Eaton Branch); Deviation of Stafford and Uttoxeter Railway; Level Crossings and Footpaths at Spalding, Ruskington, Dunston, Roulston, Digby, and Metherringham, in Lincolnshire, and in the city of Lincoln; Joint Powers to Great Northern and Great Eastern Joint Committee: Additional Lands; Reciprocal Running Powers to Great Northern and Lancashire and Yorkshire Railway Companies, over portions of their Undertakings in Yorkshire; Transfer of Powers as to certain Railways authorised by Regent's Canal City and Docks Railway Act, 1882; Purchase of Hatfield and St. Albans Railway; Amendment of Acts).

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

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

Dudley Hill to Lowmoor.—A Railway (No. 1), commencing by a junction with the Gildersome Branch of the Great Northern Railway, in the township of Tong and parish of Birstal, in the West Riding of Yorkshire, about 330 yards north-eastward of the bridge carrying the Gildersome Branch Railway over the tramway at Dudley Hill to the Bowling Iron Works, and terminating by a junction with the Lancashire and Yorkshire Railway (Bradford and Halifax Branch), about 400 yards north of the booking office, at the Low Moor Station of that Company, in the township of North Bierley and parish of Bradford, in the said West Riding.

A Railway (No. 2), commencing by a junction with the proposed Railway No. 1, in the township of North Bierley, about 80 yards north of Shertcliffe-lane, and terminating in the township of Hunsworth, in the said parish of Birstal, by a junction with the Gildersome Branch of the Great Northern Railway, about 260 yards south-eastward of the bridge carrying the public road leading from East Bierley to Dudley Hill over that railway.

Branch at Laisterdyke.—A Railway (No. 3), wholly in the township of Pudsey and parish of Calverley, in the said West Riding, commencing by a junction with the Shipley Branch of the Great Northern Railway, about 300 yards south of the bridge carrying that branch over the Great Northern (Leeds and Bradford) Railway, and terminating by a junction with the last-mentioned railway, about 220 yards east of the occupation level crossing known as Duckett's crossing.

Branch at Dewsbury.—A Railway (No. 4), commencing by a junction with the Great Northern (Ossett to Dewsbury) Railway, in the township and parish of Dewsbury, in the said West Riding, about 60 yards south of the

Dewsbury Junction signal box, thence passing through Dewsbury, Soothill, Nether Soothill, Earlsheaton, Savile Town, Thornhill and Thornhill Lees, and terminating by a junction with the Dewsbury and Thornhill branch of the Lancashire and Yorkshire Railway, in the township and parish of Thornhill, in the said West Riding, about 17 yards north of the Headfield signal box on that branch railway.

Crofton Branch.—A Railway (No. 5), wholly in the said West Riding, commencing in the township of Walton, in the parish of Sandal Magna, by a junction with the West Riding and Grimsby Railway, of which the Company and the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called "the Sheffield Railway Company") are joint owners, about 733 yards westward of the bridge carrying Santingley-lane over that railway, and terminating by a junction with the Lancashire and Yorkshire Railway, in the township and parish of Crofton, about 150 yards south-east of the bridge carrying the Midland Railway over the Lancashire and Yorkshire Railway.

And the Bill will provide that the Sheffield Railway Company may, if they think fit, and upon such terms as shall be agreed on between the two Companies, or as shall be prescribed by the Bill, become joint owners with the Company of the said Railway No. 5 (Crofton branch), with equal rights in and over the same.

Eaton Branch.—A Railway (No. 6), wholly in Leicestershire, commencing in the parish of Waltham, by a junction with the Waltham branch of the Company, at about 22 chains south-westward of the bridge carrying the public road from Waltham to Eaton over the said branch railway, passing through the parishes of Goadby-Marwood and Eastwell, and terminating in the parish of Eaton, in a field known as the Sand Hole, belonging to the Duke of Rutland, and in the occupation of Thomas Beasall.

Railway and works at Stafford.—A Railway (No. 7), wholly in the parish of Castlechurch, in Staffordshire, commencing by a junction with the Stafford and Uttoxeter Line of the Company, near the south end of the bridge carrying that line over the River Sow, and terminating at or near the north side of the Doxey-road, about 30 yards westward of Broadeye Bridge; and the Bill will authorise the Company to abandon the construction of the Railways Nos. 12 and 13 ("Railways at Stafford"), authorised by "The Great Northern Railway Act, 1882," and described in Section 5 of that Act, Railway No. 12 being therein described as commencing in the township or lordship of Tillington, in the parish of St. Mary, Stafford, and terminating in the same parish, and Railway No. 13, being therein described as wholly in the same parish.

A new road, wholly in the county of Stafford, commencing in the parish of Castlechurch, on the western bank of the River Sow, about 220 yards northward of Broadeye Bridge, and terminating in the parish of St. Mary, Stafford, at the western side of Foregate-street, about 42 yards northward of the end of Bull Hill, in Gaol-square.

Widening at Lofthouse North Junction.—A widening of a portion of the Company's West Yorkshire Railway, wholly in the said West Riding, commencing in the parish and

township of East Ardsley, by a junction with the said West Yorkshire Line, at or near the south face of the bridge carrying Ardsley Fall-lane over the said railway, and terminating in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield, by a junction with the curve leading from Lofthouse North Junction to the Methley branch, near the south-west corner of Messrs. Hudson's alum works.

Footpath at Spalding.—To enable the Company to construct a new footpath, wholly in the Parts of Holland, in Lincolnshire, commencing in the parish of Spalding, in the footpath in Stepping Stone-lane, about 50 yards east of the Great Northern Railway, passing over the said railway by a footbridge, and terminating in the parish of Pinchbeck, in the footpath leading from Stepping Stone-lane, Spalding, to Two Planks Bridge, and the Bill will authorise the discontinuance as a public footpath of so much of the said footpath leading from Stepping Stone-lane, Spalding, to Two Planks Bridge, as lies between the said commencement and termination of the proposed new footpath, and will vest in the Company so much of the site and soil of the said footpath so closed as lies between the fences of the Company; and the Bill will also provide for the maintenance and repair of so much of the new footpath as is not within the fences of the Company by the body or persons now liable to maintain and repair the existing footpath.

Footpath at Ruskington.—To enable the Great Northern and Great Eastern Joint Committee, in the parish of Ruskington, in the Parts of Kesteven, in Lincolnshire, to make a new footpath, commencing in the footpath leading from Ruskington to Anwick, about 66 yards east of the eastern fence of the Spalding to Lincoln Railway, and terminating in the public road leading from Ruskington to Anwick, about 40 yards north-east of the north-east end of the bridge carrying that road over the said railway, and to abolish the level crossing of the said railway by the said existing footpath, and to stop up and extinguish all rights of way over so much of the said footpath as lies between the said public road and the commencement of the intended footpath; and the Bill will vest in the said joint committee the site and soil of the said level crossing, and will provide for the maintenance and repair of the said intended footpath by the body or persons now liable for the maintenance and repair of the neighbouring roads.

Road at Dunston.—To enable the said joint committee to construct a new road in the parish of Dunston, in the Parts of Kesteven, commencing in the public road leading from Dunston church to Coleby, at or near the bridge carrying the Spalding and Lincoln Railway over the said road, and terminating in the public road known as Back-lane, at the south-west side of the level crossing of the said railway by Back-lane. The said intended road will adjoin the western boundary fence of the said Spalding and Lincoln Railway for its whole length. And the Bill will authorise the joint committee to abolish the said level crossing by Back-lane, and to appropriate the site and soil of so much of the said road as lies between the fences of the railway, and will extinguish all rights of way over the said level crossing; and the

Bill will also provide for the maintenance and repair of the proposed new road by the body or persons now liable to maintain and repair the existing road, and will authorise the joint committee to agree at any time with the road authority, or any person or persons interested therein, with relation to the matters aforesaid.

Road at Roulston.—To enable the said joint committee, in the parish of Roulston, in the said Parts of Kesteven, to alter the level of the road leading from Roulston to Roulston Fen, so that the said road may cross on the level the said Spalding and Lincoln Railway.

Road at Digby.—To enable the said joint committee, in the parish of Digby, in the Parts of Kesteven, to cross on the level with their Spalding and Lincoln Railway, the road at the north end of the Digby station, leading from Digby to Walcot, and to alter the level of the said road accordingly, and to acquire, by compulsion or agreement, certain lands in the said parish of Digby, adjoining their Spalding and Lincoln Railway on both sides thereof, and lying northward of and contiguous to the said station.

Footpaths at Metheringham.—To enable the said joint committee, in the parish of Metheringham, in the Parts of Kesteven, to abolish the level crossing of their railway, about 308 yards north-westward of their Metheringham station, by the footpath leading from the junction of Cow-lane and Moor-lane, in the village of Metheringham, to the junction of Fen-lane and Water-lane, and also to the ford in Water-lane at the north-east corner of the field known as Rough Barfs; and the Bill will vest in the said joint committee the site and soil of the level crossing.

Footpath at Lincoln.—To enable the joint committee to abolish, in the parish of St. Mary-le-Wigford, and the extra-parochial place or parish of South Common, both in the city of Lincoln and county of the same city, the level crossing of their railway, by the footpath leading from Lorne-street, Lincoln, across the public common known as the Cowpaddle, to the Lincoln and Washingborough-road, near the south-east corner of the cemetery, and to substitute for the existing level crossing a footbridge, and to divert the course, and to vary the levels of so much of the said public footpath as lies between the south-end of Lorne-street aforesaid, and a point about 50 yards therefrom, measured in a south-easterly direction along the said footpath; and the Bill will extinguish all rights of way over the said level crossing, and over so much of the said footpath as is proposed to be diverted, and will vest in the joint committee the site and soil of the said level crossing.

Additional lands.—To enable the Company to acquire, by compulsion or agreement, the lands (in which term houses, buildings, and hereditaments are in this Notice included) hereinafter described, in addition to those which are required for the specific purposes hereinbefore mentioned, and to vest in the Company all such of the said lands as may have been acquired by them previously to the passing of the Bill, and to extinguish all rights of way in, over, or in relation to the said lands or any of them. The additional lands so intended to be acquired by the Company are;—

Honington.—Certain lands in the parish of Honington, in the Parts of Kesteven, bounded on the north by the Sleaford and Boston line of the Company and the Honington passenger station thereof, and lying between the public road at the east end of the said passenger station and the public road leading from Marston to Honington.

Muskham.—Certain lands in the parish of North Muskham, in Nottinghamshire, bounded on the west by the main line of the Great Northern Railway, on the south-east by the Great North-road, and on the north by the road leading from the Nelson Inn to Bathley.

Newark.—Certain lands in the parish of Newark in Nottinghamshire, adjoining the eastern side of the Company's Newark and Bottesford Railway.

Sutton.—Certain lands in the parish of Sutton-on-Trent, in the county of Nottingham, lying on both sides of the main line of the Company, and bounded on the west by the Great North-road.

Ranskill.—Certain lands in the township of Ranskill, in the parish of Blyth, in Nottinghamshire, adjoining the east side of the Company's railway and ballast pit, near the Ranskill station of the Company.

Toftshaw Moor.—About $1\frac{1}{2}$ acres of common land, part of Toftshaw Moor, in the township of Hunsworth and parish of Birstal, and about $\frac{1}{4}$ of an acre of common land, part of Toftshaw Moor, in the township of North Bierley, in the parish of Bradford.

March.—To enable the said joint committee to purchase certain lands in the chapelry of March, in the parish of Doddington, in Cambridgeshire, adjoining the western side of the March and Spalding Railway, and lying on the north side of the road leading to Norwood House.

Witham Banks.—The Bill will enable the said joint committee of the one part, the trustees of the Lincoln West Drainage of the second part, and the trustees, or other representatives, of the late Colonel Richard Ellison, deceased, of the third part, to enter into agreements with respect to the ownership and maintenance of so much of the bank of the River Witham (now under the jurisdiction of the said trustees) as is situate in the parishes of St. Botolph and St. Peter at Gowts, in the city of Lincoln, and will enable the said several parties to make and accept such conveyances and transfers, and enter into such covenants, as shall give effect to any such agreement.

To vest in the Company, or (as the case may be) in the Company jointly with the Sheffield Railway Company, or with the Great Eastern Railway Company, or in the joint committees of the Company and of those two Companies respectively, for the purposes of the Bill, the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and to authorise the deviation from the lines of the railways and other works hereinbefore mentioned, to any extent within the limits of deviation to be shown on the plans to be deposited as hereinafter mentioned or defined by the Bill, and the deviations from the levels shown upon the sections to be deposited as hereinafter mentioned, to any extent which may be defined by the Bill, and to enable the Company, severally or (as the case may be) jointly with the other Companies, or by means of the said joint committees respectively, to purchase lands, houses, and other property compulsorily or by agreement for the purpose of the said railways and other

works, and to levy tolls, rates and charges in respect of the intended railways and works, and to exercise other rights and privileges.

To enable the Company to purchase so much of any house or other building or manufactory as they may require for the purposes of the said Bill, without being subjected to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

Running powers.—To enable 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 upon payment of such tolls, rates and charges as may be agreed upon, or settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter defined, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works and conveniences connected therewith respectively, that is to say:—

So much of the Lancashire and Yorkshire Railway as lies between the junction therewith of Railway No. 5, near Crofton and Halifax, by way of Mirfield, Brighouse and North Dean.

So much of the Lancashire and Yorkshire Railway (Dewsbury branch) as lies between the junction therewith of Railway No. 4 and the two junctions of the said branch with the main line of the Lancashire and Yorkshire Railway near Thornhill Lees Lock, including the said junctions.

So much of the Lancashire and Yorkshire Railway as lies between the Thornhill Junction thereof and the Low Moor Junction, by way of Heckmondwike, Liversedge and Cleckheaton, together with the Fork or Junction Railway which the Lancashire and Yorkshire Railway Company are seeking power to construct to connect their Cleckheaton branch with their main line.

And the Bill will or may provide that the powers so granted to the Company, and the use of the Lancashire and Yorkshire Railway, between the said junction therewith of Railway No. 5 and Halifax, may be exercised by the Sheffield Railway Company between the said junction at Crofton and the station of the Lancashire and Yorkshire Railway Company at Kirkgate, in Wakefield, inclusive of that station and its appurtenances.

The Bill will confer similar and equal powers, in all respects, upon the Lancashire and Yorkshire Railway Company, to use so much of the West Riding and Grimsby Railway as lies between the junction aforesaid of Railway No. 5 at Crofton and Doncaster.

And also over the proposed railway No. 1, and over so much of the Gildersome and Shipley branches of the Great Northern Railway as lies between Dudley-hill and the junction with the Shipley branch of the proposed Railway No. 3, and also over railway No. 3.

And the Bill will or may confirm an agreement made between the Company of the first part, the Lancashire and Yorkshire Railway Company of the second part, and the Sheffield Railway Company of the third part, bearing date the 25th day of September, 1882, or may enact the stipulations in the said agreement, or some of them, and may enable the Company and the Sheffield Railway Company on the one hand, and the Lancashire and Yorkshire Railway Company on the other hand, to enter into and fulfil agreements touching any of the matters aforesaid.

Regent's Canal, &c., Railways, 3c and 3p.—To

transfer to and vest in the Company, in pursuance of the powers contained in the 31st section of "The Regent's Canal City and Docks Railway Act, 1882," the powers conferred upon the Company incorporated by the said Act, for the construction and maintenance of the Railways 3C and 3D, described in the said section as being wholly in the parish of St. Mary, Islington; and the said Railways 3C and 3D shall, when so constructed by the Company, become, to all intents and purposes, whether for the levying of tolls or otherwise, parts of their undertaking.

Hatfield and St. Alban's Railway.—To transfer to, and vest in, or provide for the transfer to and vesting in the Company, of the undertaking, lands and property of the Hatfield and St. Alban's Railway Company, as authorised by "The Hatfield and St. Alban's Railway Act, 1862," freed from all debts and liabilities affecting that Company or charged on their undertaking, for such consideration and upon such terms and conditions as may have been or may be agreed on between the two Companies, or as may be defined in the Bill or prescribed by Parliament, and to authorise the two Companies to enter into and carry into effect agreements with reference to such transfer, and to confirm any agreement already made or to be made with reference thereto, and to enable the Company, in the event of such transfer being effected, to exercise the powers of the Hatfield and St. Alban's Railway Company, as well with respect to their own undertaking as to the undertaking of any other Company, and to provide for the payment or application of the purchase-money or other consideration, and the distribution thereof among the several mortgagees and other creditors and the shareholders of the Hatfield and St. Alban's Railway Company, and for the winding up of the affairs of that Company, and, if thought fit, their ultimate dissolution.

The Bill will authorise the Company and the Sheffield Railway Company, and the Great Eastern Railway Company, and the joint committees of the Company and of those two Companies respectively, to apply to the purposes of the Bill any capital or funds now belonging to the Company and to those Companies respectively, or hereafter to belong to them, or under the control of their directors, or of the said joint committees.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and confer other rights and privileges, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Acts, 1845, 1860, and 1869;" "The Railways Clauses Acts, 1845 and 1863;" and it will or may enlarge or amend the powers and provisions of all or any of the Acts hereinbefore referred to, and also of the 9 and 10 Vic., cap. 71, and any other Acts relating to the Great Northern Railway Company and their undertaking; the 42 and 43 Vic., cap. 110 ("Great Northern and Great Eastern Railway Companies Act, 1879"), and any other Acts relating to the Great Northern and Great Eastern joint committee; the 1 and 2 Wm. IV., cap. 60, and any other Acts relating to the Lancashire and Yorkshire Railway Company; the 12 and 13 Vic., cap. 81, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; "The Regent's Canal City and Docks Railway Act, 1882;" the 25 and 26 Vic., cap. 86, and any other Acts relating to the Hatfield and St. Albans Railway Company; the 25 and 26 Vic., cap. 211, and any other Acts relating to the West Riding and Grimsby Railway.

Duplicate plans and sections describing the

lines, situation and levels of the proposed railways and other works, and the lands, houses, and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an ordnance map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection, as regards works to be executed and the lands to be taken in the several counties or divisions hereinafter mentioned, with the respective Clerks of the Peace thereof, at their respective offices also hereinafter mentioned, that is to say: for the West Riding of the county of York, at Wakefield; the county of Leicester, at Leicester; the county of Stafford, at Stafford; the Parts of Holland in Lincolnshire, at Boston; the Parts of Kesteven in Lincolnshire, at Stamford; the county of the city of Lincoln, at Lincoln; the county of Nottingham, at Newark; the county of Cambridge, at Royston; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways and works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk of each such parish; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at 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 11th day of November, 1882.

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

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

Board of Trade—Session 1883.

St. George Hanover-square Electric Lighting.
(Power to Produce, Supply, and Store Electricity for Lighting and other Purposes, and for those Purposes to break up Public and Private Streets and other Places in the Parish of St. George, Hanover-square, in the county of Middlesex; and to erect, lay down, provide, and maintain Wires and other Apparatus and Works; Acquire Land and other Rights, and supply Lamps, Meters, and Fittings; Powers to the Local Authority and others, and Agreements with them; Power to demand and recover Rents and Charges, and to make Regulations as to Fittings; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the Metropolitan (Brush) Electric Light and Power Company Limited, whose registered office is situate at No. 110, Cannon-street, in the city of London (hereinafter called "the Company") to the Board of Trade on or before the 21st day of December next, under the provisions of the "Electric Lighting Act, 1882," for a Provisional Order for the following purposes:—

To authorise and empower the Company to

supply and store electricity, as defined by the said Act, for all or some of the public and private purposes as defined by the said Act, within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing-paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes in the said area, and to lay down, set up, maintain, renew, or remove either above or under ground or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid within the said area, and all other works to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands or interests or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorise the Company to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Company on the one hand, and the Local Authority on the other hand, to enter into agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and if necessary to authorise such local authority to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of "The Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned that by "The Electric Lighting Act, 1882," are conferred upon undertakers as defined by such Act, 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 those Acts, and to confirm or give effect to any agreement with any local authority or other corporation or person relative to the said Order or the undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires or the Board of Trade may prescribe with respect to all or any matters in connection with the proposed undertaking.

To authorise the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is the parish of St. George, Hanover-square, in the county of Middlesex.

The streets and other places in, over; or along which it is proposed to place any electric lines or other works are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

Uxbridge-road (south side), Oxford-street (south side), New Bond-street, Hanover-square, Hanover-street, Regent-street (west side), Conduit-street, Old Bond-street, St. James's-street (west side), Piccadilly, Park-lane, Great Stanhope-street, Curzon-street, Berkeley-square, Bruton-street, Grosvenor-square, North Audley-street, South Audley-street, Hyde Park-corner, Knightsbridge, Wilton-place, Wilton-crescent, Belgrave-square, Lowndes-street, Chesham-place, Chesham-street, Pont-street, Lyall-street (north of Eaton-place), Eaton-place, Eaton-square, Westbourne-place, Grosvenor-place, Lower Grosvenor-place, Grosvenor-crescent, Grosvenor-gardens Lower, Upper Grosvenor-gardens, Buckingham Palace-road (north of Belgrave-road), Belgrave-road, Vauxhall Bridge-road, St. George's-square, Grosvenor-road, Victoria Bridge.

The railways, tramways, canal, and navigable river which the Company propose to take power to break up, pass, or cross over or under, are as follows:—

The London Chatham and Dover Railway, the Metropolitan District Railway, the London Brighton and South Coast Railway, the London Tramways.

The Grosvenor Canal, the River Thames.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Provisional Order when applied for, 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, and at Messrs. Kemp and Co.'s, No. 9, Holden-terrace, Pimlico, in the county of Middlesex.

Every local or other public authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the date hereof.

Dated this 24th day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors and Parliamentary Agents.

In Parliament—Session 1882–83.

Aldershot and Farnborough Tramways Extension.

NOTICE is hereby given, that application is intended to be made by the promoter of the present existing tramway to the Board of Trade for a Provisional Order to authorise the construction and maintenance of the road tramways hereinafter described, to be worked by animal or mechanical power, or some of such

road tramways, with all necessary and proper rails, plates, sleepers, works, sidings, passing-places, turn-outs, and conveniences.

Tramway No. 1, commencing in the parish of Farnborough, in the county of Southampton, by a junction with the existing line of the Aldershot and Farnborough Tramways, at a point on the north side of the Lynchford-road, about 48 yards westward from the bridge over the Blackwater River. Thence crossing Lynchford-road and running southward by the side of Stubbs'-road, over land immediately adjoining the said road, the property of Her Majesty's Secretary of State for War, as far as Lynchford-corner. Thence still in a southwardly direction in the parish of Aldershot, partly on the waste by the side of the continuation of the said road, and partly over land immediately adjoining the same road, the property of Her Majesty's said Secretary of State for War. Thence over the Basingstoke Canal at Aldershot Lock, through a yard in the occupation of the Aldershot Gas Company, thence still southwardly over land the property of Her Majesty's said Secretary of State for War, up to and terminating in High-street, Aldershot, at a point in the said street nearly opposite the Elephant and Castle public-house.

Tramway No. 2, wholly in the parish of Aldershot, in the same county, commencing by a junction with Tramway No. 1 at its termination aforesaid, crossing High-street, passing through private land and across Sebastopol-road, again crossing private land and Crimea-road, and terminating in private land facing Pickford-street at a point near its junction with Crimea-road.

Tramway No. 3, wholly in the parish of Farnborough, in the same county, commencing in the Goods Yard of the South-Eastern Railway at the North Camp Station, crossing over the River Blackwater, and joining the existing line of the Aldershot and Farnborough Tramways at a point thereon where Tramway No. 1 commences.

The said tramway will be laid as a single line throughout, except at a point opposite the Holly Bush Tavern, where for space of about 200 yards it will be laid as a double line.

It will also be laid with the ordinary railway gauge, and with rails of such a character as to enable railway trucks or waggons to pass over them in the same manner as the existing line of the Aldershot and Farnborough Tramways.

Wherever the said tramway is laid on the carriage-way of the said road, or on or across any street or road, the same will be laid with wood pavement flush with the surface of the same lane or road, in the same manner as the said existing tramway, but in other places it will be laid with ballast properly filled up inside and outside the rails, so as to make the same flush with the surface of the adjacent road or land.

It is proposed to widen the bridge over the Basingstoke Canal.

The said tramways, throughout the whole distance from Lynchford-corner to High-street, Aldershot (except at those points where laid on the land of Her Majesty's Secretary of State for War as aforesaid), will be less than 9 feet 6 inches from the outside edge of the road,

measuring from such edge to the nearest rail of the said tramway, the said road having no foot-path.

To authorise the promoter to purchase by agreement or take on lease lands, buildings, or hereditaments, rights, or easements, and to erect offices, stables, buildings, and workshops, and to sell or lease the same when so acquired.

To enable the promoter 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 Winchester, 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 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, and also with the clerk to the Hartley Wintney Sanitary Authority at Odiham, in the county of Hants, and with the clerk to the Aldershot Local Board, at Aldershot aforesaid.

Printed copies of the draft Provisional Order may, on and after the 23rd day of December, 1882, 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 Winchester, 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 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 promoter or his agents.

Dated this 15th day of November, 1882.

Edwd. M. Chubb, Solicitor for the Promoter, 11, Pancras-lane, London, E.C.

In Parliament—Session 1883.

Southwark and Deptford Tramways.

(Power to the Southwark and Deptford Tramways Company to construct new Tramways in Southwark, Deptford, Camberwell, Greenwich, and other places in the counties of Surrey and Kent; Street Widening and New Street; Compulsory Use of Streets; Tolls; Agreements with Public Bodies; Special Provisions as to Tramways in Tooley-street as to Deptford Creek Bridge; as to Junctions with and Alterations of Lines and Levels of existing Streets, Roads, &c.; and as to Dedication of Roads to Public; Compulsory Purchase of, and Sale, Lease, or other Disposition of Lands; Increase of Capital; Acquisition by Agreement of Undertaking of the Peckham and East Dulwich Tramways Company; and incidental Dissolution of that Company; Amendment of Acts, and other purposes.)

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

To empower the Company to make, form, lay down, and maintain the several tramways and other works hereinafter described, or some or one of such tramways or works, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):—

Tramway No. 1.—Commencing in Tooley-street by a junction with the existing tramways of the Company at a point 37 yards or thereabouts, measured along the said existing tramways from their termination, passing along Tooley-street, as authorised to be widened by the Metropolitan Board of Works (Various Powers) Act, 1882, and terminating in Tooley-street, at a point opposite to the division between the buildings Nos. 9 and 15 in that street, and 19 feet from those buildings measured at right angles therefrom.

The intended Tramway No. 1 will be constructed as a double line, except between a point in Tooley-street opposite the Grapes Tavern and its termination, where it will be laid as a single line.

Tramway No. 2.—Commencing by a junction with the existing tramway of the Company in Jamaica-road, at a point 10 yards or thereabouts east of the east side of St. James's Churchyard, and terminating in St. James's-road by a junction with the existing tramways of the Company, opposite the centre of the roadway adjoining and on the south side of the Royal George public-house.

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 St. James's-road.

Between a point opposite the butcher's shop, No. 1, in that road, and a point opposite to the entrance to the house No. 19 in that road.

Between a point 15 yards or thereabouts north of the north side of Collett-road and a point opposite the north side of Priter-road.

Between a point opposite the north side of Clement's-road and a point opposite the door of the baker's shop forming the northern angle between St. James's-road

and Lucey-road (numbered 2, Lucey-road).

Between a point $1\frac{1}{2}$ chains or thereabouts north of the north side of Southwark Park-road and the south side of Southwark Park-road.

Between a point 5 yards or thereabouts north of the north side of Fort-road and a point 30 yards or thereabouts south of the south side of that road.

Between points respectively 15 yards and 60 yards south of the south side of Alderminster-road.

Between a point 40 yards or thereabouts north of the north side of Rolls-road and the south side of Rolls-road, and

Between a point opposite to the westernmost corner of the building forming the northern angle between St. James's-road and Rotherhithe New-road and the hereinbefore described point of termination of Tramway No. 2.

Tramway No. 3.—Commencing in St. James's-road by a junction with the existing tramway of the Company at a point 23 yards or thereabouts, measured along the said tramway from the termination thereof, passing along Old Kent-road and Peckham Park-road and Hill-street, and terminating at a point in High-street, Peckham, opposite to the division between the buildings Nos. 93 and 95, High-street, and 18 feet distant from those buildings.

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.:—

Between its hereinbefore described point of commencement and a point in Peckham Park-road opposite the entrance to Rickett and Silvester's veterinary shoeing forge.

In Peckham Park Road.

Between a point opposite the shop No. 21, in that road, forming the northern angle between that road and Green Hundred-road, and a point opposite the entrance to No. 31, Peckham Park-road.

Between a point opposite the north side of Park-street and a point opposite the door of the Swan public-house marked "Bottle Department."

Between a point opposite the northern footway of Belgrave-terrace and a point 4 yards or thereabouts, south of the south side of Bird-in-Bush-road.

Between the centre of the house No. 144, in that road, occupied by J. S. Sweet, Registrar of Births and Deaths for the Peckham District, and a point 8 yards or thereabouts, measured in a south-easterly direction from the northernmost corner of the house No. 178, Commercial-road.

Between a point 7 yards or thereabouts measured in a westerly direction from the northern pilaster at the entrance to Trafalgar-square, and a point opposite the west footway of Bell-garden-road.

Between a point in Peckham Park-road, opposite the western side of No. 189 in that road, and a point in Hill-street, opposite the centre of the shop No. 73 in that street.

In Hill-street.

Between a point opposite the north side of Frankton-road and the south side of Peckham Brewery.

Tramway No. 4.—Commencing at the junction of Hill-street with High-street, Peckham, op-

posite the south-west corner of the public-house, No. 89, Peckham High-street, by a junction with the intended Tramway No. 3, and terminating in High-street, Peckham, by a junction with the Tramway No. 1, authorised by the Peckham and East Dulwich Tramways Act, 1882, at its point of commencement as described in that Act.

The intended Tramway No. 4 will be wholly constructed as a double line of tramway.

A widening of Hill-street, Peckham, on the west side thereof, commencing opposite to the north side of Frankton-road, and terminating at the junction of Hill-street with High-street, Peckham.

A new street or road commencing at the junction of Evelyn-street, Deptford, with New King-street, and terminating in Creek-road, 42 yards or thereabouts, measured in a westerly direction from the west side of Church-street.

Tramway No. 5.—Commencing by a junction with the southern line of the existing tramways of the Company, in Evelyn-street, at the termination thereof, passing along the intended new street or road, Creek-road, Creek Bridge, and Bridge-street, and terminating in Church-street, Greenwich, opposite the north side of Nelson-street, 6 feet or thereabouts westwards from the centre line of, Church-street.

The intended Tramway No. 5 will be constructed as a single line, except between the following points, where it will be constructed as a double line, viz.:—

In the intended new street or road hereinbefore described, between the west side of Watergate-street and a point distant 4 chains or thereabouts, in a south-easterly direction from the before-described point of commencement of Tramway No. 5.

Between a point in the intended new street or road hereinbefore described distant 8 chains, or thereabouts, in a south-westerly direction from the aforesaid point of commencement of Tramway No. 5 and a point in Creek-road, at or near the before-described termination of the intended new street or road.

In Creek-road.

Between the west side of Church-street and a point 40 yards or thereabouts, east of the east side of Church-street.

Between a point $\frac{1}{2}$ chain or thereabouts, west of the west side of Knott-street, and a point $1\frac{1}{2}$ chains or thereabouts, east of the east side of that street.

Between the water-trough in front of the Hoy Inn and the gateway leading into Crown Wharf.

In Bridge-street.

Between the west side of Norway-street, and a point 2 chains or thereabouts east of the east side of that street.

Between a point 2 yards east of the east side of Cross-street, and a point opposite the roadway adjoining and on the west side of the Maltster beer-house.

Between a point in Bridge-street, 6 yards or thereabouts, from the west side of Church-street and a point in Church-street opposite to the entrance to Pemmell's-court, between Nos. 6 and 7, Church-street.

The tramways, street widening, new street or road, 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. Olave and St. John-Horsleydown, Bermondsey, and Camberwell, all

in the county of Surrey, St. Paul and St. Nicholas, Deptford, and Greenwich, all in the county of Kent.

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

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

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

Tramway No. 2.—In St. James's-road, on the east side thereof.

Between a point opposite the south side of the shop No. 3 in that road and a point opposite the division between Nos. 15 and 17 in that road.

Between a point opposite the division between No. 61 and No. 63 in that road, and a point opposite the division between No. 71 and No. 73 in that road.

Between Clement's-road and a point opposite the south-east corner of the bridge carrying the South London Line of the London Brighton and South Coast Railway over St. James's-road.

In St. James's-road, on the west side thereof.

Between a point opposite the north-west corner of the bridge carrying the South Eastern Railway over St. James's-road, and a point 20 yards measured in a south-easterly direction along the footpath of that road from the south-west corner of the bridge carrying the South London Line of the London Brighton and South Coast Railway over that road.

Between the south side of the house No. 144 (late 46) in that road and Southwark Park-road.

In St. James's-road, on the east side thereof.

Between Fort-road and a point opposite the entrance to No. 233, St. James's-road.

In St. James's-road, on the west side thereof.

Between points respectively distant 16 yards and 60 yards, measured along the footpath of the bridge carrying that road over the Bricklayers' Arms Branch of the South Eastern Railway from the south side of Alderminster-road. And between Rolls-road and a point distant 36 yards or thereabouts, measured in a northerly direction along the footpath from the north side of Rolls-road.

Tramway No. 3.—In St. James's-road, on the east side thereof, between a point 26 yards from the south side of the saddler's shop forming the eastern angle between St. James's-road and Old Kent-road, and Old Kent-road.

In Old Kent-road, on the north side thereof, between St. James's-road and a point 5 yards from the west side of the saddler's shop forming the eastern angle between that road and Old Kent-road.

In Peckham Park-road, on the west side thereof, between a point opposite the door of the tobacconist and newsagent's shop occupied by T. Harmer, opposite to the Shard Arms public-house, and a point op-

posite the entrance to Rickett and Silvester's veterinary and shoeing forge.

In Peckham Park-road, on the east side thereof, between Green Hundred-road and a point 36 yards therefrom, measured in a south-westerly direction along the footpath from the south side of Green Hundred-road, and between a point opposite the division between No. 109 and No. 111 in that road and Bird-in-Bush-road.

In Peckham Park-road, on the west side thereof, between Commercial-road and a point opposite the northernmost corner of the house No. 178, Commercial-road, and between a point opposite the northern of the two pilasters, marked "Trafalgar Square" and a point opposite the street lamp marked "Bell-garden-road."

In Peckham Park-road, on the north side thereof, between Hill-street and a point 20 yards measured along the footpath from the east side of that street.

In Hill-street, on the east side thereof, between a point opposite the shop No. 73, Hill-street, and Peckham Park-road.

In Hill-street, on the west side thereof, between a point opposite the centre of Frankton-road and Peckham High-street.

Tramway No. 5.—In Creek-road, on the south side thereof, between Church-street and a point 24 yards or thereabouts, measured along the footpath in an easterly direction from the east side of that street, and between Knott-street and a point 18 yards or thereabouts east of the east side of that street.

In Creek-road, on the north side thereof, between a point 55 yards or thereabouts westward from the centre of Creek-bridge and Creek-bridge.

On Creek-bridge on both sides thereof, for the whole length thereof.

In Bridge-street, on the south side thereof, between Creek-bridge and a point 60 yards or thereabouts eastward from the centre of Creek-bridge, and between the roadway adjoining the Pilot coffee-house and a point 14 yards or thereabouts from the east side of that roadway.

In Bridge-street, on the north side thereof, between a point opposite the east side of the beer-house, occupied by S. Woolley, and a point opposite the west side of the premises occupied by C. Howe, veterinary surgeon.

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, company or persons having respectively the duty of directing the repairs, or the control or the management of the said streets, roads, bridges, 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, street widening, and new street or road and the rails, plates, sleepers, and works connected therewith, and of any existing or authorised roads, bridges, or streets, or street improvement upon or along which the same, or any part thereof, are or are intended to be laid and constructed, and for facilitating the passage of carriages and traffic over and along the same or any part thereof, and to confirm and give effect to any such agreements as may have been made or may be made before the passing of the Bill into an Act.

To make special provision with reference to

the laying down of the intended Tramway No. 1 along the widening of Tooley-street authorised by the Metropolitan Board of Works (Various Powers) Act, 1882.

To empower the Company if and when the Metropolitan Board of Works reconstruct, widen, or alter Deptford Creek-bridge as authorised by the Metropolitan Bridges Act, 1881, to remove the intended Tramway No. 5 hereinbefore described, and to lay the same upon and along that bridge as so reconstructed, widened, or altered, instead of along the existing bridge.

To empower the Company to make junctions and communications with and to alter the lines or levels of any existing streets, roads, or ways, public or private, for the purpose of connecting the same with the street widening and new street or road hereinbefore described.

To enable the Company to dedicate to the public, and to provide for the vesting in the local or road authority, the street widening and the new street or road hereinbefore described, and to relieve the Company from all liability of or incident to the repair and maintenance thereof.

To authorise the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, cross-overs, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient for the efficient working of their tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, or carriage-sheds, or works or buildings of the Company.

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

To empower the Company for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement, lands and houses, or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

To enable the Company to sell, let, exchange, or otherwise dispose of, or to pull down all or any of the houses and buildings to be purchased or acquired by them, and to rearrange and lay out, or to sell, lease, exchange, and dispose of the ground when so cleared, and to erect other houses and buildings on the said lands, and to sell, let, or lease the same for such price or prices, and at such rents or other consideration, as they think fit, either by way of absolute sale, or in consideration of ground or annual rents, and either in perpetuity, or for a term of years, and subject to such stipulations and conditions as they think fit, as to the character and uses of the buildings to be erected.

To empower the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this notice, and to maintain so long as occasion may require, a

temporary tramway, or temporary tramways, in lieu of the tramway, or part of a tramway so removed or discontinued to be used or intended so to be.

To 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 empower the Company to purchase or take on lease from the Peckham and East Dulwich Tramways Company (hereinafter called the Peckham 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 Peckham Company, or any part or parts thereof, and all the powers, or 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 (incidentally) to provide for the dissolution of the Peckham 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 Peckham 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 Peckham 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 Peckham 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 vary, alter, and amend, and so far as may be necessary to repeal so much of Section 5 of the Peckham and East Dulwich Tramways Act, 1882, as imposes conditions or restrictions upon the construction of Tramway No. 1 by that Act authorised.

To vary or extinguish all rights and privileges inconsistent with, and 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, the Southwark and Deptford Tramways Act, 1879, and any other Act or Acts relating to the Company.

And notice is hereby further given, that duplicate plans and sections describing the line, situation, and levels of the proposed tramways, street widening, new street or road, and works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice, as published in the London Gazette, will, on or before the 30th of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Newington-causeway, in the said county, with the Clerk of the Peace for the county of Kent, at his office at Maidstone, 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, townships, extra-parochial and other places from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this notice, as published in the London Gazette, will, on or before the same day, be deposited for public inspection as follows, that is to say: as regards the parish of St. Olave and St. John, Horsleydown, with the Clerk of the

District Board of Works for the parish of Rotherhithe, united with St. Olave District, at his office at No. 86, Queen Elizabeth-street, Southwark, as regards the parish of Bermondsey, with the vestry clerk of that parish, at his office, at the Town Hall, Spa-road, Bermondsey, as regards the parish of Camberwell, with the vestry clerk at his office at the Vestry Hall, Camberwell, as regards the parishes of St. Paul, Deptford, and St. Nicholas, Deptford, and for the parish of Greenwich, with the Clerk of the Greenwich District Board of Works, at his office, at No. 141, Greenwich-road, Greenwich.

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

Dated this 16th day of November, 1882.

J. Rand Bailey, 5, Great Winchester-street, E.C.;

Sutton and Ommanney, 3 and 4, Great Winchester-street, E.C.;

Solicitors for the Bill.

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

Board of Trade.—Session 1883.

Over Darwen Electricity.

(Application for a Provisional Order under the Electric Lighting Act, 1882.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Over Darwen, in the county of Lancaster, acting as the Urban Sanitary Authority for the said borough (hereinafter called the Corporation), are about to apply to the Board of Trade, under the Electric Lighting Act, 1882, for a Provisional Order, to be confirmed by Parliament in the ensuing Session, for the following, or some of the following, among other objects, that is to say:—

To authorise the Corporation to supply electricity for public and private purposes within the municipal borough of Over Darwen, as constituted under the provisions of the Acts relating to Municipal Corporations, as hereinafter mentioned, that is to say:—

(a) To empower the Corporation to supply electricity for public purposes in the following streets, and portion of street, and public places within the said borough, namely:—

Such portion of the Bolton and Blackburn main road as lies between the Over Darwen Cemetery on the south and the northernmost boundary of the borough near Golden Cup on the north: Bridge-street, Redearth-road, Sough-road, and Watery-lane, and all other streets having carriage-ways within the borough, which are subject to the control of the Corporation, with the exception of the following streets or roads, namely:— Pole-lane, Blacksnape, and Grimehills-road, Cup-lane, Sandy-lane, Holden-fold, Goose-house-lane Pot-house-lane, and Tack-row.

The Town-hall, Market-house, and Market-square, the Free Library, the Darwen Theatre, and all churches, chapels, and registered places of public worship within 100 yards from any of the streets or portion of street in which it is proposed as aforesaid that the Corporation should be empowered to supply electricity for public purposes.

(b) To empower the Corporation to supply electricity for private purposes in all mills, factories, workshops, public-houses, railway stations, halls, clubs, banks, offices, shops,

dwelling-houses, and other premises within any of the said streets or portion of street in which it is proposed as aforesaid that the Corporation should be empowered to supply electricity for public purposes, and within one hundred yards radius of the same streets or portion of street respectively, such premises respectively having a net rateable value of not less than £50 respectively, according to the assessment to the poor-rate for the time being in force within the said district.

(c) To empower the Corporation from time to time to extend the area for the supply of electricity for public and private purposes, so as to give them the right to supply electricity within an area co-extensive with their said borough, or any less area, or to premises within a larger area or of less net rateable value than above stated.

To prescribe and define within what portion or portions of the borough, or what area or part of an area, and upon what terms and conditions, and for what purposes, and for what period, the Corporation shall be empowered or required to supply electricity for any purposes, public or private, and to make provision for relieving the Corporation from any obligation to supply any other portion or portions of the borough, except upon such terms and conditions, and under such circumstances and restrictions as the Corporation may from time to time by resolution determine, or as may be prescribed or provided for by the intended Order.

For the purposes of such supply, to confer upon the Corporation all or some of the powers contained in the Electric Lighting Act, 1882, or as hereinafter mentioned.

To empower the Corporation, subject to the provisions of the Electric Lighting Act, 1882, to construct, provide, supply, renew and maintain all such works, engines, batteries, accumulators, meters, plant, apparatus, and materials, and generally to do all such things as are authorised by the said Act, or as may be necessary for generating, producing, storing, supplying, measuring, transmitting, and distributing electricity, and otherwise for the purposes of the intended Order.

The streets and other places in, over, or along which it is proposed to place electric lines and other works, are such portion of the Bolton and Blackburn main road as lies between the Over Darwen Cemetery on the south, and the northernmost boundary of the borough, near Golden Cup, on the north— Bridge-street, Redearth-road, Sough-road, and Watery-lane, and all other streets having carriage-ways within the borough, which are subject to the control of the Corporation, with the exception of the following streets or roads, namely:— Pole-lane, Blacksnape, and Grimehills-road, Cup-lane, Sandy-lane, Holden-fold, Goose-house-lane, Pothouse-lane, and Tack-row.

A list of the streets not repairable by the Corporation, and of the tramways proposed to be broken up, or which may be required to be broken up for any of the purposes of the intended Order, are particularly mentioned and specified in the schedule hereto.

There are no canals or navigable rivers within the said area.

To empower the Corporation to purchase by agreement, or take on lease and hold, any lands and buildings, or interests or easements in lands and buildings, and to erect thereon any buildings which may be necessary for the purposes of the intended Order, and to apply and appropriate to and use for such purposes, any lands and buildings for the time being belonging to them.

To enable the Corporation 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, supply, or utilisation and distribution of electricity.

To enable the Corporation and any Company or person to enter into and fulfil contracts and agreements for and in relation to all or any purposes before mentioned.

The Provisional Order will contain all such provisions as may be required by the Electric Lighting Act, 1882, or by the Board of Trade, or by Parliament, concerning the levying of rates and borrowing of money, the breaking-up of streets, whether or not repairable by a local or other authority or body, and concerning interference with tramways; and as to conditions of supply, price, nature, and amount of supply, obligation to supply, and other matters; and as to the period for which the concession is granted, and for securing the safety of the consumers and the public from injury by shock, fire, or otherwise; and for enforcing the performance by the Corporation of their duties in relation to the supply of electricity.

The draft of the proposed Order will be deposited at the Office of the Board of Trade, on or before the 21st day of December next; and printed copies of the draft Provisional Order, when so deposited, and of the Provisional Order when made, will be obtainable at the price of one shilling each within the proposed area, at the Office of the Town Clerk in Over Darwen, in Lancashire; and in London, at the Offices of Messrs. Sherwood and Co., Parliamentary Agents, 7, Great George-street, Westminster.

Every local or other public authority, Company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the proposed application, may do so by letter, addressed to the Board of Trade, marked on the outside of the cover, enclosing it "Electric Lighting Act," within two months from this date; and a copy of the objections should at the same time be forwarded to either of the undersigned.

The Schedule above referred to:

Hollins Grove-street	Pitville-street
Clarence-street	Falcon-street
Gillibrand-street	Argyle-street
Cavendish-street	Snape-street
Preston-street	Lloyd-street
Dove-street	Back Brook-street
Clifton-street	Sudell-road
Bank-street	Bath-street
Victoria-street	Star-street
Hannah-street	Malta-street
Brunswick-street	Ashton-street
Old-lane	Briggs-court
Chadwick-street	Pilkington-street
King-street	Hanover-street
Meadow-street	Extreme-street
Mount-street	Derwent-street
Finch Pleasant-street	Haworth-street
Dobson-street	Heys-lane
Nelson-street	Frances-street
Charles-street	Queen-street east
Brook-street	Edward-street
Back Union-street	Peabody-street
Franklin-street	Pickup-street
Hamer-street	Primrose-terrace
Back Bridge-street	Redearth-street
Blackhorse Back	Redearth-mount
Taylor-street	Blackhorse-street
Mill Gap-lane	India-street
Eccles-row	Holme-street
Towneley-street	Hilton-street
Sydney-street	Mars-hill

Auckland-street
Maria-street
Blackpool-street
Bentley-street
Alma-street
Marlpit-green
Culvert-street
Park-road
Cyprus-street
Ashleigh-street
Astley-street
Hill Houses
Alice-street
Back-lane
Nicholas-street
Plough-yard
River-street
Bright-street

Earnsdale-street
Hawkshaw-avenue
Lynwood-villas
Oxford-street
Dean-street
Moss-street
Bank Bottom
James-street west
Fowler-street
Prince-street
Everton-street
Back Richard-street
Grime-street

Hindle-street
Hollins-lane
Daisyfield-street
Hollins-row
Lily-street
Edmund-street
Moon-street
Whalley-street
Lark-street
Duxbury-street
St. John's-street
Mary-street
Holker-street
Pine-street
Cotton Hall-street
Olive-lane
Exchange-street

The Blackburn and Over Darwen Tramway.

Dated this 18th day of November, 1882.

Chas. Costeker, Town Clerk.

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

Melbourne-street
Portland-street
Alfred-street
Thompson-street
William-street
Clough-street
Willie-street
Whitehall-street
Devon-street
Mary Ann-street
Astley-street Back
Bury's-yard
Springfield-street
Belgrave-road
Bank Top-street
Lawrence-street
Orchard-street
Wood-street (Livesey fold)

Lorne-street
Oldfield-avenue
Lynwood-avenue
Bedford-street
Westwell-street
Reservoir-street
Isherwood-street
Willow-street
John-terrace
John-street
Joseph-street west
Queen-street
Greenfield-street, Moss Bridge

Prickles-row
Ratcliffe-street
Vernon-street
Sun-street
Ellenshaw-street
Bennett-street
Sarah-street
Richmond-terrace
Albert-street
Spring Vale-road
Rosehill-street
Melita-street
Starkie-street
Gibson-street
Highfield-street
Lomax-street
Radford-street

In Parliament.—Session 1883.

Banbury and Cheltenham Direct Railway.
(Revival and Extension of Powers; New Railways or Sidings, and other Works and Powers, and additional Lands; Further Powers as to additional Capital and as to application thereof and of authorised Capital, and other provisions relating thereto; Amendment of Acts.)

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

To revive and continue the powers for the compulsory purchase of lands granted by "The Banbury and Cheltenham Direct Railway Act, 1873," for the purposes of Railway No. 3, by that Act authorised, and by "The Banbury and Cheltenham Direct Railway Act, 1877," for the purposes of the new railway by that Act authorised.

To extend the period now limited by "The Banbury and Cheltenham Direct Railway Act, 1881," for the construction and completion of all or part of the railways authorised by the said Acts of 1873 and 1877 respectively.

To empower the Company to make and maintain the railways or sidings, or level crossings, and other works hereinafter described, with all proper approaches, yards, sidings, stations, works, and conveniences connected therewith respectively, that is to say:—

No. 1. A branch railway or siding, to be wholly situate in the parish of Bloxham, in the county of Oxford, commencing by a junction with the Company's Railway No. 1, authorised by the said Act of 1873, at or near the point marked on the deposited plans referred to in the said Act as indicating 4 miles and 7 furlongs from the commencement of that railway, and terminating in the road leading from Bloxham to Tadmarton, at or near the eastern end of the Bloxham Company's gasworks, and another branch railway or siding, wholly situate in the said parish, commencing by a junction with the said first-mentioned railway or siding on the said road, at or near the point where a stream crosses under the road near the said gasworks, and terminating at a point on the north side of the said road 250 yards or thereabouts west of its commencement, and together with an approach road leading from the said road from Bloxham to Tadmarton to the said railway, and to empower the Company to stop up and discontinue the existing footpath which leads from the public road, numbered on the said deposited plans 24, in the said parish, along the said railway as now in course of construction, to the commencement of the said intended railway or siding first above described.

No. 2. A branch railway or siding, to be wholly situate in the parish of Hook Norton, in the county of Oxford, commencing by a junction with the Company's Railway No. 1, authorised by the said Act of 1873, at or near the point marked on the said deposited plans as indicating 8 miles and 4 furlongs from the commencement of that railway, and terminating on the southern side of the public road from Milcombe to Hook Norton, at or near the junction therewith of the occupation road leading to Nil Farm, and numbered on the said plans 10, in the same parish.

To empower the Company to execute the works, do the acts, and exercise the powers following, or some of them, that is to say:—

To provide for a level crossing in lieu of an accommodation bridge under the Company's said authorised Railway No. 1, at or near the point marked on the said plan as indicating 7 miles and 6 furlongs from the commencement thereof, and to divert and carry over the said level crossing the existing roads and footpaths which cross the said railway at or near the said point, and along the existing road and footpath, about 7 miles 6 furlongs 11 chains from the commencement thereof, which said level crossing, roads and footpaths are situate within the parishes of Wiggington and Hook Norton, or one of them, in the county of Oxford.

To purchase and take, by compulsion or agreement, and to hold lands, houses and buildings, and easements therein, in the several parishes aforesaid, for the purposes of the intended Act, or any of them,

and also for the purposes of their authorised undertaking, the following, that is to say:—

Certain lands, houses, and buildings in the parish of Hook Norton, in the county of Oxford, lying on the southern side of and adjoining the said authorised Railway No. 1, between the distances marked thereon 8 miles and 8 miles $2\frac{1}{2}$ furlongs, as shown on the deposited plans thereof before referred to;

And certain other lands, houses, and buildings in the same parish, lying on the south of and adjoining the said railway, and being the properties numbered respectively on the said plans 11 and 15, in the said parish.

To authorise the purchase and acquisition of so much of any property as may be required for the purposes, or in exercise of the powers of the intended Act, without the Company becoming subject to the liability imposed by Section 92 of "The Lands Clauses Consolidation Act, 1845."

To extinguish or provide for the extinguishment of all rights of way over the roads and footpaths, portions thereof, which are proposed to be stopped up and discontinued, and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads and footpaths in 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 authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all public carriage and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic wires and apparatus within or adjoining to the before-mentioned parishes, and other places which it may be necessary or convenient to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To authorise deviations, laterally and vertically, from the lines and levels of any of the intended works as shown on the plans and sections to be deposited as hereinafter mentioned.

To empower the Company to increase the amount of their 1877 debenture stock, and to raise further money by the creation and issue of new shares or stock, either ordinary or preferential, or both, and by borrowing on mortgage, and by debenture stock, or by any or either of such means, and to empower the Company to apply such shares or stock, debenture stock, or mortgages, or part thereof, or the money to be raised thereby, in or towards paying, satisfying, or adjusting all or some of the claims against the Company on capital and revenue account, and to enable and require persons having any such claims and demands to accept such shares, stock, debenture stock or mortgages, in satisfaction of their claims and demands.

To prescribe and define the priorities of any new shares or stock, or debenture stock or mortgages, to be created under the authority of the intended Act, and to vary or alter the priorities, rights, powers, and privileges of the holders of the several classes of the Company's existing shares and stocks, with such consents (if any), and on and subject to such terms and conditions as may be prescribed or authorised by the intended Act, and to confer, vary, or extinguish other rights and privileges.

To alter and amend, or repeal, so far as may be necessary for the purposes aforesaid, the provisions of the several Acts (local or personal) following,

or some of them, that is to say, the Banbury and Cheltenham Direct Railway Acts of 1873, 1877, 1878, 1879, 1880, and 1881, and all other Acts relating to the Company.

And Notice is also hereby given, that on or before the 30th day of November instant, plans and sections relating to the objects of the intended Act, with a book of reference to such plans, and an ordnance map, showing the lines of the said intended railways or sidings, 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 Oxford, at his office at Oxford; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes hereinbefore mentioned, 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 such parish, at his residence, or as relates to any extra-parochial place, with the clerk of some adjoining parish at his residence.

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

Dated this 14th Day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, E.C.;

J. B. Looker, 8, Draper's-gardens, Throgmorton-street, E.C.;

Solicitors for the Bill.

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

In Parliament.—Session 1883.

Manchester Ship Canal.

(Incorporation of Company; Compulsory Transfer of Estate and Rights of Company of Proprietors of the Mersey and Irwell Navigation, and of the Bridgewater Navigation Company (Limited), so far as they relate to such Navigation; Purchase by Agreement of the Duke of Bridgewater's Runcorn and Weston, and Manchester and Salford Junction Canals; Power to deepen and improve parts of Rivers Mersey and Irwell; New Ship Canal from near Old Quay Docks, Runcorn, to Manchester; Docks at Warrington and Manchester; Diversion of Waters of Mersey and Irwell, and their Tributaries; Discontinuance for the purposes of navigation of portions of the Rivers Mersey and Irwell, and of the Runcorn and Latchford Canal; New Railway; Deviation of Railways of London and North Western and Great Western Railway Companies, and of Cheshire Lines Committee, and of Bridgewater Canal; Abandonment of portions diverted, and of portions rendered useless of Mersey and Irwell Navigation and Runcorn and Latchford Canal; Interference with Roads and Bridges; Compulsory Purchase of Lands, Houses, and Property, including the Runcorn and Latchford Canal and Morley Common; Additional Lands; Sale and Lease of Lands; Creating Port of Manchester; Bonded Warehouses; Levying of New and Alteration of Existing Tolls and Charges; Bye-Laws; Powers to Corporations to subscribe and borrow Money on security of Rates; Agreements with said Railway Companies and Committee, and Corporations; Transfer of Undertaking of Company to a Trust in certain events; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to introduce a Bill for

the following, or some of the following, among other purposes (that is to say):—

1. To incorporate a Company (hereinafter called "the Company") for the purposes of the Bill.

2. To transfer to and vest in, or to provide for the transfer to and the vesting in, the Company of all or some of the easements, rights, powers, authorities, and privileges of the Company of Proprietors of the Mersey and Irwell Navigation, and of the Bridgewater Navigation Company (Limited), and of all or some of the easements rights, powers, and privileges possessed by or vested in any person or persons, trustee or trustees, for or on behalf of the said Proprietors or Company, so far as the same respectively relate to the making, maintaining, improving, and keeping navigable the rivers Mersey and Irwell, between Hunts Bank in Manchester, and Liverpool, and the branch canals connected therewith respectively, and all the estate, rights (including the right to levy tolls), powers, privileges, property, and interest of the said proprietors and Company, in, over, and to the said two rivers, and the said branch canals and all canals, cuts, trenches, passages, bridges, arches, feeders, backwaters, and improvements made by the said proprietors, or by the said Company, in or in connection with the said rivers or either of them, and the locks, weirs, sluices, and other works therein, and the towing paths thereof, and all or some of the lands, warehouses, wharves, and property of the said proprietors and Company.

3. To enable the Company to acquire, either by virtue of the said Bill or by subsequent contracts and agreements to be made by virtue thereof, the undertakings, or any part or parts of the undertakings known as the Duke of Bridgewater's Canals, the Runcorn and Weston Canal, the Manchester and Salford Junction Canal, together with the branch canals connected therewith respectively, vested in or belonging to the Bridgewater Navigation Company (Limited), and all lands, warehouses, buildings, wharves, works, and conveniences, goodwill and other property and effects belonging to or occupied by that Company, or by the said Company of Proprietors, or possessed by or vested in any person or persons, trustee or trustees, for or on behalf of such Company or Proprietors, for the purpose of their business as common carriers and wharfingers, and all vessels, machinery, and plant belonging to or used by the said Navigation Company, together with all rights, easements, powers and privileges for the supply of the said canals and navigations respectively with water, and for the use and maintenance thereof, and for the levying of tolls and charges with respect to the use of the said undertakings respectively, and the making of bye-laws, rules, and regulations, and the right to act as common carriers, or any of them, and the benefit and obligation of all contracts and agreements with relation to the said undertakings, or any of them, and all other rights, easements, powers and privileges granted to or possessed by or vested in the said Navigation Company, or by any person or persons, trustee or trustees, for or on behalf of that Company, relating to or affecting the said several undertakings respectively, or any part or parts thereof, and to confirm any memorandum or articles or heads of agreement already entered into or which may be hereafter entered into by or on behalf of the said Navigation Company or the said Company of Proprietors on the one hand, and the Company on the other hand.

4. To enable the Company in the counties of

Lancaster and Chester to construct and maintain a Ship Canal navigable to Manchester, and for that purpose to exercise the following powers, and to construct, maintain, regulate, and renew the following works, or some of them, or some part or parts thereof (that is to say):—

Number 1.—The dredging, scouring, opening, deepening, widening, straightening, cleansing, and improving of the beds, banks, shores, and channels of so much of the River Mersey as lies between an imaginary straight line drawn across that river from the Eastham Ferry Slip to a point on the north-east bank of that river distant 20 chains measured along that bank in a south-easterly direction from the lighthouse at Garston, and a point in the township and parish of Runcorn, in the county of Chester, on the left bank of that river, about 48 chains east of the western end of the north pier of the Old Quay Docks, measured along that bank, and within those limits the making, forming, maintaining, and regulating by means of training walls of a low-water channel.

Number 2.—The dredging, scouring, opening, deepening, widening, straightening, cleansing, and improving of the beds, banks, shores, and channels of so much of the River Mersey as lies between the last-mentioned point and the point of junction with that river of the River Irwell; and also so much of the River Irwell as lies between the said point of junction and a place known as Hunts Bank, in the township of Manchester, in the parish of Manchester, in the county of Lancaster, and of the cuts, canals, rivers, backwaters, streams, brooks, and watercourses connected with the said Rivers Mersey and Irwell, or either of them, within the limits aforesaid, and within those limits the removing, altering, lengthening, curtailing, raising, or lowering of cuts, canals, weirs, banks, dams, sluices, locks, channels, and watercourses, bridges, arches, culverts, pipes, sewers, and drains, and such other works as may be necessary or convenient in connection with or for the purposes of the works by the said Bill to be authorised, or any of them.

Number 3.—A new navigable canal or channel, commencing in the said township of Runcorn, in and out of the River Mersey, at the said point on the left bank of that river, about 48 chains east of the said western end of the north pier of the Old Quay Docks, and terminating in the township and parish of Flixton, in the county of Lancaster, at a point about 17 chains, measured along an imaginary straight line drawn at right angles to the Liverpool and Manchester Railway of the Cheshire Lines Committee, from a point thereon about 30 chains eastward of the north-east end of the eastern abutment of the bridge carrying that railway over the River Irwell.

Number 4.—A new navigable canal or channel, commencing at the termination of Work Number 3, and terminating in the townships of Salford and Stretford, in the said parish of Manchester, at a point situate about 5 chains west of the western end of the northern abutment of the Trafford-bridge, measured along the right bank of the River Irwell. In connection with the foregoing Works No. 3 and No. 4, the raising or lowering of the level of the waters of the said Rivers Mersey and Irwell, and of the cuts, canals, and channels connected therewith respectively, between the commencement of the said Work No. 3, and Hunts Bank aforesaid.

The foregoing works will be made from, through, into, or in the parishes, townships, and extra-parochial places following, or some of them, all in the county of Chester, namely:—Eastham

(parish and township), Hooton, Netherpool, Overpool, Whitby, Stoak or Stoke, Little Stanney, Stoak or Stoke (detached), Whitby, Great Stanney, Great Stanney (extra-parochial), Stanlow, Stanlow (extra-parochial), Ince (parish and township), Frodsham (parish and township), Frodsham (detached), Frodsham Lordship, Frodsham Lordship (detached), Runcorn (parish and township), Weston, Runcorn (detached), Halton, Halton (detached), Halton (detached No. 1), Halton (detached No. 2), Halton (detached No. 3), Norton, Moore, Acton-Grange, Walton Superior, Walton Inferior, Great Budworth, Appleton, Grappenhall (parish and township), Latchford, Runcorn (detached No. 1), Thelwall (detached No. 1), Runcorn (detached No. 2), Thelwall (detached No. 2), Runcorn (detached No. 3), Thelwall, Lymm (parish and township), Warburton (parish and township), Bowdon, Partington, Carrington, Dunham Massey; and from, through, into, or in the parishes, townships, and extra-parochial places following, or some of them, all in the county of Lancaster, namely: Childwall, Garston, Speke, Hale, Halewood, Prescott, Ditton, Widnes, Cuerdley, Penketh, Great Sankey, Warrington (parish and township), Poulton-with-Fearnhead, Woolston and Martinscroft, Rixton-cum-Glazebrook, Eccles, Barton-upon-Irwell, Pendleton, Pendlebury, Pendlebury (detached), Flixton (parish and township), Flixton (detached), (parish and township), Manchester, (parish and township), Salford, Stretford.

Number 5.—A lock, wholly in the said township of Stretford, commencing at the lower gates of the existing lock at Throstle Nest, and extending in a westerly direction along the River Irwell, a distance of about 27 yards; and in connection with the said lock a weir, parallel with and about 25 yards below the existing weir at Throstle Nest, commencing in the said township of Salford at the right bank of the River Irwell, and terminating in the said township of Stretford, at the left bank of that river.

Number 6.—A dock, wholly in the said township of Salford (with an entrance thereto from the River Irwell, and locks, at the north-western end thereof, partly in the said township of Salford, and partly in the township of Pendlebury (detached), in the said parish of Eccles) to be constructed partly on lands the property of the Manchester Racecourse Company (Limited), and partly on lands adjoining thereto, all which lands are included between the River Irwell, Cross-lane, the northern boundary of the said lands of the said Manchester Racecourse Company (Limited), and the Salford Cemetery.

Number 7.—In connection with the said dock, a conduit, or culvert with sluices, wholly in the said township of Salford, to divert water from the River Irwell into that dock, commencing at a point on the right bank of that river, about 3 chains east of the northern end of the existing weir at Throstle Nest, measured along that bank, extending in a north-easterly direction about 34 chains, and there terminating by a junction with that dock.

Number 8.—A conduit or culvert commencing in the said township of Salford, by a junction with the existing watercourse situate near the said racecourse in Marshland, the property of Samuel William Clowes, and in the occupation of James Henry Brown, at a point therein about 32 chains (measured along that watercourse) northwards of its junction with the River Irwell, and terminating in the said township of Pendlebury (detached), at a point on that river about 13 chains east of the easterly end of the Mode Wheel Lock, measured along the right bank of that river.

This work will be made from, through, into, or in the said townships of Salford and Pendlebury (detached).

Number 9.—A new navigable cut or canal (being a diversion of the Bridgewater Canal), wholly within the said township of Barton-upon-Irwell, commencing by a junction with that canal at a point about 144 yards north of the centre of Barton-lane, where it passes under that canal, measured along that canal, thence passing on the easterly side of that canal, crossing Work Number 4 by a new aqueduct, with a swing opening, extending southward for a distance of about 483 yards from its commencement, measured along that canal, and there terminating by a junction with that canal.

Number 10.—A conduit or culvert, with sluices (wholly within the said township of Flixton) to divert water from the River Mersey into Work Number 4, commencing at a point on the right bank of that river, about 17 chains west of the junction of Park-lane and Eea-lane, at Oulton Brow, and extending in a northerly direction about 27 chains, and there terminating by a junction with Work Number 4.

Number 11.—A weir, with sluices, wholly within the said townships of Woolston and Martinscroft and Thelwall, commencing at the right bank of the River Mersey, at the point where an imaginary straight line drawn at right angles to Woolston New Cut, from a point about 36 chains westward of the turn bridge at the eastern end of that cut, measured along that cut, would strike that bank, and extending at right angles across that river to and terminating at the left bank thereof.

Number 12.—A dock or basin, with an entrance from Work Number 3, wholly in the said townships of Warrington, Thelwall (detached No. 2) and Latchford, to be constructed on land bounded on the south side by the Warrington and Latchford-road, on the east side by the Runcorn and Latchford Canal, on the west side by the left bank of the River Mersey, and on the north side by an imaginary straight line, drawn from the easterly end of Howley Weir to a point on the said Runcorn and Latchford Canal about 21 chains north-east of the north face of the Black Bear Bridge over that canal, measured along that canal.

Number 13.—A dam, with sluices, wholly in the said township of Runcorn, across the bed of the said Runcorn and Latchford Canal, at a point about 18 chains west of the Point Turn Bridge, across that canal, measured therealong.

Number 14.—Deviation Railway Number 1.—The diversion of the main line of the London and North Western Railway where it crosses the River Mersey at the Walton Viaduct, near Warrington, by the construction of a deviation railway, commencing in the said township of Moore, by a junction with the said main line at a point about 10 chains south-west of the point where the boundary between the said townships of Moore and Acton-Grange crosses the said main line, thence crossing Work Number 3 by a high level bridge, and terminating by a junction with the said main line at a point in the said township of Warrington, at the north side of the Three-Arch Bridge, situate south of and near to the high level station at Bank Quay.

Number 15.—Deviation Railway Number 2.—The diversion of the Birkenhead, Lancashire, and Cheshire Junction Railway by the construction of a deviation railway, commencing in the said township of Acton-Grange by a junction with that railway about 13 chains north-east of the point where the boundary between the said townships

of Moore and Acton-Grange crosses that railway, thence crossing Work No. 3 by a high-level bridge, and terminating by a junction with the branch railway of the London and North-Western Railway Company, which connects the Warrington and Stockport Railway with the Birkenhead, Lancashire, and Cheshire Junction Railway at a point in the said township of Warrington about 5 chains west of the western end of Arpley station, measured along the said branch railway.

The foregoing railways will be made from, through, into, or in the said townships of Moore, Acton-Grange, Walton Inferior, and Warrington, or some of them.

Number 16.—Deviation Railway Number 3.—The diversion of the Warrington and Stockport Railway by the construction of a deviation railway commencing in the said township of Warrington by a junction with that railway at the western abutment of the bridge of that railway over the River Mersey near Arpley station, thence passing in tunnel under Work Number 3, and terminating in the said township of Latchford, at the point where that railway crosses Cross-lane.

This railway will be made from, through, into, or in the said townships of Warrington, Latchford, and Grappenhall, or some of them.

Number 17.—Deviation Railway Number 4.—The diversion of the Railway Number 2, authorised by "The Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865," and now belonging to the Cheshire Lines Committee, by the construction of a deviation railway, commencing in the said township of Carrington by a junction with that railway at a point about 38 chains south-east of the south-east end of Partington station, measured along that railway, thence crossing Work Number 3 by a high level bridge, and terminating in the said township of Barton-upon-Irwell by a junction with that railway at a point about 15 chains south-east of the junction of the said Railway Number 2 with the Liverpool and Manchester Railway of the Cheshire Lines Committee, measured along the said Railway Number 2.

This railway will be made from, through, into, or in the said townships of Carrington, Partington, and Barton-upon-Irwell, or some of them.

Number 18.—Deviation Railway Number 5.—The diversion of the said Liverpool and Manchester Railway by the construction of a deviation railway, commencing in the said township of Flixton by a junction with that railway, at a point about 19 chains west of the westerly end of Flixton station, measured along that railway, thence crossing over Work Number 3 by a high-level bridge, and terminating by a junction with that railway in the said township of Barton-upon-Irwell, at a point situate about 2 chains east of the eastern end of Irlam station, measured along that railway.

This railway will be made from, through, into, or in the said townships of Flixton, Barton-upon-Irwell, and Carrington, or some of them.

Number 19.—Junction Railway.—A railway commencing in the said township of Moore, by a junction with the said Birkenhead, Lancashire, and Cheshire Junction Railway, at a point situate about 2 chains north-east of the north-easterly end of Daresbury station, measured along that railway, and terminating in the said township of Acton-Grange by a junction with the said main line of the London and North Western Railway, at a point on the said main line about two chains north-east of the point where the boundary between the said townships of Moore and Acton-Grange crosses the said main line.

This railway will be made from, through, into,

or in the said townships of Moore and Acton-Grange.

5. To enable the Company within the limits aforesaid to construct and maintain all cuts, channels, locks, weirs, dams, basins, reservoirs, ponds, trenches, pounds, graving docks, lay-byes, gates, sluices, culverts, by-passes, arches, bridges (fixed or opening) sewers, drains, embankments, towing-paths, walls, jetties, landing-places, dolphins, moorings, buoys, beacons, lights, staithes, groynes, quays, wharves, warehouses, sheds, buildings, engines, pumps, machinery, cranes, lifts, drops, railways, tramways, rails, junctions, sidings, turn-tables, signals, roads, approaches, works, and appliances which may be necessary or convenient for or incidental to the before-mentioned works or any of them.

6. To authorise the Company to divert into the intended new Ship Canal, channels, docks, and works, the waters of the Rivers Mersey, Irwell, and Bollin, and of the Mersey and Irwell Navigation, the Red Brook, Glazebrook, Morris Brook, Fishington Brook, Sow Brook, Bent-lane Brook, Boyle Brook, Salt Eye Brook, Walton Mill Brook, Grange Mill Brook, and Lumb Brook, the Run-corn and Latchford Canal, Woolston Cut, Butchers' Field Cut, and Stickings Cut, and all other waters under the control of the said Company of Proprietors, or to which they have any right; and to enter upon, take, and use the bed, channel, and banks of the said rivers, cuts, channels, canal, and navigation, where the same may be coincident with, or intersected by, the line of the intended works, and to supersede and discontinue the use, for the purposes of navigation, of so much of the present course or channel of the said rivers, cuts, channels, canal, and navigation, as may be rendered unnecessary by the construction of the intended works, or any of them.

7. To provide for the diversion, extension, or re-arrangement, and for the alteration of the position or levels, either by the Company or by the London and North Western Railway Company, so far as relates to their undertaking, and by the London and North Western Railway Company, and the Great Western Railway Company, or one of them, so far as relates to the said Birkenhead, Lancashire, and Cheshire Junction Railway, and by the Cheshire Lines Committee, so far as relates to their undertaking, or jointly by the Company and the said several Companies or Committee respectively, of the rails, sidings, and works of the said several Companies or Committee respectively, so as to connect such rails, sidings, or works with the proposed docks and with the works of the Company.

8. To vest the said deviation railways and their appurtenances, as to deviation Railways No. 1 and No. 3, in the London and North Western Railway Company; and as to deviation Railway No. 2, partly in that Company, and partly in that Company and in the Great Western Railway Company jointly; and as to deviation Railways No. 4 and No. 5, in the Cheshire Lines Committee; and as to the "Junction Railway," in the London and North Western and Great Western Railway Companies jointly, and to constitute the same for all purposes (including the levying of tolls, rates, and charges in respect thereof) parts of the respective undertakings of those respective bodies, in substitution for the portions of the railways of those respective bodies in lieu of which such deviation and junction railways are to be constructed, upon such terms and conditions as to payment, and otherwise, as may be agreed on between the Company

and those respective bodies, or as may be defined in the Bill, or prescribed by Parliament.

9. To authorise the London and North Western Railway Company, the Great Western Railway Company, and the Cheshire Lines Committee respectively, to abandon so much of their respective railways, and the Bridgewater Navigation Company (Limited) to abandon so much of their canal, as shall be rendered useless or unnecessary by the construction of the said deviation and junction railways, and the said diversion of the Bridgewater Canal respectively, and to dispose of the site of the portions so abandoned.

10. To authorise the Company, on the completion of the respective deviation railways, to remove the bridges carrying the railways for which the deviation railways are respectively substituted, over the Rivers Mersey and Irwell, or one of them, and on the completion of the said diversion of the Bridgewater Canal, to remove the existing aqueduct which carries that canal over the River Irwell, and the portion of that canal for which the said diversion of that canal is substituted. The Bill will or may enable the London and North Western Railway Company, as to the deviation Railways Number 1 and Number 3, and part of the deviation Railway Number 2, and that Company and the Great Western Railway Company jointly, as to the remainder of deviation Railway Number 2 and the Junction Railway, and the Cheshire Lines Committee as to the deviation Railways Number 4 and Number 5, and the works therewith respectively connected (which Companies and Committee are meant where the expression "said Companies" is hereinafter used), to construct and maintain the same, or any part or parts thereof, either solely or in conjunction with the Company, and will or may authorise the Company and the said Companies respectively to enter into and fulfil contracts and agreements for and in relation to such construction and maintenance, and any matter incidental thereto, and to enable the London and North Western Railway Company, and the Great Western Railway Company, and the Great Northern Railway Company, the Manchester, Sheffield and Lincolnshire Railway Company, and the Midland Railway Company (as to powers conferred on the Cheshire Lines Committee) to provide any funds necessary to carry into execution any powers conferred on the said Companies by the Bill, by the application of their existing funds, and by the creation of new shares and stock, and by borrowing.

11. To authorise the Company to cross, open, or break up, divert, raise, lower, alter, stop up, or interfere with, either temporarily or permanently, streets, roads, highways, footpaths, railways, tramways, rivers, streams, watercourses, drains, culverts, sewers, gas and water mains and pipes, telegraphic, electric, and other wires, pipes, and apparatus, and other works, so far as may be necessary for the purposes of the said intended works and of the Bill, and for the same purposes to deviate laterally and vertically to any extent from the lines and levels of the works as shown on the plans and sections to be deposited as hereinafter mentioned.

12. To authorise the Company within the limits aforesaid, and as incidental to the foregoing works, to alter, vary, and reconstruct all or any of the bridges over the Rivers Mersey and Irwell, or either of them, and, if thought fit, to substitute opening for fixed bridges, and to remove all bridges rendered unnecessary by reason of the construction of substituted bridges.

13. To authorise the Company from time to

time to purchase or take on lease or otherwise acquire lands, houses, buildings, mills, warehouses, sheds, wharves, foreshore and other property, compulsorily or by agreement, and to acquire easements over, under, or in respect of, and to vary and extinguish existing rights and privileges over such lands, houses, buildings, warehouses, sheds, wharves, foreshore, and property, and all such rights and privileges as it may be necessary to vary or extinguish for any of the purposes of the Bill, and particularly to purchase, or otherwise acquire, compulsorily or by agreement, the following lands, buildings, houses, and property, in addition to those required for the purposes of the said works, that is to say :—

(a) Land, lock-house, cottages, yards, gardens, office, and buildings situate at Throstle Nest, in the said township of Stretford, bounded on the northerly side by the River Irwell, on the south-westerly and north-westerly sides by Trafford-road, and on the south-easterly side by a road running between the said river and the Bridgewater Canal.

(b) Land and buildings, parts of bed of River Irwell and towing-path, wholly within the said township of Barton-upon-Irwell, south of the portion of the main road leading from Liverpool to Manchester, lying between Barton-lane and the mile-stone on that road, marked as being eight miles from Manchester, and lying between the said portion of that road, Barton-lane, the River Irwell, and Sticking's-cut.

(c) A strip of land (including part of the bed of the River Irwell and the towing-path) wholly within the said township of Barton-upon-Irwell, about 2 chains in width along and parallel with the centre line of the bed of that river, commencing at a point on the right bank of that river at or near the lane leading from the said Manchester and Liverpool-road to Irlam Ferry, and terminating at or near the point of junction of that river with the River Mersey.

(d) Land, buildings, and parts of the beds of the Rivers Mersey and Irwell situate near the junction of those rivers, and bounded by those rivers and an imaginary straight line drawn in a south-westerly direction from Irlam Ferry house, on the right bank of the River Irwell, to a point on the right bank of the River Mersey distant about 23 chains from and above its junction with the River Irwell, measured along that bank, the whole of which properties are within the said townships of Flixton, Flixton (detached), and Barton-upon-Irwell, or some of them.

(e) The land, buildings, lock, lock-house, beds of rivers, river banks, and towing-paths lying between an imaginary straight line drawn from the last-mentioned point on the right bank of the River Mersey, in the last preceding paragraph described, in a westerly direction, to a point on the right bank of that river east of the Glazebrook and Stockport Railway, of the Cheshire Lines Committee, about 21 chains from the bridge on that railway over that river, measured along that river, and a line commencing at the junction of the said Rivers Mersey and Irwell, drawn at a distance of about 2 chains north of and parallel with the right bank of the River Mersey to Sandywarp Lock, passing to the rear of the lock-house there situate, and thence continuing in the direction of and parallel with the tow-path at a like distance from and parallel with the right bank of the

River Mersey to the point of termination of the last described imaginary line, all of which properties are within the said townships of Barton-upon-Irwell, Carrington, and Partington, or some of them.

(f) The land, parts of bed of River Mersey, and river banks in the said township of Rixton-cum-Glazebrook, known as Rixton Leys, the bed of the River Mersey, surrounding the Rixton Leys, and a strip of land and rifle butts, in the said township of Lymm, about 2 chains in width, parallel with and to the left of the left bank of the River Mersey, between Butchersfield Weir and the bend of that river at the most north-westerly corner of Rixton Leys. Also the land and buildings, parts of bed of the River Mersey and towing-paths, and Butchersfield Cut, with the locks and lock-houses thereon and thereto, lying between an imaginary straight line drawn from a point on the left bank of the River Mersey, about 10 chains below the junction of the River Bollin with that river in a westerly direction to a point on the right bank of the River Mersey, opposite the premises now or lately known as the Mersey Phosphate Works, and there terminating, and another line, commencing at the termination of the last described imaginary straight line, running north of, parallel with, and near to the towing-path on the right bank of that river, towards and passing on the north side of the towing-path along Butchersfield Cut, thence continuing parallel with and near to the towing-path on the right bank of that river, and terminating at a point near the towing-path on that bank opposite to the said point on the left bank of the River Mersey, about 10 chains below the junction of the River Bollin with that river, all of which properties are within the said townships of Rixton-cum-Glazebrook, Lymm, and Woolston and Martinicroft, or some of them.

(g) The bed of the River Mersey, from the western end of Woolston New Cut, to the western end of Howley Lock, and a strip of land about 1 chain in width, parallel with and to the right of the right bank of the River Mersey, between the last-mentioned points and the land and buildings forming the said township of Thelwall (detached Number 2).

The whole of which properties are within the said townships of Warrington, Poulton-with-Fearnhead, Thelwall (detached Number 1), Thelwall (detached Number 2), and Latchford, or some of them.

(h) The bed of the River Mersey, between the junction of the eastern end of Woolston New Cut with that river, and the junction of the western end of the same cut with that river, and a strip of land, about 1 chain in width, parallel with and to the left of the left bank of the said River Mersey, between the last-mentioned junctions, the bed of Woolston New Cut, the towing-path thereof, and the locks, lock-houses, and turn-bridges thereon. Land and buildings between the Woolston Old Cut and the River Mersey. Land and buildings north of an imaginary straight line drawn from the western end of Woolston Old Cut to the junction of the Runcorn and Latchford Canal with the River Mersey, near Latchford Locks, and between that imaginary line and the left bank of the River Mersey: All of which properties are within the said townships of Woolston and Mar-

tinscroft, Thelwall, Poulton-with-Fearnhead, Thelwall (detached Number 1), and Latchford, or some of them.

- (i) The cut or canal known as the Runcorn and Latchford Canal, commencing by a junction with the River Mersey, at or near Latchford Locks, in the said township of Latchford, and terminating in the said township of Runcorn by a junction with the said Old Quay Docks at Runcorn. Also the said Old Quay Docks and all wharves, warehouses, locks, turnbridges, tow-paths, sluices, feeders, and all dwelling-houses, stables, yards, gardens, and offices, and other erections and buildings, and all other the properties of the Company of Proprietors of the Mersey and Irwell Navigation, and of the Bridgewater Navigation Company (Limited), at the termini and along the course of the said Runcorn and Latchford Canal, all which properties are within the said townships of Latchford, Grappenhall, Walton Inferior, Acton-Grange, Moore, Norton, Halton, Runcorn, and Appleton, or some of them.

- (k) Also the whole of the common known as Morley Common, in the said township of Walton Inferior, and containing twelve and a half statute acres or thereabouts.

14. To enable and authorise any tenant for life of, or other person having a limited estate or interest in, any lands, which would or might be benefited or improved in value by or would derive facilities or accommodation from the construction or working of the intended works, or any or either of them, or any part or parts thereof respectively, to subscribe to and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of and to charge the same upon such lands and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended works, or any or either of them, or any part or parts thereof respectively, either without payment or other consideration, or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been or may be made between any such person and the Company, or any person or persons on their behalf respectively, with respect to any of the matters aforesaid.

15. To empower the Company from time to time to sell, exchange, demise, and grant building or other leases, and otherwise dispose of any lands or other property to be acquired under the powers of, or which may be appropriated to the purposes of the Bill, and (for such terms or periods as notwithstanding anything contained in "The Harbours, Docks, and Piers Clauses Act, 1847," or any other Act or Acts they think proper, or as may be prescribed or provided for by the Bill) to lease or grant the use or occupation of or easements in and rights over any warehouses, buildings, sheds, wharves, yards, cranes, machines, or other conveniences belonging to or provided by them.

16. To exempt the Company from the operation of Section 92 of "The Lands Clauses Consolidation Act, 1845" (so as to enable them to purchase compulsorily parts only of certain properties), and from the provisions of that Act with respect to the sale of superfluous lands.

17. To constitute the intended Ship Canal and the navigable waters of the Rivers Mersey and Irwell between Hunts Bank aforesaid and the said imaginary line drawn from Eastham Ferry

Slip to the said point near Garston Lighthouse, and all channels, canals, docks, and works of the Company within those limits the Harbour and Port of Manchester, and to constitute the Company the Harbour Authority of that Harbour and Port.

18. To empower the Company to erect and fit up on any lands of the Company, and with the consent of the owners, lessees, and occupiers thereof, on any other lands, and on the quays, wharves, and river and canal banks, free or bonded warehouses, depôts, buildings, transit and other sheds, and other conveniences and appliances for the more convenient user of the Ship Canal, docks, and other works of the Company, and to hold, use, or let the same, and to sell, let, or otherwise dispose of lands for the erection thereon of the like matters and things by any Company (corporate or unincorporate) person or persons, and to authorise the Company to insure the same, and to let or appropriate the same, or any of them, to and for the use of particular trades, persons, or companies, and to enable the Company, and any such Company, person or persons, to enter into and fulfil contracts and agreements for or in relation to the exercise of any of the before-mentioned powers, by all or any of the said parties jointly, or by any or either of them severally, and to enable the Company to grant bond for customs duties, and to make landing and warehousing entries, to issue certificates for articles warehoused, and warrants for their delivery transferable by endorsement or otherwise.

19. To empower the Company to measure, weigh, ship, unship, tranship, land, re-land, barge, pile, unpile, house, unhouse, remove, tare mark, cooper, repair, sample, watch, insure, porter, collect, receive, and deliver articles, and perform any other duties or services in respect of goods, merchandise, and things brought to or within the premises or works of the Company, and, if necessary, to sell any articles for payment of rents and charges, or customs duties, and to prohibit any persons other than those appointed by the Company from performing such duties or services.

20. To authorise the Company to provide (with or without charge for the hire, use, or supply thereof) the requisite steam and other cranes, barges, trucks, gear, machinery, appliances, and labour for the discharging, unloading, removal, and loading of cargo from or into vessels in the docks, premises, and works of the Company, and themselves to effect such discharge, unloading, removal, and loading, and to charge therefor, or to defray the whole or any portion of the cost of such discharging, unloading, removal, or loading in such circumstances and cases as they think fit.

21. To enable the Company to build, purchase, hire, let, and charge for the use of tug-boats, and to supply and charge for the supply of ballast, and to license tug-boats and the masters thereof, and to prohibit within the said Ship Canal and the docks and other works of the Company the use of any tug-boat not licensed by or being commanded by a master licensed by the Company, and to suspend and revoke such licenses.

22. To enable the Company from time to time to fix, alter, demand, take and recover tolls, rates, rents, duties, and other charges for or in respect of the use of the said Ship Canal, or of any channel leading thereto, improved by the works of the Company, or any part or parts thereof respectively, and of any docks and other works connected therewith, and for or in respect of all services and labour performed, used, or employed by the Company in connection therewith, and to

confer exemptions from, and from time to time compound for any such tolls, rents, rates, duties, and other payments, and to alter existing tolls, rates, and charges.

23. To authorise and empower the Company to collect and recover for and on behalf of the Mersey Docks and Harbour Board such of the harbour dues as under the provisions of "The Mersey Docks Act, 1874," would be payable to that Board on vessels entering the said Ship Canal.

24. To empower the Company from time to time to make, alter, and enforce bye-laws, rules and regulations for all or any of the purposes of the Bill, and especially for the following or any of the following purposes:—For prohibiting, removing, and regulating the placing of any matters or things which, in the judgment of the Company, may interfere with the navigation of the said rivers, within the Harbour and Port of Manchester or of the said Ship Canal, or the safe and convenient user of them, or either of them, or of the docks, premises, or works of the Company; for regulating the use of the said Ship Canal; the speed of vessels navigating the same; the use of docks, locks, landing-stages, tramways, warehouses, transit and other sheds and works connected therewith respectively, and the conduct of the masters, officers, and crews of vessels, and of other persons using and frequenting the same; for prescribing the terms and conditions for and payment on which licenses for tug-boats and masters thereof shall be granted, suspended, or declared to be forfeited by the Company, and for regulating the conduct of persons so licensed; for regulating the times and manner of paying, and the places for payment of the tolls, rates, and charges for the use of the said Ship Canal, and any channel leading thereto, docks, tramways, warehouses, transit and other sheds, works, and appliances of the Company, and for the use of tug-boats, whether of the Company or otherwise.

25. To authorise and require the Company to contribute annually from their funds towards the salary and expenses of the Acting Conservator, Clerks of the Peace, and other officers and persons employed in the execution of the powers and provisions of the Local and Personal Act, 5 and 6 Vic., c. 110, such sum as may be fixed in the Bill or prescribed by Parliament.

26. To empower the several municipal Corporations and Local Authorities in the counties of Lancaster and Chester (all of which are hereinafter included under the expression "Local Authorities") or any of them on the one hand, and the Company on the other hand, to enter into and fulfil contracts and agreements for or in relation to the construction and maintenance of all or any part or parts of the works to be authorised by the Bill, the acquisition and appropriation of lands and property, the prevention of floods, the construction of sewers, the contribution of funds, the holding of shares in the capital of the Company, the execution of works, and the exercise of all or any of the powers of the Bill by the Company, or by such Local Authorities, or any of them, solely or jointly with the Company, and to sanction and confirm any such contracts or agreements which may have been, or which during the progress of the Bill may be made for or in relation to the matters aforesaid, or any of them, and to confer on such Local Authorities respectively, all or any of the powers of the Bill, and all other necessary powers, and to enable them for all or any of the purposes of the Bill to apply their respective corporate funds, and to borrow further

moneys by mortgage, debenture stock, or annuities, and to charge the same upon all or any rates, tolls, rents, and revenues, leviable by or payable to them respectively, and to empower any such Local Authority to nominate and appoint a director or directors of the Company, and to provide for and enable them to receive remuneration for their services without thereby disqualifying themselves from acting as members of the corporate body to which they belong.

27. To provide for the transfer to a body of trustees or commissioners of the undertaking, rights, powers, privileges, and duties of the Company in such circumstances and upon such terms and conditions as may be contained in the Bill or prescribed by Parliament, and to make provision for payment to the Company of any sums payable to them as the consideration for such transfer; and the Bill will or may provide further for the constitution of such trustees or commissioners, and for constituting all or some of the directors of the Company, at the time of such transfer, a portion of such trustees or commissioners.

28. To authorise the Company, for all or any of the purposes of the Bill, to enter into and fulfil contracts and agreements; and the Bill will or may confirm any such contract or agreement which may have been entered into prior to the passing of the Bill.

29. To enable the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act, 1845," to pay out of the capital or any of the funds of the Company, interest or dividends on any shares or stocks of the Company.

30. The Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself, subject to such modifications and exceptions as the Bill may provide, 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 Harbours, Docks, and Piers Clauses Act, 1847," and will or may, so far as may be necessary, alter, amend, extend, and repeal the provisions of the following, among other Local Acts, namely:—7 George I., c. 15; 34 George III., c. 37; 6 and 7 William IV., c. 115; 3 Vict., c. 15; "The Cheshire Lines Act, 1872," and "The Cheshire Lines Act, 1875," and any other Acts directly or indirectly relating to or affecting the Company of Proprietors of the Mersey and Irwell Navigation, or their undertaking; 9 and 10 Vict., c. 204, and any other Acts directly or indirectly relating to or affecting the London and North Western Railway Company or their undertaking; 24 and 25 Vict., c. 134, and any other Act or Acts directly or indirectly relating to or affecting the London and North Western Railway Company and the Great Western Railway Company jointly.

"The Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865," "The Cheshire Lines Transfer Act, 1865," "The Cheshire Lines Act, 1867," and any other Acts directly or indirectly relating to or affecting the undertaking of the Cheshire Lines Committee; 12 and 13 Vict., c. 81, and any other Acts directly or indirectly relating to the Manchester, Sheffield, and Lincolnshire Railway Company and their undertaking; 9 and 10 Vict., c. 71, and any other Acts directly or indirectly relating to the Great Northern Railway Company and their

undertaking; 7 and 8 Vict., c. 18, and any other Acts directly or indirectly relating to the Midland Railway Company, and their undertaking; 5 and 6 William IV., c. 107, and other Acts directly or indirectly relating to the Great Western Railway Company and their undertaking; "The Liverpool Corporation Waterworks Act, 1880," 20 and 21 Vict., c. 162, and any other Acts directly or indirectly relating to or affecting the Mersey Docks and Harbour Board, and their undertaking; "The Upper Mersey Dues Act, 1860," "The Upper Mersey Navigation Act, 1876," "The Upper Mersey Navigation Act, 1879," and all other Acts directly or indirectly relating to or affecting the Rivers Mersey and Irwell, or either of them; and of any and every other Act which will interfere with any of the objects of the Bill.

Duplicate plans and sections showing the line, situation, and level of the said cuts, channels, embankments, docks, railways and works respectively, and the lands, houses, and property in or through which they will be made, together with an ordinance map with the lines of proposed railways delineated thereon, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, and a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and property, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and with the Clerk of the Peace for the county of Chester, at his office at Chester; and on or before the same date, 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 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 clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 17th day of November, 1882.

Grundy, Kershaw, Saxon, and Samson,
Solicitors, 31, Booth-street, Manchester;
and 57, Chancery-lane, London.

Walmesley and Samuels, Solicitors, St.
Ann's-street, Manchester.

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

In Parliament—Session 1883.

North Eastern Railway (Spennithorne and
Scorton Branch.)

(Construction of new Railway between Spennithorne and Scorton; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the North Eastern Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—

To authorise the Company to make and maintain the railway hereinafter described, with all requisite stations, sidings, approaches, works,

and conveniences connected therewith (that is to say):—

A railway commencing in the township of Constable Burton and parish of Fingall, in the North Riding of the county of York, by a junction with the Company's Bedale and Leyburn Branch, at a point thereon about 670 yards measured along that branch in an easterly direction from the east end of the Spennithorne Station thereon, and terminating in the township of Scorton and parish of Catterick, in the said North Riding, by a junction with the Company's Richmond Branch, at a point thereon about 1,230 yards measured along the said branch in a south-westerly direction from the west end of the Scorton Station thereon; which intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Constable Burton, Fingall, Spennithorne, Middleham, Garriston, Hawxwell, Harmby, Hunton, Hunton (detached), Scroggs, Hornby, Hornby (detached), Patrick Brompton, Patrick Brompton (detached), Patrick Brompton and Hornby (intermixed), Arrathorne, Akebar, Appleton, Tunstall, Brough, Hackforth, Bolton-upon-Swale, Brompton-upon-Swale, Ellerton-upon-Swale, Easby, Moulton, Uckerby, Middleton, Tyas, Scorton, and Catterick, all in the said North Riding.

To authorise the Company to purchase and take by compulsion or agreement, and to hold lands, houses, and buildings, or any estates or interests in, or easements over lands, houses, and buildings, situate in all or some of the before-mentioned parishes, townships, and extra-parochial and other places, for the purposes of the proposed railway and works.

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

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands, houses, and buildings proposed to be purchased, taken, used, or interfered with under the powers or for the purposes of the intended Act, or which would in any manner impede or interfere with the objects or purposes of the intended Act or any of them; and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of all turnpike roads, highways, and other roads, footpaths, rivers, streams, canals, navigations, trainways, bridges, and other works within or adjoining to the before-mentioned parishes, townships, extra-parochial and other places which it may be necessary or convenient to cross, divert, alter, or stop up or interfere with for the purposes of the intended Act, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking.

To empower the Company to demand, take, and recover tolls, rates, and charges for or in respect of the use of the proposed railway and works, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Company to increase their capital, and to raise further sums of money for

all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

And it is proposed by the intended Act, if need be, to alter, amend, extend, and enlarge, or to repeal, all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them (that is to say): 17 and 18 Vic., cap. 211; 26 and 27 Vic., cap. 122; 28 Vic., cap. 111; 33 Vic., cap. 7; and 37 and 38 Vic., cap. 105, respectively relating to the Company and its undertaking, and the several Acts in the before-mentioned Acts respectively, or any of them recited or referred to, and any other Acts of Parliament which it may be necessary to alter, amend, or repeal, for the purposes to be authorised by the intended Act, and to make other provision in lieu of the provisions so altered, amended, or repealed.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the proposed railway and works are intended to be made, and also a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place, with the clerk of some adjoining parish, at his place of abode.

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

Dated this 16th day of November, 1882.

Geo. S. Gibb, York, Solicitor.

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

In Parliament—Session 1883.

Wigan and District (Support of Sewers).
(Extinction of Right to Support of Sewers and Works; Working of Mines under or near Sewers and Works; Incorporation of Acts; Acquisition of Mines and Minerals and Right to Support; Plans of Sewers and Notices; Percolation of Sewage and Water into Mines; Discontinuance, Settlement, and Compromise of Actions, Claims, and Proceedings; Amendment of Acts; Borrowing of Money; Other Purposes.)

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

Wholly or partially to extinguish the existing and future rights of the Mayor, Aldermen, and Burgesses of the borough of Wigan, the Local Board for the district of Blackrod, the Local Board for the district of Ince-in-Makerfield, the Local Board for the district of Pemberton, the

Local Board for the district of Tyldesley-with-Shakerley, and the Local Board for the district of Westhoughton, all in the county of Lancaster, and all or some of the other Urban or Rural Sanitary Authorities within the limits of the intended Act (hereinafter referred to as the Local Authorities), to the support of their existing and future sewers, sewerage works, and sewage lands, within the limits of the intended Act, by the land, mines, or minerals under or adjacent thereto.

To provide for the working or getting of mines and minerals under or near to sewers, sewerage works, and sewage lands of the Local Authorities within the said limits, according to the usual and customary method of working, or according to such method as would have been lawful if no sewers, sewerage works, and sewage lands had been constructed or provided, and to relieve owners and workers of mines and minerals from the necessity of leaving unworked or ungoten any part of the mines or minerals under any such sewers, sewerage works, and sewage lands, or under the land adjacent thereto, and to relieve such owners and workers from all liability in respect of any damage or injury that may arise, or which may have arisen, to such sewers, sewerage works, and sewage lands, caused by or in consequence of such working and getting of mines and minerals; and also to relieve the Local Authorities from the payment of any compensation for or in respect of the support of their sewers, sewerage works, and sewage lands.

The limits of the intended Act will include all or some of the parishes, townships, and other places, or some part or parts thereof following, that is to say:—

The borough of Wigan, the townships of Wigan, Pemberton, Orrell, Upholland, Standish-with-Langtree, Shevington, Blackrod, Ince-in-Makerfield, Tyldesley-with-Shakerley, Astley, Westhoughton, Wrightington, Parbold, Lathom, Dalton, and the parishes of Wigan, Standish, Eccleston, Ormskirk, Dean, Leigh, Croston, Winwick, and Bolton-le-Moors, all in the county of Lancaster.

To incorporate with the intended Act, or re-enact with or without amendment, all or some of the provisions of the Railway Clauses Act, 1845, with respect to mines lying under or near the railway, and the provisions of the Waterworks Clauses Act, 1847, with respect to mines, and to extend and apply the same or some of them to the sewers, sewerage works, and sewage lands of the Local Authorities within the said limits, or to make other provision for empowering the Local Authorities within the said limits to acquire a right of support for their existing or future sewers, sewerage works, and sewage lands, and to purchase or acquire such mines and minerals as may be necessary for such support, and to make provision for the payment and assessment of compensation for or in respect thereof.

To provide for the making and depositing for public inspection of plans of sewers, sewerage works, and sewage lands within the said limits, and for the giving or publication of notices of the intention to construct or provide sewers, sewerage works, and sewage lands.

To make special provision in the case of sewage or water percolating through or passing from any sewer or sewage work into any mines.

To make provision for the discontinuance, settlement, or compromise of all actions, claims, and proceedings made or commenced prior to the passing of the intended Act, for or in respect of

claims made under the Public Health Act, 1875, or otherwise in relation to the support of sewers, sewerage works, and sewage lands within the said limits, and to confirm and carry into effect certain heads of agreement dated the 9th day of November, 1882, made between the Orrell Coal and Cannel Company Limited, and the Mayor, Aldermen, and Burgesses of the borough of Wigan.

To amend or render inapplicable within the limits aforesaid, so much of the Public Health Act, 1875, and all local and other Acts and Orders contrary to, or in any way inconsistent with the provisions of the intended Act.

To make provision for the payment and apportionment of the costs of and incidental to the applying for and passing of the intended Act by the Local Authorities.

To authorise the borrowing of money for the purposes of the intended Act, and charging the same on the several local rates and charges of the several Local Authorities; and to empower them to levy increased rates, and also to apply any moneys belonging to them respectively, or any moneys they are respectively authorised to borrow, to all or any of the purposes of the intended Act.

Printed copies of the intended Act or Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1882.

Dated this 16th day of November, 1882.

Muskell William Peace, Solicitor, Wigan.

Roche Pennington, Solicitor, Bolton.

Sharpe, Parkers, Pritchard, and Sharpe,
9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament—Session 1883.

South Kensington Market.

(Incorporation of Company; Construction of Market, Shops, and other Buildings and Approaches thereto in the parish of Saint Luke, Chelsea, adjoining the Fulham road and opposite Pelham crescent; Establishment of Market and Fairs; Stopping up of Streets; Compulsory Purchase or Lease of Lands and Houses; Sale, Lease, or other disposition of Lands to be acquired; Levying of Tolls and Rates; Byelaws; Allocation of Parish Rates; Agreements with Railway Companies, Metropolitan Board of Works, and Vestry of Saint Luke, Chelsea; and Powers to those Companies and Bodies; Incorporation and Amendment of Acts and other purposes.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session for leave to introduce a Bill to incorporate a Company (hereinafter referred to as the Company) and to confer upon the Company all or some of the powers following, viz:—

To erect and maintain all suitable market-houses, buildings, erections, shops, warehouses, offices, cellars, approaches, and conveniences, and to establish a market and also a fair or fairs for the sale of hay, corn, and other cereals, fish, meat, poultry, fruit, vegetables, and other marketable produce and commodities upon the site or area hereinafter mentioned, or some part or parts thereof, that is to say, a piece or parcel of land situate and being wholly in the parish of Saint Luke, Chelsea, in the county of Middlesex, bounded on the north-west by the Fulham road, on the south-west by Sydney street, on the south and south-east by Cale street, formerly Bond street, and on the north-east by College street.

To purchase and acquire by compulsion or agreement, or to take on lease, with or without

powers of purchasing the reversion thereof, all lands, houses, erections, and buildings included or situated within the before-mentioned boundaries, and appropriate the same and the site thereof for the purposes of the Bill.

To construct all necessary approaches to the said market.

To purchase by agreement or take a lease or leases of such additional lands as may be necessary or convenient for the purposes of the proposed market and fair or fairs, or any other purposes of the Bill, and to grant leases, licences, or otherwise to dispose of any lands, houses, shops, stalls, holdings, rights, or conveniences connected with the market, undertaking, and buildings, and to sell or lease the undertaking, or any part thereof.

To make all such necessary and proper bye-laws and regulations from time to time for the government of the market undertaking and fairs as the Company may think fit.

To make junctions and communications with and to alter the lines or levels of any existing streets, roads, or ways, public or private, for the purpose of connecting the same with the approaches to the intended market, market-houses, buildings, erections, and shops, or otherwise.

To stop up, alter, or divert, either temporarily or permanently, the roads, streets, courts, passages and other places following within the said parish of St. Luke, Chelsea (that is to say):—

The south-western portion of Leader street, from its junction with College street to its junction with Cale street, formerly Bond street, and Pond place, and the whole length of Bury street, East street, Pond place, Eden place, Selah place, Marlborough place, Orme place, Pond terrace, Blizard's cottages, Kimbleton row, Marlborough square, Marlborough street, Little College street, or some or one of them;

and also to stop up and extinguish all rights over, and to appropriate and use any other streets, courts, yards, squares, passages, alleys, and places within the before-mentioned boundaries of the lands and houses to be acquired, and to vest the sites thereof in the Company for the purposes of the Bill.

To cross, stop up, alter, divert, or discontinue all sewers, drains, gas and water pipes, telegraph, telephone, and electric apparatus, tramways, and other works on, under, or over the property so to be acquired, and in, on, under, or over any street, court, road, passage, or place, so far as necessary for the purposes of the Bill, and to vary or extinguish all existing rights and privileges connected with any lands, houses, streets, and places to be purchased, acquired, or appropriated for the purposes of the Bill, and which would in any manner impede or interfere with the purposes thereof, or any of them, and to confer other rights and privileges.

To enable the Company to sell, let, exchange, or otherwise dispose of or to pull down all or any of the houses and buildings to be purchased or acquired by them, and to rearrange and lay out or to sell, lease, exchange, and dispose of the ground when so cleared, and to erect other houses and buildings on the said lands, and to sell, let, or lease the same for such price or prices, and at such rents or other considerations as they think fit, either by way of absolute sale or in consideration of ground or annual rents, and either in perpetuity or for a term of years, and subject to such stipulations and conditions as they think fit as to the character and uses of the buildings to be erected.

To levy and take tolls, rents, stallages and

other payments in respect of the said market, fairs, market-houses, warehouses, offices, cellars, shops, buildings, and other conveniences to be erected by the Company, to demise and lease the same, and to confer exemptions from the payment of such tolls, rents, stallages, or payments.

To raise capital by the creation and issue of shares, and by borrowing on mortgage, and also by sale, lease, exchange, or other disposition of any lands which they may acquire under the provisions of the Bill in such manner and for such purposes as may be authorised by the Bill, and to raise money upon the security of the rents, rates, tolls, stallages, and charges authorised to be levied and charged by the Company, and to apply the same to all or any of the purposes of the Bill.

To empower the guardians, vestries, district boards, or other bodies having the control of the rates within the said parish of Saint Luke, Chelsea, to allocate to the Company for a term to be defined by the Bill, the parochial and other rates assessed or levied upon or arising out of the lands and houses to be erected by the Company, or to make such arrangements as they think fit with respect to such rates, or the assessment upon the said market and buildings, of any rates or the exemption from payment of any such rates, or the appropriation of the increased rates which will accrue to such vestries, guardians, district boards or other bodies by reason of the erection of the said market and other buildings and improvements.

To authorise the Company on the one hand, and any railway company or companies on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the user by the contracting parties of the intended market and the buildings, works, and conveniences connected therewith, or any part or parts thereof, or any other purpose defined by the Bill.

To authorise the Company and the Metropolitan Board of Works and the vestry for the parish of Saint Luke, Chelsea, or any two of them, to make contracts, agreements, and arrangements with respect to all or some of the objects and purposes of the Bill.

To incorporate with the Bill all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Companies Clauses Acts, 1845, 1863, and 1869, and the Markets and Fairs Clauses Act, 1847, and so far as necessary to alter and amend or confer exemptions from some of those Acts, and from all or some of the provisions of the Metropolis Local Management Act, 1855, and the Metropolitan Buildings Act, 1844, and of any Acts amending those Acts respectively.

The Bill will or may vary all rights, easements, and privileges of whatever nature which would interfere with the aforesaid objects and purposes, and for the purposes aforesaid it is intended if need be to alter, amend, or repeal the provisions of any Acts relating to or affecting the parish of Saint Luke, Chelsea, and the Railway Companies with which, under the provisions of the Bill, arrangements may be made.

And notice is hereby further given, that on or before the 30th day of November instant, plans showing the lands, houses, and other property to be acquired for the purposes of the Bill, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of those lands, houses, and other property, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the

county of Middlesex, at his office at the Sessions House, Clerkenwell green, in the same county, and also with the clerk of the vestry of the said parish of St. Luke, Chelsea, at his office in the Vestry Hall in the King's road, Chelsea.

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

Dated this 14th day of November, 1882.

Fowler, Christie, and Co., Victoria mansions, Westminster, Solicitors.

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

Board of Trade.—Session 1883.

“Electric Lighting Act, 1882.”

Rochdale Electric Lighting.

(Power to the Union Electric Light and Power Company, Limited, to produce, supply, and store Electricity for lighting and other purposes, and for those purposes to break up public and private streets, and other places in the Borough of Rochdale, in the County of Lancaster; and to erect, lay down, provide and maintain wires, and other apparatus and works, acquire Land and other rights, and supply lamps, meters, and fittings. Powers to the Local Authority and others, and Agreements with them. Power to demand and recover rents and charges, &c., and to make regulations as to fittings, &c. Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the Union Electric Light and Power Company, Limited, whose registered office is situate at St. Stephen's Chambers, Telegraph-street, in the city of London (hereinafter called “the Company”), to the Board of Trade, on or before the 21st day of December next, under the provisions of “The Electric Lighting Act, 1882,” for a Provisional Order for the following purposes:—

To authorise and empower the Company to supply and store electricity, as defined by the said Act, for all or some of the public and private purposes as defined by the said Act, within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, in the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid, within the said area, and all other works, to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands, or interests, or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorise the Company to enter upon any

houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Company on the one hand, and the Local Authority on the other hand, to enter into agreements as to the supply of electricity, and as to the breaking-up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and if necessary to authorise such Local Authority to exercise the powers with respect to the breaking-up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of "The Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply, hereinafter mentioned, that by "The Electric Lighting Act, 1882," are conferred upon undertakers as defined by such Act, 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 those Acts, and to confirm or give effect to any agreement with any Local Authority or other corporation, or person, relative to the said Order, or the undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires, or the Board of Trade may prescribe with respect to all or any matters in connection with the proposed undertaking.

To authorise the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is the borough of Rochdale, in the county of Lancaster.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works, are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say :—

Milnrow-road west of the Rochdale Railway station, Drake-street, South Parade, King-street, The Esplanade, Town Hall-square, Manchester-road north of the Esplanade, Lord-street, Bury-road from Bridge-street to St. Mary's Gate, St. Mary's Gate, College-street, Cheetham-street, Yorkshire-street from the Bridge to John-street, John-street, Baillie-street from Yorkshire-street to John-street, The Walk, The Butts, Smith-street from the Butts to Molesworth-street, Molesworth-street.

The railways and tramways which the Company propose to take power to break up are as follows :—

The Lancashire and Yorkshire Railway, the Rochdale Tramways.

The canals and navigable rivers which the Company will be empowered to cross are as follows :—

The Rochdale Canal.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December

next, and printed copies of the draft Provisional Order, when applied for, and of the Provisional Order when made, will be furnished at the price of 1s. for each copy to all persons applying for the same at the office of the undersigned, Walter Webb & Co., 23, Queen Victoria-street, in the city of London, and at Mr. H. Pearse's, 95, Yorkshire-street, Rochdale, in the county of Lancaster.

Every Local or other Public Authority, Company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the date hereof.

Dated this 18th day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, London, E.C., Solicitors and Parliamentary Agents.

Board of Trade—Session 1883.

St. James Westminster, and St. Anne Soho, Electric Lighting.

Power to Produce, Supply, and Store Electricity for Lighting and other purposes, and for those Purposes to Break up Public and Private Streets and other places in the Parishes of St. James, Westminster, and St. Anne, Soho, in the County of Middlesex, and to erect, lay down, provide, and maintain, Wires and other Apparatus and Works, acquire Land and other rights, and supply Lamps, Meters, and Fittings; Powers to the Local Authorities and others, and Agreements with them; Power to Demand and Recover Rents and Charges, and to make Regulations as to Fittings; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the Metropolitan (Brush) Electric Light and Power Company, Limited, whose registered office is situate at No. 110, Cannon-street, in the city of London (hereinafter called "the Company"), to the Board of Trade on or before the 21st day of December next, under the provisions of the "Electric Lighting Act, 1882," for a Provisional Order for the following purposes :—

To authorise and empower the Company to supply and store electricity as defined by the said Act for all or some of the public and private purposes as defined by the said Act, within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing-paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes in the said area; and to lay down, set up, maintain, renew or remove, either above or under ground or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid within the said area, and all other works to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease, any lands or interests, or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works and appliances for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps,

accumulators, fittings, plant, machinery, and other matters or things, of whatever description, required for the purposes aforesaid.

To authorise the Company to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Company on the one hand, and the Local Authorities on the other hand, to enter into agreements as to the supply of electricity and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and, if necessary, to authorise such Local Authorities to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of the "Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned, that by the Electric Lighting Act, 1882, are conferred upon undertakers as defined by such Act, 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 those Acts, and to confirm or give effect to any agreement with any local authority or other Corporation or person relative to the said Order, or the undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires, or the Board of Trade may prescribe, with respect to all or any matters in connection with the proposed undertaking.

To authorise the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect, is the parishes of Saint James, Westminster, and Saint Anne, Soho, in the county of Middlesex.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works, are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

Oxford-circus, Oxford-street (south side), Charles-street, Soho-square (east side), Greek-street, King-street (west of Greek-street), Nassau-street, Little Newport-street, Lisle-street (east of Leicester-place), Leicester-place, Cranbourne-street, Leicester-square (north and west sides), Coventry-street, Wardour-street, Dean-street, Great Marlborough-street, Argyle-place, Regent-street, Regent-quadrant, Haymarket (west side), Charles-street, St. James', Pall-mall, Waterloo-place, St. James'-square, John-street, George-street, King-street, St. James', St. James'-street, Jermyn-street, Piccadilly-circus, Piccadilly, Old Bond-street, Savile-row, New Burlington-street, Burlington-gardens, Burlington-arcade, the Albany.

The streets, roads, or places not repairable by

the Local Authority which the Company propose to take power to break up, are as follows:—

The Burlington-arcade, the Albany.

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Provisional Order when applied for, 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, and of Messrs. Mudie and Sons, 15, Coventry-street, in the county of Middlesex.

Every local or other public authority, Company, 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 Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," within two months from the date hereof.

Dated this 24th day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors and Parliamentary Agents.

In Parliament.—Session 1883.

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; Alteration of Levels of authorised Line; Extension of Time; Compulsory Purchase of Lands; Stopping up of Streets; Tolls; Further Capital Powers; Increase of Number of Directors; Working and Traffic Agreements and Arrangements with the North-Eastern 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 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 one or some 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 the eastern corner of a house known as Lowfield, in the north-east corner of a field belonging, or reputed to belong, to the Reverend Thomas Whitaker Nowell, and in the occupation of William Eastwood, 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 Four Riggs-lane, or Easson-road, at a point distant 6 chains or thereabouts measured along the said lane from the junction of Dodd's-street with that lane.

Railway No. 2, commencing by a junction with Railway No. 1 at the point of termination thereof as before described, and terminating in the township of Cockerton, in the parish of Darlington, in the county of Durham, by a junction with the North Eastern (York, Newcastle and Berwick) Railway at a point on that railway distant 27 chains or there-

abouts, measured in a southerly direction along the centre of the last-mentioned railway, from the bridge carrying the public road known as Salter's-lane over that railway.

Railway No. 3, commencing by a junction with Railway No. 1 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 one and a half chains or thereabouts, measured along the centre of such siding, from the south-eastern extremity thereof.

Railway No. 4, commencing by a junction with Railway No. 1 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, or thereabouts, of the viaduct which carries that railway over the River Skerne.

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, Starbotton, Kettlewell-with-Starbotton, Arncliffe, Buckden, Cray, and Hubberholme, all in the West Riding of the county of York; Bishopdale, Aysgarth, Newbiggin, Streethead, West Burton, Burton-cum-Walden, Sorrowsaykes, Swinethwaite, Wanlass Park, Gale Bank, West Witton, Park Gate, West Parks, Wensley, Wensleydale, Yoredale, Middleham, Spennithorne, Harmby, Fingall, Constable Burton, Hunton, Arrathorne, Patrick Brompton, Appleton, Hornby, Hornby detached, Patrick Brompton detached, Patrick Brompton and Hornby intermixed, Hawkswell, Tunstall, Scotton, Catterick, Hipswell, Brough Hall, Colburn, Hudswell, Richmond, Easby Saint Trinians, Saint Martin's-near-Richmond, Brompton-upon-Swale, Skeely, Moulton, Middleton-Tyas, Gilling detached, Barton, Newton Morrel, Cleasby, Stapleton and Croft, all in the North Riding of the county of York; Blackwell, Darlington (township and parish), Bongate, Cockerton, and Haughton-le-Skerne, all in the county of Durham.

It is intended to authorise an alteration of the authorised levels of the said authorised line in the townships and parishes of Skipton, Stirton-with-Thorby, Flasby-with-Winterburne, Gargrave, Rilstone, Hetton, Burnsall, Cracoe, Linton, and Threshfield, between the points distant from the commencement of such authorised line 7 furlongs, and 1 mile 1 furlong and 2 chains, 1 mile 5 furlongs 8 chains and 1 mile 7 furlongs 8 chains, 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, and so far as may be necessary to alter the roads and works connected therewith, and consequential upon such alteration of levels.

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 Dodd's-street as lies between Four Riggs-lane or Easson-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 extend the time limited by the Skipton and Kettlewell Railway Act, 1880, for the compulsory purchase of lands and completion of the Railways and works authorised by that Act.

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, and to enable the Company to pay interest upon capital from time to time paid up before the completion of the authorised and proposed Railway out of any moneys coming to their hands or under their control. 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, or 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 require and compel the North Eastern Railway Company to afford all requisite facilities for the exercise of the powers aforesaid, and for receiving, transferring, delivering, and forwarding over their system 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 the North Eastern Railway Company to levy, receive, and recover tolls, fares, rates, and charges in respect of passengers, animals, and things conveyed by them 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 railways and stations of the respective Companies, or any part thereof, and of the works and conveniences connected therewith, and to authorise agreements between the Company and the North-Eastern Railway Company 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 to 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 Railway Company (hereinafter called the "contracting Companies") 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 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 contracting Companies 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 Vict., cap. 211, and all other Acts relating to or affecting the North-Eastern Railway Company; and 42 and 43 Vict., 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.

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, 1882.

Burchells, 5, The Sanctuary, Westminster.

G. Ernest Wright, Skipton,

Solicitors for the Bill.

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

In Parliament.—Session 1883.

Birmingham, Walsall, and Cannock Chase Railway.

(Incorporation of Company; Construction of Railways; Running Powers; Working and Traffic Agreements; Payment of Interest out of Capital; Amendment of Acts.)

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

To incorporate a Company and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all necessary and convenient sidings, stations, approaches, buildings, yards, and other works and conveniences connected therewith (that is to say):—

1. A Railway (No. 1) commencing in the parish of Birmingham, in the county of Warwick, by a junction with the Birmingham, Wolverhampton, and Dudley line of the Great Western Railway Company, at or near the west side of the bridge carrying Norton-street over that line, and terminating in the parish of Stowe, in the county of Stafford, by a junction with the Pottery Line of the North Staffordshire Railway, at a point about three hundred yards, measured in a northerly direction along that line, from the centre of the bridge which carries the said line over the road leading from Little Haywood to the turnpike road from Stafford to Rugeley.

Which said intended Railway No. 1 will pass from, in, through, or into, or be situated within, the parishes, townships, and places,

of the parish and borough of Birmingham, in the county of Warwick; and Handsworth, Soho, Perry Barr, Great Barr, Aldridge, Wednesbury, West Bromwich, Walsall, Foreign of Walsall, Walsall Borough, Bloxwich, Walsall Wood, Rushall, Pelsall, Wolverhampton, Norton or Norton Canes, otherwise Norton under Cannock, Cannock, Hednesford, Rugeley, Longdon, Colwich, Colton, Bishton, and Stowe, or some of them, in the county of Stafford.

2. A Railway (No. 2) commencing in the said parish of Handsworth, in the county of Stafford, by a junction with the intended Railway No. 1, before described, at or near the south-east corner of the garden of Thornhill House, belonging to Matthew Piers Watt Boulton, Esq., and now in the occupation of Mrs. Lucy Pemberton, and terminating in the parish of Birmingham, in the county of Warwick, at a point on the north side of Whitmore-street, distant about forty-four yards, measured in an easterly direction from the angle of that street opposite Stanley-terrace, which intended Railway No. 2 will be wholly situated in the said parishes of Handsworth and Birmingham.
3. A Railway (No. 3), wholly in the said parish of Rushall, in the county of Stafford, commencing by a junction with the intended Railway No. 1, before described, at a point in a field belonging to Andrew Archibald Buchanan, Henry Mellish, William Gurdon, and Horace Broke, and occupied by John Brawn, distant about forty-five yards, measured in a south-westerly direction, from the place where the footpath leading to the Lichfield-road diverges from the footpath from Daw End to Rushall Church, and terminating by a junction with the Midland Railway at a point distant about thirty yards westward of the western face of the bridge carrying the Daw End Branch of the Birmingham and Fazeley Canal over that railway.
4. A Railway (No. 4) commencing in the parish of Norton, otherwise Norton Canes or Norton under Cannock, in the county of Stafford, by a junction with the intended Railway No. 1, before described, at a point in a field belonging to John Harrison and William Bealey Harrison, and occupied by James Lovett, distant about two hundred yards north-east from the middle of the bridge carrying the Norton branch of the London and North Western Railway over the Norton Canal of the Birmingham Navigation Company, and terminating in the parish of Saint Michael Lichfield, in the county of Stafford, by a junction with the Cannock Chase and Wolverhampton Railway at a point about three hundred and fifty yards, measured in a north-easterly direction along that railway, from the middle of the bridge over Big Crane Brook; which intended Railway No. 4 will be wholly situated in the said parishes of Norton and Saint Michael Lichfield.
5. A Railway (No. 5) wholly in the said parish of Cannock, in the county of Stafford, commencing by a junction with the intended Railway No. 1, before described, at a point in the south-east corner of a field belonging to James Holcroft, and in the occupation of John Wright, numbered 1022 on the 25-inch Ordnance map, distant about thirty yards, measured in a westerly direction,

from the south-west corner of the cottage belonging to James Holcroft, and in the occupation of William Prime, and terminating by a junction with the Cannock Mineral Branch of the London and North Western Railway, at or near the southern face of the bridge, about four hundred and eighty yards southward of Hednesford Station, which carries Stafford-lane over the said branch railway.

6. A Railway (No. 6) wholly in the said parish of Cannock, in the county of Stafford, commencing by a junction with the intended Railway No. 5, before described, in a field belonging to William and Philip Williams, in the occupation of John Brindley (numbered 855 on the 25-inch Ordnance map), at a point about one hundred yards, measured in a westerly direction, from the junction of the fences forming the eastern and southern boundaries of the said field, and terminating by a junction with the private railway of the Cannock and Rugeley Colliery Company (Limited), known as the Pool Pits Mineral Railway, at a point distant about two hundred and thirty-three yards, measured in an easterly direction along that railway, from the eastern abutment of the bridge carrying the same over the public road from Hednesford to Rugeley.
7. A Railway (No. 7) in the parishes of Cannock and Rugeley, or one of them, commencing by a junction with the Pool Pits Branch Railway of the Cannock and Rugeley Colliery Company at the point where that railway crosses the eastern fence of the main road leading from Cannock to Rugeley, and terminating by a junction with Cannock Wood Pits Branch Railway of the Cannock and Rugeley Colliery Company, at a point distant three hundred and fifty yards, or thereabouts, measured in a westerly direction along the railway from the most western of the Cannock Wood Pits of the said Colliery Company.

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

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, telegraph, sewers, drains, canals, rivers, streams, watercourses, bridges, railways, and tramways within the parishes, townships, and places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, and hereditaments for the purposes of the intended railways and works and of the Bill, and notwithstanding section ninety-two of "The Land Clauses Consolidation Act, 1845," to empower the Company to purchase and take a part or parts only of any house, building, manufactory, or premises, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased or taken.

The estimated quantity of land which may be taken from the common or commonable land called Delves Green, in the parish of Wednesbury,

is two acres, of which about one acre will be required for the railway; from the common or commonable land called Pelsall Common, in the parish of Pelsall, is twenty acres, of which about eight acres will be required for the railway; and from the common or commonable land called Little Wyrley Common, in the parish of Norton, otherwise Norton Canes, commonly called Norton under Cannock, is four acres, none of which will be required for the railway.

To enable the Company to levy tolls, rates, and charges upon or in respect of the intended railways and works, and upon the railways and portions of railways, stations, and works hereinafter mentioned belonging to other Companies, and to alter the tolls, rates, and charges which the Companies are respectively now authorised to take; to grant special rates for coal from the collieries in and near Cannock Chase and other places to Birmingham, and to confer exemptions from the payment of tolls, rates, and duties respectively.

To empower the Company and any Company or Companies, person or persons, for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and waggons, officers and servants, whether in charge of engines and trains, or for any other purposes whatsoever, and for the purposes of their traffic of every description, the railways and portions of railways hereinafter mentioned (that is to say):—

So much of the Birmingham, Wolverhampton, and Dudley line of the Great Western Railway Company as is situated between the junction therewith of the intended Railway No. 1 and the Snow-hill Station in Birmingham, including that station:

So much of the Midland Railway as is situated between the junction therewith of the intended Railway No. 3 and Castle Bromwich: The Cannock Chase and Wolverhampton Railway:

The Lines of the Cannock and Rugeley Colliery Company (Limited):

So much of the London and North Western Railway as lies between Railway No. 5 and Hednesford Station, and the use of that station:

So much of the North Staffordshire Railway as is situated between the Colwich Junction and the junction with the Stafford and Uttoxeter Railway.

The Stafford and Uttoxeter Railway;

Together with the use of all terminal and other stations, roads, platforms, points, signals, water, water engines, engine-sheds, standing room for engines and carriages, booking and other offices, warehouses, sheds, sidings, junctions, machinery, works, and conveniences of or connected with the said railways and portions of railways and stations.

To empower the Company, on the one hand, and the Great Western Railway Company, the Midland Railway Company, the London and North Western Railway Company, the Great Northern Railway Company, the North Staffordshire Railway Company, and the Cannock Chase and Wolverhampton Railway Company, or any one or more of those Companies, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of the rail-

way of the Company, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or any part thereof, and the employment of officers and servants.

To enable the Company, notwithstanding anything in the "Companies Clauses Consolidation Act, 1845," contained to the contrary, to pay out of the capital or funds of the Company from time to time interests or dividends on any shares or stocks of the Company.

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

The Bill will incorporate with itself "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Acts, 1863 and 1869"; "The Lands Clauses Consolidation Acts 1845, 1860, and 1869"; "The Railways Clauses Consolidation Act, 1845"; and "The Railways Clauses Act, 1863"; and so far as may be requisite or desirable for any of the purposes thereof, the Bill will amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say): 5 and 6 Will. IV., cap. 107; 26 and 27 Vict., caps. 113 and 198, and any other Acts relating to the Great Western Railway Company; 7 and 8 Vict., cap. 18, and any other Acts relating to the Midland Railway Company; 9 and 10 Vict., cap. 204; and any other Acts relating to the London and North Western Railway Company; 9 and 10 Vict., cap. 71, and 10 and 11 Vict., cap. 143, and any other Acts relating to the Great Northern Railway Company; 1 Will. IV., cap. 55; 9 and 10 Vict., cap. 83, and any other Acts relating to the North Staffordshire Railway Company; "The Cannock Chase and Wolverhampton Railway Act, 1864," and any other Acts relating to the Cannock Chase and Wolverhampton Railway Company.

And notice is hereby given, that on or before the 30th day of the present month of November, plans and sections of the railways and works proposed to be authorised by the Bill, with a book of reference to such plans, an Ordnance map with the lines of railway delineated thereon, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the clerk of the peace for the county of Stafford, at his office at Stafford, and with the clerk of the peace for the county of Warwick, at his office at Leamington; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railways and works are intended to be made or will be situate, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 8th day of November, 1882.

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

n Parliament—Session 1883.

Richmond and Hawes Junction Railway.
(Incorporation of Company; Construction of Railways from Richmond to Hawes Branch and Hawes Junction Station of Midland Railway Company; Purchase of Lands, Tolls; Running Powers against and Agreements with Midland Railway Company; Amendment of Acts.)

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

1. To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company"), to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

(1.) A railway (No. 1) commencing in the township and parish of Richmond, in the North Riding of the county of York, at or near the south-west side of the old carriage road leading from Richmond to Marske and Reeth, at a point about 4 chains north-westward from the junction of Quakers' lane with that road, and terminating in the township of Hawes, in the parish of Aysgarth, in the same riding, on or near Homesill-hill, at a point about 10 chains north of the public road leading from Hawes to Sedbergh, measuring from a point in the said road about 50 chains

(measured along that road) westward from the Thwaite Bridge, by which that road is carried over the River Ure, which intended Railway No. 1 will be made or pass from, in, through, or into the parishes, townships, and places following, that is to say, Richmond (township and parish), Marske (township and parish), Marrick, Reeth, Healaugh, Fremington, Low Row, Thwaite, Grinton, High and Low Abbotside, Cotterdale, Hawes and Bambridge, Hawes and Aysgarth, all in the North Riding aforesaid.

(2.) A railway (No. 2), wholly in the township of Hawes aforesaid, commencing by a junction with the intended Railway No. 1 at its termination as above described, and terminating by a junction with the Hawes Branch of the Midland Railway Company, at a point about six chains west of the post on the said Branch Railway indicating the distance of $1\frac{1}{2}$ miles from Hawes Junction.

(3.) A railway (No. 3), commencing by a junction with the intended Railway No. 1, at its termination as above described, and terminating in the township of Garsdale, in the parish of Sedbergh, in the West Riding of the county of York, by a junction with the Hawes Branch Railway aforesaid, at or near the north-eastern end of the passenger platform at Hawes Junction Station.

2. And it is intended by the Bill to take for, or in connection with, the purposes aforesaid, certain lands, being, or reputed to be, common or commonable lands, of which the following are particulars, and the estimated quantities proposed to be taken, viz.:—

Railway.	Name by which lands are known.	Where the lands are situate.	Quantity within limits of deviation.	Estimated quantity to be taken.
			acres.	acres.
No. 1	Muker Common.....	{ Township of Muker and parish of Grinton }	55	11
	Thwaite Common.....		26	4
	Abbotside Common	Township of Low Abbotside, and parish of Aysgarth.	50	5

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

4. To empower the Company to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, footpaths, pipes, sewers, canals, towing paths, navigations, rivers, streams, watercourses, bridges, railways, tramways, gas, water, pneumatic, and other pipes and tubes, and telegraphic apparatus, within the parishes, townships, extra-parochial, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, or break up, divert, alter, stop up, or interfere with, for the purposes of the intended works, or any of them, or of the Bill.

5. To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, for the purposes of the intended railways and works and of the Bill, and easements or rights in, over, or affecting lands, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any matter connected with the lands,

houses, tenements, and hereditaments so purchased or taken.

6. To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital or any funds of the Company from time to time interest or dividends on any shares or stock of the Company.

7. 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 station and works hereinafter mentioned belonging to the Midland Railway Company, and to alter the tolls, rates, and duties which are now authorised to be taken on or in respect of such railway station and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

8. 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 Hawes Branch of the Midland Railway from the junction therewith of the intended Railway No. 2, to be authorised by the Bill, and the Hawes Junction Station, together with that station and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of, or connected with, the said portion of railway and station.

9. To empower the Company and Midland Railway Company from time to time to enter into and carry into effect, and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their respective railways, undertakings, and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or either of them, or any part thereof, the payments, allowances, drawbacks, or rebates to be made by either of the contracting Companies to the other of them, the employment of officers and servants, and the appointment of Joint Committees for carrying into effect any objects or provisions of any such contracts, agreements, or arrangements or of the Bill, and to sanction and confirm any agreements which have been or may be made touching any of the matters aforesaid.

10. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

11. And it is intended, so far as may be requisite or desirable for any of the purposes of the 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:—

7 and 8 Vict., caps. 18 and 59, and all or any other Act or Acts relating to the Midland Railway Company.

12. And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the works proposed to be authorised by the Bill, showing the 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 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 same county, at his office at Wakefield, 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.

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

Dated this 15th day of November, 1882.

J. R. Tomlin, Richmond (Yorkshire),
Solicitor for the Bill.

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

In Parliament—Session 1883.

Liskeard and Caradon Railway.

(New Railways in Extension of Authorised Railways; Purchase of Land, and other necessary Railway Powers; Running Powers over Part of North Cornwall Railway; Through Booking Facilities, &c.; Powers of Construction, Maintenance, &c., to Great Western, South Western, North Cornwall, and Devon and Cornwall Central Railway Companies; Amalgamation, Sale, and Lease with or to Liskeard and Looe Union Canal Company; Working or other Agreements; New Capital, and Provisions as to existing Capital; 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 and maintain for the passenger or mineral and goods traffic, or both, the following railways in the county of Cornwall, or some or one 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 parish and borough of Liskeard, in the county of Cornwall, commencing by a junction with the main line of the Company at or near the south-east corner of the engine shed of the Company at Moorswater, and terminating at or near the south-west end of the down platform of the Cornwall Railway in the Liskeard Station of the said railway, at or near the east face of a bridge carrying the turnpike or main road from Liskeard to St. Keyne over the said railway.

2. A railway (hereinafter called "Railway No. 2") commencing in the parish of Altarnun by a junction with the railway (not yet made) of the Company authorised by the Liskeard and Caradon Railway Act, 1882, and therein called "Railway No. 7," at or near the termination thereof in Trewint Marsh, as shown upon the plan of the said authorised railway referred to in that Act, and terminating in the parish of Llanteglos-by-Camelford in and at or near the south-east corner of a field belonging to the Duke of Cleveland on lease to Nanny Pearse, and occupied by Edward Pearse, which said field is bounded on the south by the main road from Camelford to Launceston, and on the east by a road leading from Camelford to Trefrew and Slaughter-bridge, and known as Trefrew-lane.

3. A railway (hereinafter called "Railway No. 3") commencing in the parish of Llanteglos-by-Camelford by a junction with Railway No. 2 in and on the east side of the said Trefrew-lane at a point 22 chains or thereabouts from the eastern abutment of Slaughter-bridge, measured along the said lane towards Camelford, and termina-

ting in the parish of Minster by a junction with the railway (not yet made) authorised by the North Cornwall Railway Act, 1882, and therein called Railway No. 2, at or near the point marked as indicating the length of the railway at such point 13 miles 3 furlongs on the plan of that railway referred to in the said Act, and which point is in a field numbered 49 in that parish on the said plan, which said intended railways will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say: Liskeard, Altarnun, St. Cleather, Advent, Davidstow, Minster, Llanteglos-by-Camelford, and St. Teath.

And it is proposed 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, including two acres or thereabouts of the common or commonable land in the parish of Altarnun called Trewint Marsh, which quantity will be within the limits of lateral deviation shown upon the plan hereinafter referred to, but whereof not more than one acre or thereabouts will require to be purchased or taken, and also including 57 acres or thereabouts of the common or commonable land in the parish of Davidstow called Davidstow Moor, which quantity will be within the said limits of deviation, but whereof not more than 10 acres or thereabouts will require to be purchased or taken.

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, and 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 for any of the purposes of the intended Act.

Also to enable the Company to levy tolls, rates, and duties, to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

Also to authorise and empower the Company, and all or any other company or companies 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, with their officers and servants, and for purposes of traffic of every description, so much of the Bodmin and Wadebridge Railway at or near Wadebridge as will be situate between the respective junctions therewith of the North Cornwall Railway, and all such part or parts of the North Cornwall Railway as may be situate between the junction with that railway of Railway No. 3 and any station at or near Wadebridge which may hereafter be constructed on or in connection with the North Cornwall and Bodmin and Wadebridge Railways, or either of them, including that station and all stations, junctions, sidings, signals, telegraphs, roads, approaches, platforms, offices, sheds, engine-houses, water, watering-places, buildings, machinery, works, and conveniences connected

therewith, and to require and compel the North Cornwall Railway Company and Bodmin and Wadebridge Railway Company, and any company for the time being working the railways of those companies, or either of them, to afford all requisite facilities for the exercise of the powers aforesaid, and for receiving, transferring, delivering, and forwarding over their system traffic of every description passing over or coming to the railway of the Company, and to book or invoice through all or any 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 portion or portions of railway and stations respectively.

Also to authorise the Great Western Railway Company, the London and South-Western Railway Company, the North Cornwall Railway Company, and the Devon and Cornwall Central Railway Company, or any one or more of them, either alone or jointly with the Company, to make and maintain the intended railways, or any of them, or any parts or part thereof respectively, and to exercise all or any of the powers of the intended Act, and for such purposes, or any of them, to apply their corporate funds, and to raise further moneys by shares, ordinary, preferential, or guaranteed, and by borrowing, and by the creation of debenture stock, or by any of such means.

Also to authorise and provide for the vesting permanently, or for a term, by amalgamation, or sale and purchase, or by lease of the undertaking, railways, canals, works, lands, buildings, and property, real and personal, powers, rights, and privileges of the Company in the Liskeard and Looe Union Canal Company, or (as the case may be) of the Liskeard and Looe Union Canal Company in the Company.

Also to authorise the Company and all and every or any one or more of the Companies hereinbefore mentioned, to enter into contracts or agreements with respect to all or any of the matters hereinbefore mentioned, and also with respect to the working, maintenance, and use by the Companies parties to the contract or agreement, or any one or more of them, of the railway and works of the Company and of the Liskeard and Looe Union Canal Company, or either of them, and with respect to the construction, working, maintenance, and use of the railways and works authorised by the Liskeard and Caradon Railway Act, 1882, and of the intended railways and works, or any or either of them, or any part of such railways and works, and for the passage over the railway of the Company and of the Liskeard and Looe Union Canal Company of the engines and carriages of the Companies parties to the contract or agreement, or any or either of them, and the supply of engines, carriages, and rolling stock for the purposes of such railways, or any of them, and the conduct, regulation, and management of the traffic upon or over the said railways of the Company and of the Liskeard and Looe Union Canal Company, 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 Companies parties to the contract or agreement, or some or one of them, 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 of the

Company and of the Liskeard and Looe Union Canal Company, or either of them, or any part thereof respectively; and to the conduct, management, and interchange of traffic thereon, or for the sale or leasing by the Company and by the Liskeard and Looe Union Canal Company, or either of them, to the Companies parties to the contract or agreement, or any or either of them, either in perpetuity or for any period of years, the said undertakings or undertaking of the Company and of the Liskeard and Looe Union Canal Company, or any or either of them, or any part or parts thereof respectively, and to confirm and provide for carrying into effect all or any contracts or agreements for all or any of the purposes aforesaid which may have been entered into prior to the passing of the intended Act.

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 vary or extinguish all rights and privileges which might in any way interfere with the objects of the intended Act or any such contracts, agreements, or arrangements as aforesaid, and to confer other rights and privileges.

Also, 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:—

Acts relating to the Liskeard and Cardaon Railway Company, 6 and 7 Vic., cap. 43, 23 Vic., cap. 20, and 45 and 46 Vic., cap. 111.

Acts relating to the Liskeard and Looe Union Canal Company, 6 Geo. 4, cap. 163, and 21 Vic., cap. 11.

The North Cornwall Act, 1882.

The Devon and Cornwall Central Railway Act, 1882.

Acts relating to the Great Western Railway Company, 5 and 6 Will. 4, cap. 107, and any other Act or Acts relating to that Company.

Acts relating to the London and South-Western Railway Company, 4 and 5 Will. 4, cap. 88, 2 and 3 Vic., cap. 28, 8 and 9 Vic., caps. 93 and 165, 9 and 10 Vic., cap. 131, 10 and 11 Vic., cap. 115, 11 and 12 Vic., cap. 89, 21 and 22 Vic., cap. 82, 23 and 24 Vic., cap. 50, 25 and 26 Vic., cap. 177, 26 and 27 Vic., cap. 109, 27 and 28 Vic., caps. 174 and 227, 39 and 40 Vic., cap. 213, 45 and 46 Vic., caps. 211 and 248; and all other Acts relating to the London and South-Western Railway 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 railway 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 or extra-parochial place will be deposited with the parish clerk of such parish, or with the parish clerk of a parish adjoining such extra-parochial place, at his residence; each such deposit will be made on or before the 30th day of November, 1882, and will be accompanied by a copy of this notice.

Printed copies of the Bill for the intended
No. 25171.

2 E

Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1882.

Dated 16th November, 1882.

Childs and Son, Liskeard, Solicitors for the Bill.

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

Board of Trade—Session 1883.

Winchester Electric Lighting.

Construction of Works for Manufacture and Supply of Electricity; Acquisition of Lands; &c.; Manufacture and Storage of Electricity; Supply of Electricity and of Electrical Apparatus; Acquisition of Patent Rights, &c.; borrow Money; Breaking up and other Interference with Streets, &c.; Levying of Rates and Charges; Incorporation and Amendment of Acts; and other purposes.

NOTICE is hereby given, that the Mayor, Aldermen, and Citizens of the city of Winchester (hereinafter called "the Corporation") intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order, under "The Electric Lighting Act, 1882" (in this notice called "the Electric Lighting Act"), for the following, or some of the following powers and purposes (that is to say):—

1. To authorize the Corporation to construct, erect, maintain, and continue, and from time to time to enlarge, extend, alter, improve, renew, repair, and discontinue buildings, machinery works, storage and other reservoirs, electric lines, batteries, wires, conductors, and other plant, apparatus, and appliances for producing, manufacturing, storing, supplying, distributing, and selling electricity, electric currents, or other like agency (in this notice called "electricity"), and to produce, manufacture, store, supply, distribute, and sell electricity, and to carry on all such business as may be incidental to such manufacture, production, storage, supply, distribution, and sale within the area of supply hereinafter mentioned.

2. To authorize the Corporation to supply, sell, or distribute electricity for lighting or as a motive or heating power, and for public and private purposes as defined by the Electric Lighting Act, or for any of those purposes, and for any other purpose to which electricity is or may become applicable, and on such terms and conditions, and under such restrictions and regulations, and for such price or other consideration, as the Order may define, or the Board of Trade or Parliament may sanction, within the following area (which is in this notice referred to as "the area of supply"), that is to say, the city of Winchester, in the county of Southampton.

3. To authorize the Corporation to purchase, acquire, hold, and use, lands, houses, and other property for the purposes aforesaid, or any of them, and to acquire, erect, use, and work, houses, manufactories, warehouses, buildings, sheds, steam, gas, water, and other engines, engine-rooms, offices, store-rooms, machinery plant, and other apparatus and appliances, and from time to time to sell, let, and otherwise dispose of such lands, houses, and buildings, and other property and things, or any of them, or any part thereof.

4. The works so proposed to be constructed, erected, made, and maintained are as follows:—

Steam, water, and other engines, and steam and other boilers, dynamo machines or other electricity generating machines, batteries, storage, and other reservoirs and accumulators, electric lines, conductors, and all requisite engine-rooms, warehouses, sheds, and other similar works, and con-

conveniences, together with all other requisite and proper works, machines, apparatus, appliances, and conveniences, matters or things connected therewith requisite for producing, generating, supplying, regulating, measuring, or utilizing electricity and carrying into effect the objects of the Order.

5. To authorize and empower the Corporation to acquire, exercise, and use, and from time to time to sell and dispose of patent rights and licences connected with the production, manufacture, storage, supply, and use of electricity, and to place, erect, lay down, and maintain mains, pipes, posts, wires, tubes, electric lines, conductors, and other means and apparatus for conveying, transmitting, or distributing electricity for lighting, or any other purpose, and for other the purposes of this Order (in this notice called "electric lines"), in, through, under, over, along, or across, and either above or beneath the surface of, and for that purpose to cross, open, or break up, divert, alter, stop up, or otherwise interfere with, whether temporarily or permanently all turnpike and other roads, highways, streets, lanes, alleys, courts, squares, passages, thoroughfares, and footways, railways, tramways, canals, rivers, navigation streams, water courses, bridges, sewers, drains, gas, water, and other pipes, telegraphic and electric posts, wires, and pipes, pneumatic tubes, apparatus, and works of every description within the area of supply.

6. To empower the Corporation on the one hand, and any company or person on the other hand, to enter into and carry into effect or rescind and renew contracts or agreements for the execution and maintenance of any works for the purposes of the supply of electricity, or for the supply of electricity within the area of supply, or any part thereof.

7. To enable the Corporation, on the one hand, and any corporation, vestry, guardians, district board, local board of health, and the trustees of any turnpike or other road, or other local or sanitary or road authority, and any railway, dock, canal, or other company on the other hand, to enter into and carry into effect, or rescind and renew contracts or agreements for authorising and empowering the Corporation to enter upon and break up the streets, roads, and other places and things before mentioned, and to confer upon such corporation, vestry, guardians, district board, local board of health, trustees, or other local or road authority, and any railway, dock, canal, or other company, all necessary powers in that behalf, and to enable them to apply for the purposes of any such contracts or agreements their respective funds, revenues, and rates, and any moneys which they are from time to time authorized to raise, borrow, or levy under any Act of Parliament or otherwise, and, if thought expedient, to authorize such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed by the Order to be conferred upon the Corporation.

8. To empower the Corporation to place electric lines or other works for the purposes of supplying electricity, and for other the purposes of the Order in, through, under, over, along, or across, and either above or beneath the surface of the streets and other places following, that is to say, all or any of the streets, roads, and other places, and all streets, lanes, alleys, courts, squares, passages, thoroughfares, and footways included within the area of supply, and any streets and roads outside the area of supply, for the purpose of connecting that area with any works of the

Corporation, and also the streets (not repairable by a local authority) following:—Mews-lane, the Barracks, Railway Station-path, Mants-lane, Colebrook-place, Cathedral Churchyard, Cathedral Close, King Alfred-place, College Meadow-path, Lower Wolvesey-terrace, Castle-hill, road near Training College, Path St. Cross Meadows, St. Cross Park; and also the railways and tramways following:—The London and South-Western Railway; and also the canals and navigable rivers following:—The River Itchen and the Itchen Navigation.

9. To authorize the Corporation to manufacture, purchase, hire, sell, and let, engines, boilers, dynamos, storage and other batteries, accumulators, meters, burners, lamps, motors, pipes, cables, mains, wires, and other machinery, plant, and apparatus for producing, supplying, and using electricity, all which are in this notice referred to under the term electric engines and apparatus.

10. To authorize the Corporation to levy and recover rates, rents, and charges for and in respect of the electricity supplied by them, and the sale and hire of electric engines and apparatus, and to confer, vary, or alter exemptions from the payment of such rates, rents, and charges, and to confer, vary, and extinguish other rights and privileges.

11. To alter and enlarge the present powers of the Corporation as to the borrowing and re-borrowing of money, and to enable them to apply their corporate funds and any moneys which they are already authorized to borrow to the purposes of the Order, and for the purposes of the Order to borrow and re-borrow further moneys by mortgage, debenture stock, or annuities, perpetual or terminable or both, and to charge those moneys upon all or any one or more of the following securities, that is to say: the borough fund, borough rate, and general district rate, lands, tenements, hereditaments, and property, and the rates, rents, tolls, and revenues of the Corporation, whether as a Municipal Corporation or a Local Board of Health or Sanitary Authority, and to extend the provisions of the Local Loans Act, 1875, to all moneys heretofore borrowed or hereafter to be borrowed or re-borrowed.

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

13. To impose and recover penalties for the tampering or fraudulently interfering with any such electric engines and apparatus.

14. To authorize the Corporation to raise additional capital 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 or by any of those means.

15. The names and addresses of the applicants for the Provisional Order are:—The Mayor, Aldermen, and Citizens of the city of Winchester, in the county of Southampton, Winchester.

16. It is proposed to incorporate with the Provisional Order, with or without modification, the provisions, or some of the provisions, of "The Gasworks Clauses Act, 1847," "The Gasworks Clauses Act, 1871," and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and to apply or make applicable to the Provisional Order, with or without modification, the provisions, or some of the provisions, of the Electric Lighting Act.

On or before the 30th day of November next, a map or plan, showing the boundaries of the proposed area of supply, and the streets and other places in, over, or along which it is proposed to place any electric lines or other 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 Southampton, at his office, at Winchester, with the town clerk of the city of Winchester, at his office at Winchester; and also at the office of the Board of Trade, Whitehall-gardens, London; and also at the Parliament Office of the House of Lords, and at the Private Bill Office of the House of Commons.

On or before the 21st day of December next, printed copies of the Draft Provisional Order will be deposited at the office of the Board of Trade as aforesaid, and on and after that date copies may be obtained at the offices of either of the undersigned, on payment of one shilling for each copy, and when the Provisional Order shall have been granted by the Board of Trade printed copies thereof may be obtained at the offices of either of the undersigned, on payment of one shilling, or of such other sum as the Board of Trade may direct.

Every local or other public authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the date of the newspaper containing the first copy of this advertisement; and they must, at the same time, deliver copies of any clauses or amendments they desire to have made in the Order to the Board of Trade, and to the undersigned, Solicitors or Agents of the Promoters, and it is desirable they should at the same time send copies of the objections and representations to the Promoters or to their Solicitors or Agents.

Dated this 17th day of November, 1882.

Walter Bailey, Town Clerk, Winchester.

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

In Parliament—Session 1883.

Blackfriars Bridge and Holborn Valley Tramways.

(Incorporation of Company; Construction of Tramways in City of London and Christ Church, Southwark; Compulsory Removal of Erections in Farringdon Street, Ludgate Circus, and New Bridge Street; Provisions as to User; Repair, &c., of Streets; Tolls; Agreements with Local and Road Authorities; Amendment of Acts.)

NOTICE is hereby given, that it is intended 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 incorporate a Company (hereinafter

called "the Company") for all or some of the following purposes.

2. To enable the Company to make, lay down, construct, and maintain all or some of the tramways hereinafter described, with all requisite and expedient rails, plates, sleepers, turntables, turnouts, crossings, junctions, passing places, stables, carriage-houses, sheds, buildings, works, and conveniences connected therewith respectively. The tramways will be laid on a gauge of four feet eight and a half inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

3. 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.

4. The tramways proposed to be authorised by the Bill are the following (that is to say):—

Tramway No. 1, commencing in the parishes of St. Sepulchre, London, and St. Andrew, Holborn, or one of them, at a point in Farringdon-street, about 32 yards south of the junction with that street of Charterhouse-street, and passing thence along Farringdon-street, across Ludgate-circus, along New Bridge-street, crossing the end of Queen Victoria-street, along Blackfriars-bridge, and terminating at a point in Blackfriars-road, in the parish of Christ Church, Southwark, about 40 yards north of the termination of the tramways of the London Tramways Company (Limited).

This tramway will be a double line throughout, except for a length of 1 chain from its point of commencement.

Tramway No. 1 will be made, or pass from, through, in, or into the parishes and extra-parochial places of St. Sepulchre, London; St. Andrew, Holborn; St. Bride, Fleet-street, the precincts of the parish of St. Bride, Fleet-street, or Bridewell precinct, St. Anne, Blackfriars, all in the city of London, and Christ Church, Southwark, in the county of Surrey.

Tramway No. 1a (a cross over), wholly in the said parish of Christ Church, Southwark, commencing on Blackfriars-bridge by a junction with the eastern line of rails of Tramway No. 1, at a point about 44 yards north of the termination of that tramway, and terminating on the said bridge by a junction with the west line of rails of Tramway No. 1, at a point about 22 yards north of such point of termination.

This tramway will be a single line.

Tramway No. 2, wholly in the said parish of Christ Church, Southwark, commencing in Blackfriars-road by a junction with Tramway No. 1 at its termination, and terminating by a junction with the tramways of the London Tramways Company (Limited) at their termination in Blackfriars-road.

This tramway will be a double line.

5. To authorise and empower the Company from time to time to enter upon and open and break

up the surface of, and to alter and stop up, remove, and otherwise interfere with streets, lanes, highways, public roads, footpaths, rivers, canals, streams, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph, telephone, and other electric pipes, tubes, wires, and apparatus within all or any of the parishes, extra-parochial and other places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the tramways (meaning by that word when hereafter used the tramways proposed to be authorised by the Bill) and works, or of substituting others in their place, or for other the purposes of the intended Act.

6. To enable the Company, for all or any of the purposes of the 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.

7. To authorise the Company to pull down and remove the urinals, waterclosets, and other erections situate in New Bridge-street at the north end thereof, and in Ludgate-circus, and also situate in Farringdon-street at the south end thereof, and in Ludgate-circus, and if so directed to re-erect the same in such positions or situations as the Commissioners of Sewers for the City of London shall direct.

8. To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works, and for preventing obstruction to all or any traffic, and to enable the 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 any such bye-laws, rules, and regulations, or of any of the provisions of the intended Act.

9. To empower the Company 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 tramways or any of them, or for facilitating the passage of traffic along the streets, or for providing access to any stables, carriage-houses, or engine-sheds, works, or buildings of the Company, or for effecting junctions with the systems of any other Company, person, or body.

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 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.

11. To make provision as to the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the tramways, rails, plates, sleepers, or works may be laid, and to exempt

the Company from the payment of the whole or some part of any highway or other rate or assessment, in respect of any portion or part of any of the respective streets, roads, or places upon or along which any of the tramways, rails, plates, sleepers, or works may be laid.

12. 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 works, and the ownership and disposal of any surplus paving, metalling, or materials.

13. To enable the Company and the Commissioners of Sewers for the City of London 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 of the 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.

14. To reserve to the Company the exclusive right of using on the tramways and works carriages with flange wheels or other wheels specially or particularly adapted to run on an edged, grooved, or other rail.

15. To prohibit, except by agreement with the Company, or upon terms to be prescribed by the intended Act, the use of the tramways and works by persons or corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edged, grooved, or other rail, and to authorise and give effect to agreements between the Company and any other persons or corporations for the use of the tramways and works with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

16. To authorise the Company to grant leases of the tramways or any of them, 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 Company, and any local authority or local authorities, to use the same for conveyance for sanitary purposes.

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

18. To enable the Company to demand, take, and recover tolls, rates, and charges for the use of the 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, and to alter existing tolls, rates, or duties.

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

20. The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," and "The Lands Clauses Acts, 1845, 1860, and 1869," and will enable the Company to exercise all or some of the powers of "The Tramways Act, 1870," subject, with respect to that and all the foregoing Acts, to any alterations,

modifications, and additions contained in the Bill.

21. Duplicate plans and sections, describing the lines, situation, and levels of the proposed tramways and works, and plans showing the lands, buildings, and erections proposed to be compulsorily acquired under the powers of the Bill, 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 Surrey, at his office at the Sessions House, Newington-causeway; with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green; and with the Clerk of the Peace for the City of London, at his office at the Sessions House, Old Bailey, in the said City; and 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 tramways and works will be made, and a copy of this notice will be deposited as follows (that is to say): As regards any parish in the City of London with the parish clerk of that 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 with respect to the parish of Christ Church, Southwark, with the Clerk of the Board of Works for the Saint Saviour's district, at his office in that district.

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, 1882.

Harold Crick, Solicitor, Billiter House,
Billiter-street, E.C.

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

In Parliament—Session 1883.

Cleator and Workington Junction Railway.

(Extension to Brayton; Branch Railways; Compulsory Purchase of Lands, Houses, Easements, and Property; Additional Lands; Running Powers over portion of Maryport and Carlisle, Solway Junction, North British, Cockermouth and Workington, and Rowrah and Kelton Fell (Mineral), and Whitehaven, Cleator, and Egremont Railways; Running Powers to North British and Solway Junction Railway Companies over the Railways of the Cleator and Workington Junction Railway Company, and Power to that Company and others to use the authorised Railways of that Company for certain Traffic; Working and other Agreements with Solway Junction, Furness, Maryport and Carlisle, North British, and Caledonian Railway Companies; Confirmation of Agreement between the Cleator and Workington Junction, the Furness, and the London and North Western Railway Companies; Additional Capital; Incorporation of Acts; Amendment of Acts.)

NOTICE is hereby given, that the Cleator and Workington Junction Railway Company (who are hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing Session thereof, for leave to bring in a Bill for all or some of the following purposes, that is to say:—

1. To enable the Company to construct and maintain, wholly in the county of Cumberland, with all necessary works, stations, and conveniences connected therewith, the railways here-

inafter mentioned, or some of them, or some part or parts thereof respectively, that is to say:—

A railway (No. 1) commencing in the township of Seaton and parish of Camerton, by a junction with the main line of the Cleator and Workington Junction Railway, about 304 yards, measured in a northerly direction along that railway from the centre of the bridge carrying the said Cleator and Workington Junction Railway over the Cockermouth and Workington Railway of the London and North-Western Railway Company, and passing through or into the following parishes, townships, and places, or some of them, that is to say, Camerton, Seaton, Ribton, Bridekirk, Great Broughton, Little Broughton, Dovenby, Tallentire, Gilcrux, Plumbland, Torpenhow, Bothel, and Threapland, Blennerhassett and Kirkland, and Aspatria and Brayton, and terminating in the parish of Aspatria by a junction with the Solway Junction Railway, at or near a point 100 yards measured in an easterly direction along that railway from the east end of the signal cabin thereof, at or near to the Brayton Station on the Maryport and Carlisle Railway.

A branch railway (No. 2) to be wholly situated in the township of Aspatria and Brayton, in the parish of Aspatria, commencing by a junction with the Railway No. 1, above described, at or near the eastern corner of the field belonging to and occupied by Sir Wilfrid Lawson, Baronet, which field is numbered 23 on the Ordnance map of the said parish, and terminating by a junction with the main line of the Maryport and Carlisle Railway at or near a point 350 yards measured in a westerly direction along that railway from the west end of the signal cabin on the platform at the said Brayton Station.

A branch railway (No. 3) commencing in the extra-parochial place of Cloffocks by a junction with the main line of the Cleator and Workington Junction Railway, about 60 yards measured in a northerly direction along that railway from the centre of the bridge carrying the street or lane called Ladies'-walk over the said Cleator and Workington Junction Railway, and passing through or into the following parishes, townships, and places, or some of them, that is to say, Seaton, Camerton, Cloffocks, and Workington, and terminating by a junction with the said Cockermouth and Workington Railway, at or near a point about 55 yards measured in an easterly direction along that railway from the east side of the bridge carrying the turnpike road from Workington to Maryport over the said Cockermouth and Workington Railway.

A branch railway (No. 4) commencing in the township of Workington and parish of Workington by a junction with Railway No. 4 authorised by the Cleator and Workington Junction Railway Act, 1876, about 180 yards, measured in a northerly direction along that branch railway from its point of junction with the main line of the said Cleator and Workington Junction Railway, and passing through or into the parishes, townships, and places of Workington and Harrington, and terminating in the township and parish of Harrington by a junction with the railway or siding nearest to the

quay wall on the south side of Harrington Harbour, at the eastern end thereof.

A branch railway (No. 5) commencing in the township of Workington, and parish of Workington, by a junction with the proposed Railway No. 4, above described, at or near a point 55 yards measured in a northerly direction from the northerly end of the magazine in the field belonging to Henry Fraser Curwen, and occupied by Messrs. Bain and Company and John Allan Eadie, and which field is numbered 541 on the Ordnance map of the said township of Workington, and terminating in the township and parish of Harrington by a junction with the most northern railway or siding on the north side of the Harrington Harbour, at a point thereon 9 yards measured in a southern direction from the south-east corner of the old timber yard, numbered 546 on the said map of the said township of Workington, belonging to the said Henry Fraser Curwen, and occupied by Messrs. Bain and Company.

A branch railway (No. 6) to be wholly situated in the township and parish of Harrington, commencing by a junction with the Railway No. 3, authorised by the Cleator and Workington Junction Railway Act, 1876, at a point about 130 yards north of the point of the junction of the said Railway No. 3, with the tramway of the Harrington Iron Company, and terminating at or near the middle of the southern boundary of a field in the said township and parish belonging to the said Henry Fraser Curwen, and occupied by Messrs. James Bain and Company, and numbered 68 on the Ordnance map for the said parish.

A branch railway (No. 7) to be wholly situated in the said township and parish of Harrington, commencing at a point about 38 yards east of the south-eastern corner of the southern reservoir in the said field, numbered 68 on the said map, and terminating on the high-level gangway of the ironworks of Messrs. James Bain and Company, at Harrington, at or near the northern side of the second blast furnace from the south.

A branch railway (No. 8) commencing in the parish of Distington by a junction with the main line of the Cleator and Workington Junction Railway, about 60 yards measured in a northerly direction along that railway from the centre of the bridge carrying the said railway over the public highway leading from Distington to Gillgarron, and passing through or into the parishes, townships, and places of Distington and Workington, and terminating in the parish of Workington, at or near the south-western end of an enclosure or field belonging to Henry Fraser Curwen, Esq., and in the occupation of the Distington Iron Company, and James Brown which field or enclosure is numbered 600 on the Ordnance map of the said parish of Workington.

2. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, and if permanently to appropriate the site and soil of roads, tramways, drains, sewers, pipes, navigations, canals, rivers, streams, and water-courses, and to remove and interfere with telegraphic apparatus, so far as may be necessary, in constructing or maintaining the said intended railways and works, and to deviate from the line and level of any work, to any extent within the limits of deviation shown on the deposited plans

hereinafter mentioned or defined by the Bill, and to purchase or acquire lands (including in that expression houses and other property) compulsorily and by agreement for the purpose of the said intended railways and works.

3. To authorise the Company to acquire compulsorily, in addition to the lands required for the purposes of the said intended railways and works, the following lands in the county of Cumberland, that is to say:—

Certain lands in the parishes of Arlecdon, the township of Winder, and parish of Lamplugh, bounded on the north by the Company's railway, the Whitehaven Cleator and Egremont Railway of the London and North Western and Furness Railway Companies, and the railway of the Rowrah and Kelton Fell (Mineral) Railway Company; on the west by land belonging to James Key; on the south by land belonging to James Key, John Skelton, and John Musgrave; and on the east by land belonging to John Musgrave.

Certain lands in the parishes of Workington and Harrington bounded on the east by the main railway of the Company, and on the north-west and south by land belonging to Henry Fraser Curwen.

4. To extinguish easements, rights, and privileges, in, over, and under the lands so purchased or acquired.

5. To authorise the Company to levy tolls, rates, and charges in respect of such railways and works, to alter tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment thereof, and to exercise other rights and privileges.

6. To empower the Company to purchase or acquire so much of any property as they may require for the purposes of the Bill, without being subject to the liability imposed by the 92nd Section of "The Lands Clauses Consolidation Act, 1845."

7. To enable the Company and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration or defined by the Bill:—

So much of the Solway Junction Railway as lies between the point of junction of that railway with the Maryport and Carlisle Railway, and the point of junction of the Solway Junction Railway with the North British Railway at "Abbey Holme Junction," together with the joint and several stations of the Solway Junction and the Maryport and Carlisle Railway Companies at Brayton.

So much of the Maryport and Carlisle Railway as lies between the said junction of that railway with the Solway Junction Railway and the point of junction with the Maryport and Carlisle Railway of the said intended Railway No. 2, and the said joint and several stations.

So much of the North British Railway as lies between the extremity thereof at Silloth, and the point of junction of the North British Railway with the North-Eastern Railway at "Canal Junction," near Carlisle.

So much of the London and North-Western Railway as lies between the termination of the proposed Railway No. 3,

and the Workington Bridge Station of the Cocker mouth and Workington Railway of the London and North-Western Railway Company and that station.

Together with the stations, watering-places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively, and to require those Companies to afford all proper facilities for the purpose.

8. 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 payment of such sum as shall be agreed upon or be settled by arbitration or defined by the Bill:—

The junction between the Rowrah and Kelton Fell (Mineral) Railway and the said Whitehaven, Cleator, and Egremont Railway with the sidings in connection therewith.

And to enable the Company to acquire compulsorily, or by agreement, an easement, or easements, for that purpose.

9. To enable the North British Railway Company, and the Solway Junction Railway Company, or either of them, and all Companies and persons lawfully using the railways of those Companies respectively, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions and on payment of such tolls, rates, and charges as may be agreed on between the Company and the North British Railway Company, and the Solway Junction Railway Company, or either of them, or be settled by arbitration, the following railways for the following purposes:—

The Railway No. 1 to be authorised by the Bill for the purposes of traffic of all descriptions.

So much of Railway No. 1 authorised by the Cleator and Workington Junction Railway Act, 1876, as lies between the Workington Station of the Company on that railway and the termination of that Railway No. 1, together with that station, for the purposes of all traffic coming from, or over, or destined for, or over, the North British Railway.

Together with all stations, watering-places, booking offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively, and to require the Company, and any Company working the railways of the Company, to afford all proper facilities therefor.

10. To enable the Company to run over and use with engines and carriages of every description, and with their clerks, officers, and servants, all or any of the railways of the Company, for the purposes of traffic, coming from or to any of the last-mentioned railways, to, from, or over any of the said proposed railways, together with the stations, watering places, booking offices, warehouses, sidings, works, and conveniences connected therewith respectively, and to require whatever Company may be working the railways of the Company to afford all proper facilities for the purpose.

11. To enable the Company on the one hand, and the Furness Railway Company, the Maryport and Carlisle Railway Company, the Solway Junction Railway Company, the North British Railway Company, and the Caledonian Railway Company, or any or either of them, on the other hand, from time to time, to enter into and fulfil,

alter, vary, or rescind agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any of them, and the working, use, and management of the railways of the Company already authorised, and any part or parts thereof respectively; the supply of engines, rolling stock, and machinery, and of officers and servants for the conduct of the traffic of the said intended and authorised railways; the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies; and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid; and to confirm any agreement already made, or which, previously to the passing of the Bill, may be made, touching any of the matters aforesaid.

12. To confirm an agreement, dated the 30th April, 1877, and made between the Company of the one part, and the Furness Railway Company and the London and North-Western Railway Company of the other part.

13. To authorise the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the said intended railways and works, and for the same purposes, and for the general purposes of their authorised undertakings, to raise additional capital by shares, or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

14. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects and will incorporate with itself, with or without alteration, the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railway Clauses Consolidation Act, 1845," and "The Railway Clauses Act, 1863," and it will, if need be, amend and enlarge the powers and provisions of the following Acts and Certificate—namely, "The Cleator and Workington Junction Railway Act, 1876," "The Cleator and Workington Junction Railway Act, 1877," "The Cleator and Workington Junction Railway Extension Act, 1878," and "The Cleator and Workington Junction Railway (Additional Capital) Certificate, 1880," and "The Cleator and Workington Junction Railway Act, 1881," and of any and every other Act relating to or affecting the Company or their undertaking; 9 and 10 Vict., cap. 204, and of any and every other Act relating to or affecting the London and North-Western Railway Company, or their undertaking; 18 and 19 Vict., cap. 173, and of any and every other Act relating to or affecting the Furness Railway Company, or their undertaking; 18 and 19 Vict., cap. 79, and of any and every other Act relating to or affecting the Maryport and Carlisle Railway Company, or their undertaking; 17 and 18 Vict., cap. 64, and of any and every other Act relating to or affecting the Whitehaven, Cleator, and Egremont Railway Company, or their undertaking; the Solway Junction Railway Act, 1864, and of any and every other Act relating to or affecting the Solway Junction Railway Company, or their undertaking; the Caledonian Railway Act, 1845, and of any and every other Act relating to or

affecting the Caledonian Railway Company, or their undertaking; the North British, Edinburgh, Perth, and Dundee, and West of Fife Railway Amalgamation Act, 1862, and of any and every other Act relating to or affecting the North British Railway Company, or their undertaking; and 8 and 9 Vict., cap. 120, 29 and 30 Vict., cap. 189, and of any and every other Act relating to or affecting the Cockermouth and Workington Railway Company, or their undertaking, or the London and North-Western Railway Company, as owners or otherwise of that undertaking.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways and works, and the lands in or through which they will be made, and also duplicate plans showing the lands intended to be compulsorily taken for other purposes, under the powers of the Bill, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands; also an Ordnance map with the lines of railway delineated thereon so as to show their general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Cumberland, at his office, at Carlisle, and on 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 14th day of November, 1882.

Lumb and Howson, Whitehaven;

E. L. Waugh and Musgrave, Cockermouth;

Solicitors for the Bill.

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

Board of Trade—Session 1883.

Kensington Electric Lighting.

(Power to Produce, Supply, and Store Electricity for Lighting and other Purposes; and for those Purposes to Break up Public and Private Streets and other Places in the Parishes of Kensington and St. Margaret, Westminster detached, in the county of Middlesex; and to Erect, Lay Down, Provide, and Maintain Wires and other Apparatus and Works; Acquire Land and other Rights, and Supply Lamps, Meters, and Fittings; Powers to the Local Authorities and Others, and Agreements with them; Power to Demand and Recover Rents and Charges; and to Make Regulations as to Fittings; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the Metropolitan (Brush) Electric Light and Power Company, Limited, whose registered office is situate at No. 110, Cannon-street, in the City of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of "The Electric Lighting Act, 1882," for a Provisional Order for the following purposes:—

To authorise and empower the Company to supply and store electricity, as defined by the said Act, for all or some of the public and private purposes as defined by the said Act within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes in the said area, and to lay down, set up, maintain, renew, or remove, either above or underground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid within the said area, and all other works, to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease, any lands or interests or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things, of whatever description, required for the purposes aforesaid.

To authorise the Company to enter upon any houses, buildings, lands, and premises supplied by them, for any purpose relative to such supply.

To enable the Company on the one hand, and the Local Authorities on the other hand, to enter into agreements as to the supply of electricity, and as to the breaking-up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and if necessary to authorise such Local Authorities to exercise the powers with respect to the breaking-up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of the "Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned that, by the Electric Lighting Act, 1882, are conferred upon undertakers as defined by such Act, and so far as may be deemed 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 those Acts, and to confirm, or give effect to, any agreement with any local authority or other Corporation or person relative to the said Order or the undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires, or the Board of Trade may prescribe, with respect to all or any matters in connection with the proposed undertaking.

To authorise the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is the parishes of St. Mary Abbot Kensington, and St. Margaret Westminster detached, in the county of Middlesex.

The streets and other places in, over, or along

which it is proposed to place any electric lines or other works are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

Ladbroke-grove-road; Ladbroke-grove; Lansdowne - crescent; Lansdowne - terrace; Kensington - park - road; Kensington - park-gardens; Ladbroke-square; Uxbridge-road; Royal-crescent; Notting-hill-road; High-street, Notting-hill; Pembridge-gardens; Pembridge-square; Sussex-terrace; Portobello-terrace; Kensington Palace-gardens; High-street, Kensington; Young-street; King-street; Kensington-square, Kensington-road; Addison-road; Holland-road; Russell-road (east of Addison-road Station); Earl's-court-road; Richmond-road; Cromwell-road; West Cromwell-road; Old Brompton-road; Cranley-gardens; Fulham-road (west side); Hereford-square (north-side); Gloucester-road; Palace-gate; Queen's-gate; Exhibition-road; Gledhow-gardens; Cromwell-gardens; Knightsbridge; Brompton-road.

The streets, roads, or places not repairable by the local authority which the Company propose to take power to break up are as follows:—

Kensington Palace-gardens; Cranley-gardens.

The railways and canals which the Company propose to take power to break up, pass, or cross over or under are as follows:—

The Metropolitan Railway; the West London Extension Railway; the West London Railway; the Hammersmith and City Junction Railway; the Great Western Railway; the Grand Junction Canal.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Provisional Order, when applied for, 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, and of Mr. Watkins, Post-office, 176, Fulham-road, in the county of Middlesex.

Every local or other public authority, Company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the date hereof.

Dated this 24th day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors and Parliamentary Agents.

Board of Trade—Session 1883.

Pudsey Local Board (Electric Lighting, &c.)

(Application for a Provisional Order under the Electric Lighting Act, 1882.)

NOTICE is hereby given, that the Local Board for the District of Pudsey, in the West Riding of the county of York (hereinafter called the Local Board) are about to apply to the Board of Trade under the Electric Lighting Act, 1882, for a Provisional Order, to be confirmed by Parliament, in the ensuing session, for the following, or some of the following, among other objects, that is to say:—

To authorise the Local Board to supply electricity for public and private purposes within the area which is co-extensive with that part of the township of Pudsey aforesaid, which is separate and apart from the hamlet of Tyersall, and to prescribe and define within what portion or portions of such area, and upon what terms and conditions, and for what purposes and for what period, the supply shall be compulsory, and to make provision for relieving the Local Board from any obligation to supply any other portion or portions of the said area, except upon such terms and conditions, and under such circumstances as may be prescribed or provided for by the intended Order.

For the purposes of such supply, to confer upon the Local Board all or some of the powers contained in the Electric Lighting Act, 1882, or hereinafter mentioned, including power to levy rates and to borrow money for the purposes of the said Order.

To empower the Local Board, subject to the provisions of the said Act, to construct all such works, provide all such engines and materials, and do all such things as are authorised by the said Act, or as may be necessary for generating, producing, storing, supplying and distributing electricity, and otherwise, for the purposes of the intended Order.

The streets and other places in, over, or along which it is proposed to place electric lines and other works, are all the streets and other places within the area aforesaid, which are repairable by the Local Board.

A list of the streets and footpaths, not repairable by the Local Board, and of the railways (there being no tramways) which the Local Board propose to take powers by the Provisional Order to break up, is set out in the Schedule hereto.

There are no canals or navigable rivers within the said area.

To empower the Local Board from time to time to extend the area for the supply of electricity for public and private purposes, or either of them, so as to include therein the whole or any other part of their district.

To empower the Local Board to purchase by agreement, or take on lease, and hold, any lands and buildings, or interests or easements in lands and buildings, which may be necessary for the purposes of the intended Order, and to apply and appropriate to and use for such purposes any lands and buildings for the time being belonging to them.

The Provisional Order will contain all such provisions as may be required by the Electric Lighting Act, 1882, or by the Board of Trade, or by Parliament, concerning the breaking up of streets, whether or not repairable by a local or other authority, or body, and concerning interference with railways, and as to the conditions of supply, price, nature and amount of supply, obligation to supply, and other matters, and as to the period for which the concession is granted, and for securing the safety of the consumer and the public from injury by shock, fire, or otherwise, and for enforcing the performance by the Local Board of their duties in relation to the supply of electricity.

The draft of the proposed Order will be deposited at the office of the Board of Trade, on or before the twenty-first day of December next, and printed copies of the draft Provisional Order, when so deposited, and of the Provisional Order when made, will be obtainable at the price of one shilling each, within the proposed area, at the office

of the clerk to the Local Board, at the Local Board Offices, in Pudsey aforesaid; and in London, at the offices of Messrs. Sherwood and Co., Parliamentary Agents, 7, Great George-street, Westminster.

Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the proposed application, may do so by letter, addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," within two months from the date hereof.

The Schedule before referred to.

Streets.

Albion-row, Lowtown
Back School-street, Greenside
Back-fold, Greenside
Bankhouse-lane
Bankhouse-road
Barnes-close, Stanningley
Barnes-row, Stanningley
Beck Side Hill-road, Stanningley
Bank Field-terrace, Stanningley
Boggard-lane, Stanningley
Binks-street, Lane-end
Bradley-lane, Waterloo
Brayshaw-street, New-street
Byron-street, Littlemoor
Carlisle Fold-road, Fartown
Chapel-square, Richardshaw-lane
Crawshaw Fields-road, Radcliffe-lane
Crawshaw-hill, Robin-lane
Crawshaw-terrace, Radcliffe-lane
Crimbles, Crimbles-green, and Crimbles-road
Cromack's-road, Jumbles-well
Delph Hill-road, Lowtown
Dover-street, Church-lane
Driver's-fold, Fartown
Driver's-road, Littlemoor
Dyehouse-lane, Fulneck
Fulneck-roads
Farrer's-road, Littlemoor
Gibraltar-road, Waterloo
Greaves-lane, Littlemoor
Green Top-road
Hammerton-street
Hare-lane
Hill Top-road, Fartown
Highfield-terrace, Back-lane
Highfield-place, Back-lane
Humbug-lane, Green-bottom
Intake-road, Alcoates
Jessop's-road, Littlemoor
Jumbles Well-road
Kent, Lowtown
Lauri Fold-road, Greenside
Mill-hill or Scott Hill-lane, Fartown
Milner's-fold, Fartown
Mill-lane, Littlemoor
Mount-pleasant, Back-lane
Moss-row, Waterloo
Mulberry-street, Church-lane
Northrop's-yard, Church-lane
Nesbitt Hall-road, Bankhouse
New Scarbro, Richardshaw-lane
New Stead-lane, Bankhouse
Oates-lane, Lowtown
Occupation-lane, Uppermoor
Old Chapel-road, Chapeltown
Park Top-road, Richardshaw-lane
Providence-square, Richardshaw-lane
Park-square, Church-lane
Park-street, Church-lane
Post Office-row, Lidget-hill
Parsonage Fold-road, Chapeltown

Peel-street, New-street
Primrose Hill-road, Richardshaw-lane
Radcliffe-terrace, Radcliffe-lane
School-street, Greenside
Scott-street, Littlemoor
Silver-hill, Stanningley
Smalewell-road
Station-road, Greenside
Station-square, Stanningley
St. Paul's-road, Stanningley
Sharp's-road, Lidget-hill
Temperance-square, Church-lane
Troughton-street, Far Littlemoor
Tennyson-street, Littlemoor
The Square, Greenside
Tofts-road, Chapeltown
Tabor-street, Waterloo
Turner's-fold, Stanningley
Upper Moor, Quarry-roads
Varley-street, Stanningley
Victoria-street, Littlemoor
West Royd Hill-road, Green-bottom
Wesleyan-square, Lowtown
Wesley-row, Lowtown
Warrels-road, Lowtown
Wilson's-fold, Fartown
Windmill Hill-road, Green-bottom.

Whitham's-square, Richardshaw-lane

And so much and such parts of the following streets as are situate within the area aforesaid namely:—

Albion Works-road, Stanningley
Butler's-fold, Stanningley
Barnes'-road, Stanningley
Grange Field-road, Stanningley
Priestley Mill-lane, Pudsey
Slater's-fold, Stanningley
Vernon Place-yard, Stanningley
Wheater's-fold, Stanningley

Footpaths.

Acres Hall-roads
Alcoates Hill-roads
Alcoates-footpaths
Back Lane-footpaths
Chapelton to Littlemoor-footpaths
Coal Staithe-road, Lowtown
Fartown Fields-footpaths
Farnley Valley-footpath
Fartown and Bankhouse-lane to Bankhouse-footpath
Great Rails-footpaths
Greenside to Bankhouse-footpath
Gibraltar to Smalewell-footpath
Hammerton Field-footpaths
Hill Top-footpaths
Jersey-footpath
Lowtown Fields-roads
Newell's Row-footpath, Chapelton
New Street-footpaths
Primrose Hill-footpath
Red Laithe-footpaths
South-park
Stanningley Fields-footpaths
Tong Valley-footpaths
Tofts-footpaths
Windmill Hill-footpath
Workhouse Lane-footpaths

Railways.

The Great Northern Railway, Leeds and Bradford Branch.
The Great Northern Railway, Pudsey Branch.

Dated this 17th day of November, 1882.

H. J. Carr, 14, Albion-street, Leeds,
Solicitor.

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

In Parliament.—Session 1883.

Peckham and East Dulwich Tramways' Extensions.

(Power to Peckham and East Dulwich Tramways Company to Construct New Tramways in the County of Surrey; use of Streets; Gauge; Tolls; Repair, &c., of Streets; Agreements with Local and Road Authorities; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session by the Peckham and East Dulwich Tramways Company (hereinafter called "the Company") for an Act for all or some of the following purposes, that is to say:—

To empower the Company to make, form, lay down, and maintain the several tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):—

Where, in the description of any of the proposed tramways, any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as being opposite the centre of the street.

Tramway No. 1, commencing in Lyndhurst-road, at its north end, adjoining High-street, Peckham, and passing south along the said road and Chadwick-road, and Victoria-road, and terminating in Bellenden-road, at a point opposite the north side of Choumert-street.

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

In Lyndhurst-road, for a length of 1·50 chains between points respectively opposite the northerly corner of Lyndhurst-square and 1·50 chains to the south of that point. For a length of 1·50 chains, between points respectively opposite the southerly corner of Lyndhurst-grove and 1·50 chains to the south of that point. For a length of 1·50 chains, between points respectively 1·50 chains to the north of the north-easterly corner of Chadwick-road and 1·50 chains to the south of that point.

Tramway No. 2, commencing in Bellenden-road at the termination of Tramway No. 1, as hereinbefore described, and passing thence westward along Choumert-road, Atwell-road, Crowley-road, Brayard-road, and terminating in Brayard-road, at the corner of Kirkwood-road.

Tramway No. 2 will be a single line, except in the following places, where it will be a double line:—

In Choumert-road, for a length of 1·50 chains, between points respectively opposite the north-east corner of Choumert-grove and 1·50 chains to the east of that point.

In Atwell-road, for a length of 1·50 chains between points respectively opposite the north-east corner of Atwell-street and 1·50 chains to the east of that point.

In Brayard-road, for a length of 1·50 chains between points respectively opposite the south-east corner of Albert-road and 1·50 chains to the east of that point.

Tramway No. 3, commencing in Brayard-road, at the termination of tramway No. 2, as hereinbefore described, and passing thence eastward along Kirkwood-road, Kimberley-road, Evelina-road, and Hollydale-road, and terminating in Hollydale-road at a point opposite the south-west corner of Cemetery-road.

Tramway No. 3 will be a single line, except in the following places, where it will be a double line:—

In Kirkwood-road, for a length of 1·50 chains, between points respectively 25 links south of the south-east corner of the southerly side of Brayard-road and 1·50 chains to the south-east of that point.

In Kimberley-road, for a length of 1·50 chains, between points respectively 25 links from the southerly corner of Kirkwood-road and Kimberley-road and 1·50 chains to the south-east of that point.

In Evelina-road, for a length of 1·50 chains, between points respectively 75 links to the south-west and 75 links to the north-east of the centre of the bridge carrying the London Chatham and Dover Railway over that road.

In Hollydale-road, for a length of 2 chains, from the south-west corner of Cemetery-road and 2 chains to the north-west of that point.

Tramway No. 4, commencing in Bellenden-road at the termination of Tramway No. 1, as hereinbefore described, and passing thence southward along Bellenden-road, Maxted-road, Nutbrook-street, Adys-road, Ondine-road, and Champion Hill-road, and terminating in Champion Hill-road, at a point 25 links to the south of the south-east corner of Ondine-road.

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

In Bellenden-road, for a length of 1·50 chains, between points respectively 1·75 chains to the north of the north side of Danby-street and 1·50 chains to the south of that point.

In Maxted-road, for a length of 1·50 chains, between points respectively 1·75 chains to the north of the north side of Nutbrook-street and 1·50 chains to the south of that point.

In Adie-road, for a length of 1·50 chains, between points respectively 1·75 chains to the north of the north side of the Ondine-road and 1·50 chains to the south of that point.

Tramway No. 5, commencing in Champion Hill-road at the termination of Tramway No. 4, as hereinbefore described, passing thence southward along Champion Hill-road, and terminating in Lordship-lane at the southerly end of the Crystal Palace-road by a junction with the tramway authorised by the Peckham and East Dulwich Tramways Act, 1882, and therein described as Tramway No. 3.

Tramway No. 5 will be a single line, excepting at the following places, where it will be a double line:—

In Lordship-lane, for a length of 1·50 chains, between points respectively opposite the north corner of Goose-green and 1·50 chains to the south of that point. For a length of 1·50 chains, between points respectively 1·75 chains to the north of the north side of Ashbourne-grove and 1·50 chains to the south of that point. For a length of 1·50 chains, between points respectively 1 chain to the south of the south side of Shawbury-road and 1·50 chains to the south of that point. For a length of 1·50 chains, between points respectively 1·75 chains to the north of the north side of Pellatt-street and 1·50 chains to the south of that point. For a length of 1·50 chains, between points respectively 25 links to the south of the south side of Heber-road and 1·50 chains to the south of that point. For a length of 1·50 chains, between points respectively 5 chains to the south of the south side of Goodrich-road and 1·50 chains to the south of that point.

The tramways and works hereinbefore described will be wholly situate in the parish of St. Giles's, Camberwell, and county of Surrey.

The proposed tramways specified in the first

column of the following table will be respectively so laid in the roads or streets mentioned in connection therewith respectively in the second column of the same table that, on the side or sides of the road or street, in each case specified in the third column of the said table, a less space than

9 feet 6 inches will, for a distance of 30 feet or upwards, intervene between the outside of the footpath on each side or sides of the respective roads and the nearest rail of the tramway between the points mentioned in each case in the fourth column of the said table.

Tramway.	Name of Road.	On which side of road.	Points between which.
No. 1 ..	Lyndhurst-road..	Both ..	From the northerly corner of Lyndhurst-square 1·50 chains to the south of that point. From the southerly corner of Lyndhurst-grove 1·50 chains to the south of that point. From the north-easterly corner of Chadwick-road 1·50 chains to the north of that point.
No. 1 ..	Bellenden-road ..	Both ..	From the south corner of Chadwick-road to the north corner of Choumert-road.
No. 2 ..	Choumert-road ..	Both ..	From the north corner of Bellenden-road to the north corner of Rye-lane.
No. 2 ..	Atwell-road ..	Both ..	From the north-east corner of Atwell-street 1·50 chains to the east of that point.
No. 2 ..	Brayard-road ..	Both ..	From the south-east corner of Albert-road 1·50 chains to the east of that point.
No. 3 ..	Kirkwood-road..	Both ..	From 25 links south of the south-east corner of the southerly side of Brayard-road 1·50 chains to the south-east of that point.
No. 3 ..	Kimberley-road..	Both ..	From 25 links south-east of the southerly corner of Kirkwood-road and Kimberley-road 1·50 chains to the south-east of that point.
No. 3 ..	Evelina-road ..	Both ..	Between points respectively 75 links to the south-west and 75 links to the north-east of the centre of the bridge carrying the London Chatham and Dover Railway over that road.
No. 3 ..	Hollydale-road ..	Both ..	From the south-west corner of Cemetery-road 2 chains to the north-west of that point.
No. 4 ..	Bellenden-road ..	Both ..	From a point 1·75 chains to the north of the north side of Danby-street 1·50 chains to the south of that point.
No. 4 ..	Maxted-road ..	Both ..	Between points respectively 1·75 chains to the north of the north side of Nutbrook-street and 1·50 chains to the south of that point.
No. 4 ..	Adys-road ..	Both ..	Between points respectively 1·75 chains to the north of the north side of Ondine-road and 1·50 chains to the south of that point.
No. 5 ..	Champion Hill-road	Both ..	Opposite the north corner of Goose-green, and from that corner 1·50 chains to the south.
No. 5 ..	Lordship-lane ..	Both ..	Between points respectively 1·75 chains to the north of the north side of Ashbourne-grove and 1·50 chains to the south of that point. Between points respectively 1 chain to the south of the south side of Shawbury-road and 1·50 chains to the south of that point. Between points respectively 1·75 chains to the north of the north side of Pellatt-street and 3 chains to the south of that point. Between points respectively 25 links to the south of the south side of Heber-road and 1·50 chains to the south of that point. From a point 85 links north of the north corner of Goodrich-road to the proposed termination of Tramway No. 5.

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

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

To enable the Company on the one hand, and any of the following bodies on the other hand—viz., the Metropolitan Board of Works, and any Vestry District Board, trustees, or any body corporate, or persons having respectively the duty of directing the repairs or the control or the management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails,

plates, sleepers, and works connected therewith, and of any existing or authorised roads or streets, or street improvement upon or along which the same or any part thereof are or are intended to be laid and constructed, and for facilitating the passage of carriages and traffic over and along the same or any part thereof, and to confirm and give effect to any such agreements as may have been made, or may be made before the passing of the Bill into an Act.

To authorise the Company from time to time, and either temporarily or permanently, to 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, water pipes, gas pipes, and electric telegraph and electric-lighting pipes and apparatus, within the said parish of St. Giles', Camberwell, for the purposes of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for the other purposes of the intended Act.

To empower the Company, for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement, lands and houses or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

To empower the Company, when, by reason of the execution of any work affecting the surface or soil of the 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 the said parish of St. Giles', Camberwell, 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 of 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; and 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 Act, 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 the Tramways Act, 1870, and the local and personal Act, 45 and 46 Vic., cap. 213, relating to the Company.

And Notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, with a book of reference to such plans, and a copy of this Notice, as published in the "London Gazette," will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Newington-causeway, in that county, and with the Vestry Clerk of the parish of St. Giles', Camberwell, at his office at the Vestry Hall, Peckham-road.

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

Dated this 16th day of November, 1882.

Quick and Bidder, 13, George-street, Mansion House, London, E.C., Solicitors for the Bill.

C. J. Hanly, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1883.

Leeds, Church-Fenton, and Hull Junction Railway.

(Incorporation of Company; Construction of Railway from Leeds to Church-Fenton; Compulsory Purchase of Lands; Tolls; Running Powers over the Church-Fenton, Cawood, and Wistow Railway, and use of Stations thereon; Working and other Agreements with the Church-Fenton, Cawood, and Wistow Railway Company and the Hull, Barnsley, and West Riding Junction Railway and Dock Company; 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, turn-tables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A railway, wholly in the West Riding of the county of York, commencing in the parish of Leeds, on the east side of Harewood-street, and on the north side of George-street, in the house called "Market Hotel,"

which house is Number 4, Harewood-street, owned and occupied by Joshua Garth, and terminating in the parish of Church-Fenton by a junction with the authorised Church-Fenton, Cawood, and Wistow Railway in a field belonging to John Joliffe Tufnell, and occupied by Joseph Walkington, at a point 500 yards, or thereabouts, measuring in a north-easterly direction from the entrance of the North Eastern Railway booking office at Church-Fenton Station, and 350 yards, or thereabouts, from the easternmost rail of the North Eastern Railway, at a point distant about 335 yards from the booking office aforesaid, which intended railway 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:—Leeds, Potter Newton, Barwick-in-Elmet, Roundhay, Thorner, Shadwell, Whitkirk, Seacroft, Aberford, Parlington, Sherburn, Lotherton-cum-Aberford, Saxton, Saxton-cum-Scarthingwell, Ryther Lead, Ryther-cum-Ozendyke, and Church-Fenton.

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 railway stations and works hereinafter mentioned, belonging to the Church-Fenton, Cawood, and Wistow 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 wagons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railway and stations of the Church-Fenton, Cawood, and Wistow Railway Company, 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 railway and stations.

To empower the Company on the one hand, and the Church-Fenton, Cawood, and Wistow Railway Company, and the Hull, Barnsley, and West Riding Junction Railway and Dock 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 any 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: 42 and 43 Vic., cap. 128, 43 and 44 Vic., cap. 199, 45 and 46 Vic., cap. 223, and 45 and 46 Vic., cap. 246, and all other Acts, relating to or affecting the Church-Fenton, Cawood, and Wistow Railway Company, and the Hull, Barnsley, and West Riding Junction Railway and Dock Company.

Notice is hereby also given, that on or before the 30th day of November, 1882, 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 said West Riding of the county of York, at his office at Wakefield in that county; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and Book of Reference as relates to each parish and extra-parochial place, in or through which the said railway and works, or any part thereof, are or is intended to be made, or will be situate, together with a copy of this Notice, as published in the "London Gazette," will be deposited for public inspection in the case of each such parish with the Parish Clerk thereof, at his residence; and in the case of each such extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 11th day of November, 1882.

George Davis, Son and Co., 80, Coleman-street, London, E.C.,

T. C. Jenkinson, 28, Albion-street, Leeds, Solicitors for the Bill.

C. J. Hanly, 27, Great George-street, Westminster, S.W., Parliamentary Agent.

In Parliament—Session 1883.

London Southern Tramways (Extensions)
Bill.

(Power to London Southern Tramways Company to Construct New Tramways; Tolls, Rates, and Duties; Working and other Powers over other Tramways; Capital Powers; Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London Southern Tramways Company (hereinafter called the Company), for a Bill (hereinafter called the Bill) for all or some of the following purposes (that is to say:—

To authorise the Company to construct, maintain, and work the several tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plant, sleepers, works, and conveniences connected therewith respectively (that is to say):—

Tramway No. 1, commencing in the Broadway, Lower Tooting, at a point 1·3 chains or thereabouts from the south-west corner of High-street, Tooting, passing thence in a north-easterly direction along High-street, Tooting, and the road leading from High-street, Tooting, to Balham-road, Balham-road, Balham-hill, and the road on the east side of Clapham Common, otherwise Balham Hill-road, and terminating in the last-mentioned road by a junction with the existing tramways of the London Tramways Company (Limited), opposite Clapham Park-road.

Tramway No. 1 will be a single line, except between the following points, where it will be a double line:—

In the Broadway, Tooting, from the point of commencement of the tramway for a length of 1·5 chains.

In the road leading from High-street to Balham-road, between points respectively 4·73 chains and 7·73 chains north-east from Selkirk-road.

In the road leading from High-street to Balham-road, between points respectively 8 chains and 14 chains south-west from Obligation-row.

In Balham-road, between points respectively 6 chains south-west and 9 chains north-east from Wandsworth-lane.

In Balham-road, between points respectively 0·8 chain south-west from Upper Tooting Park, and 1 chain south-west from Balham Park-road.

In Balham-road, between points respectively 0·5 chain south-west of the south-west corner of Devonshire-road, and 0·6 chain north of Alderbrook-road.

In Balham Hill-road, from a point 0·36 chain south-west from the south-west corner of the junction of the roads on the south and east sides of Clapham Common, to a point 0·7 chain from the termination of the tramway.

Tramway No. 2, commencing by a junction with Tramway No. 1, in Balham Hill-road, at a point 0·7 chain south of Clapham Park-road, and passing thence into and along Clapham Park-road and Acre-lane, and terminating in Acre-lane, opposite Bedford-road.

Tramway No. 2 will be a single line except between a point 0·73 chain west of Park-crescent and a point 4 chains west of

Bedford-road, where it will be a double line.

Tramway No. 3, commencing in Acre-lane by a junction with Tramway No. 2, at its termination, passing thence along Acre-lane across Brixton-road and into Cold Harbour-lane, and terminating therein opposite the north-west corner of that lane.

Tramway No. 3 will be a single line except between the following points, where it will be double line:—

In Acre-lane, between points respectively 3·8 chains and 7·8 chains east of its point of commencement.

In Acre-lane, between points respectively opposite the Avenue and 2 chains westward of the termination of the tramway.

Tramway No. 4, commencing in York-terrace at a point 0·6 chain east of High-street, Clapham, passing eastward along York-terrace, turning southward under the bridge of the London Brighton and South Coast Railway and London Chatham and Dover Railway into and along Bedford-road, and terminating in Lyham-road at the point of junction of Loat's-road with Lyham-road.

Tramway No. 4 will be a single line except between the following points, where it will be a double line, viz.:—Between a point in York-terrace 2·6 chains eastward of the commencement of the tramway and a point in Bedford-road 1·7 chains southward of the centre of the bridge carrying the aforesaid railways over Bedford-road, and in Bedford-road between points respectively 0·2 chain northward and 3·8 chains southward of Solon-road, and between points respectively 1·5 chains southward of Acre-lane and the point of termination of Tramway No. 4.

Tramway No. 5, commencing at the point of termination of Tramway No. 4, passing thence into and along Lyham-road, Cornwall-road, Brixton-rise, and terminating at a point in that road 0·7 chain southward of the junction of Cornwall-road with Brixton-rise.

Tramway No. 5 will be a single line except between the following points, where it will be a double line, viz.:—From the point of commencement of the tramway to a point 3·7 chains westwards of the junction of Sussex-street with Cornwall-road, and in Cornwall-road between points respectively 1 chain and 5 chains eastwards of Victoria-street, and between points respectively 1 chain westwards of Brixton-rise and the termination of the tramway.

Tramway No. 6, commencing at the point of termination of the existing tramways in Brixton-rise belonging to the London Tramways Company (Limited) opposite Water-lane, passing thence along Brixton-rise southwards, and terminating at the point of termination of Tramway No. 5.

Tramway No. 6 will be a double line throughout.

Tramway No. 7, commencing at the point of termination of Tramway No. 6, passing thence southwards along Brixton-rise, Brixton-hill, and terminating at the boundary of the parishes of St. Mary, Lambeth, and Streatham, 6·5 chains northward of Christ Church-road.

Tramway No. 7 will be a double line throughout.

Tramway No. 8, commencing at the point of

termination of Tramway No. 7, passing thence southwards along Brixton-hill, Streatham-hill, over the bridge carrying the roadway over the London Brighton and South Coast Railway at Streatham-hill Station and Upper Streatham, and terminating in that road at a point opposite Leigham-lane, and opposite the White Lion public-house.

Tramway No. 8 will be a double line throughout.

Tramway No. 9, commencing at the point of termination of Tramway No. 8, passing thence southwards along the high road leading to Croydon, commonly known as London-road, passing over the bridge carrying the roadway over the London Brighton and South Coast Railway at Streatham Station, passing thence along the west side of Streatham Common, and terminating at a point 3·8 chains southward of Baker's-lane, near the Greyhound public-house.

Tramway No. 9 will be a double line throughout.

Tramway No. 10, commencing at the point of termination of Tramway No. 9, passing thence southwards along Streatham Common, London-road, as aforesaid, and terminating in the London-road at a point opposite the north-west corner of the public-house known as King William the Fourth.

Tramway No. 10 will be a double line throughout.

Tramway No. 11, commencing at the point of termination of Tramway No. 4, passing thence into and along Loat's-road, King's-road, thence eastwards into and along Atkins-road, Streatham-place, and terminating in Streatham-hill by a junction with Tramway No. 8 0·5 chain southward of the junction of Christ Church-road with Streatham-hill.

Tramway No. 11 will be a single line except between the following points where it will be a double line, viz.:—From the commencement of the tramway to a point 4 chains southwards thereof, and in King's-road between points respectively 0·4 chain and 4·4 chains southward of Cornwall-road, and between points respectively 17·7 chains and 21·7 chains northward of South-road, and from a point in King's-road 2·3 chains northward of Atkins-road to a point in Atkins-road 2·1 chains eastward of King's-road, and in Atkins-road between points respectively 0·7 chain westward of New Park-road, and the termination of the tramway.

Tramway No. 12, commencing in the Brixton-hill at a point 0·7 chain northward of Christ Church-road, by a junction with Tramway No. 8, and passing thence into and along Christ Church-road, and terminating in Norwood-road 0·5 chain southward of Christ Church-road by a junction with Tramway No. 4, authorised by the London Southern Tramways Act, 1882.

Tramway No. 12 will be a single line except between the following points where it will be a double line, viz.:—Between its commencement in Brixton-hill and a point in Christ Church-road, 1·2 chains eastward of Brixton-hill, and in Christ Church-road between points respectively 2 chains westward and 2 chains eastward of Palace-road, and between points respectively 8·4 chains and 12·4 chains eastward of Roupell-road, and between points respectively 2·5 chains westward and 1·5 chains eastward of

Trinity-road, and between points respectively 8·8 chains and 12·8 chains westward of Norwood-road.

Tramway No. 12A (double line), 1·5 chains in length, commencing in Christ Church-road by a junction with Tramway No. 12 0·5 chain eastwards of Brixton-hill, and terminating in Streatham-place 1 chain westward of Brixton-hill by a junction with Tramway No. 11.

Tramway No. 13, commencing at a point in the Norwood-road 2·2 chains south of Sydenham-grove, and passing thence along Norwood-road, Cemetery-road, and at the Rosendale hotel, turning southwards along Rosendale-road, and terminating in that road 0·8 chain north of Paget-road.

Tramway No. 13 will be a single line, except between the following points, where it will be a double line, viz.:—Between the commencement of the tramway and a point in Cemetery-road 2·5 chains eastwards of Norwood-road, and in Cemetery-road between points respectively 11·5 chains and 15·5 chains eastward of Norwood-road, and between points respectively 0·2 chain and 4·2 chains westward of Chancellor-road, and between points respectively 1·5 chains westwards of Rosendale-road and the termination of the tramway in Rosendale-road.

Tramway No. 14, commencing at the point of termination of Tramway No. 13, passing thence southwards along Rosendale-road, turning eastwards into Paget-road, Clive-road, and terminating in that road opposite Hamilton-road and 5·3 chains south of Paget-road.

Tramway No. 14 will be a single line, except between the following points, where it will be a double line, viz.:—Between the commencement of the tramway and a point 3 chains northward of the junction of Hamilton-road with Clive-road.

Tramway No. 15, commencing at the point of termination of Tramway No. 14, passing southwards along Clive-road, turning thence eastwards into and along Hamilton-road, Gipsy House-road, and terminating in Dulwich Wood Park or Victoria-road, 0·5 chain north-east of Gipsy-hill.

Tramway No. 15 will be a single line, except between the following points, where it will be a double line, viz.:—Between a point in Clive-road 8·6 chains southward of Chalford-road South and the termination of the tramway.

Tramway No. 16, commencing at the point of termination of Tramway No. 15, passing thence along Victoria-road or Dulwich Wood Park, College-road, into and along the Palace-road or Crystal Palace-parade, and terminating in that road opposite the northern corner of the buildings of the Crystal Palace High Level Station.

Tramway No. 16 will be a single line, except between the following points, where it will be a double line, viz.:—In Dulwich Wood Park or Victoria-road, between the commencement of the tramway and a point 3·5 chains south-eastwards of Kingswood-road, and from a point in Dulwich Wood Park or Victoria-road 2·1 chains north-westwards of Farquhar-road to a point in College-road 8·2 chains northward of Palace-road or Crystal Palace-parade, and from a point in College-road 2·7 chains north-

wards of Palace-road and the termination of the tramway.

Tramway No. 17, commencing in Lower Sloane-street, 6.1 chains northwards of Little George-street, passing thence southwards along Lower Sloane-street, White Lion-street, Bridge-road, and terminating in Bridge-road 3.2 chains north-westward of Commercial-road.

Tramway No. 17 will be a double line, except between the following points, where it will be a single line, viz.:—In Lower Sloane-street, between the point of commencement of the tramway and a point 1.5 chains southward thereof, and between points respectively 5.5 chains and 10 chains southward of the point of commencement of the tramway.

Tramway No. 18, commencing at the point of termination of Tramway No. 17, passing thence eastwards along Bridge-road, into and along Grosvenor-road, and terminating in that road 0.4 chain south-westward of Bessborough-street.

Tramway No. 18 will be a double line, except between the following points, where it will be a single line, viz.:—Between the termination of the tramway and 2.2 chains south-westward from that point.

Tramway No. 19, commencing in Newington-butt 0.2 chain south-westwards of Dante-road, passing thence into and along Lower Kennington-lane, crossing the London Tramways in Kennington-road; passing thence into and along Upper Kennington-lane, and terminating opposite Harleyford-road.

Tramway No. 19 will be a double line, except between the following points, where it will be a single line, viz.: Between the commencement of the tramway and a point 1.5 chains from the commencement and between the termination of the tramway and a point 1.2 chains from the termination.

Tramway No. 20, commencing in Camberwell High-street, by a junction with the western line of Tramway No. 2, authorised by the London Southern Tramways Act, 1882, at a point 2.9 chains south of Camberwell New-road, and terminating in Camberwell-road 0.7 chain northward of Camberwell New-road, by a junction with the tramways of the London Tramways Company Limited.

Tramway No. 20 will be a single line, except between the point of termination and 2 chains southward from that point, where it will be a double line.

Tramway No. 21, commencing in Camberwell High-street by a junction with the eastern line at Tramway No. 2, authorised by the London Southern Tramways Act, 1882, 3.3 chains south-east of Camberwell New-road, and terminating in Camberwell-green by a junction at Church-street with the Tramways of the London Tramways Company, Limited, 1.95 chains eastwards of Camberwell-road.

Tramway No. 21 will be a single line, except between the point of termination and 1.95 chains southward of that point, where it will be a double line.

The above tramways will pass from, through, or into, or be situate in the several parishes and places following, or some of them, viz.:—Tooting Graveney, Streatham, Clapham, Lambeth, St. Giles, Camberwell, and St. Mary, Newington, in the county of Surrey, St. Luke, Chelsea, St. George, Hanover-square, and St. John

the Evangelist, Westminster, in the county of Middlesex.

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

Tramway No. 1, in High-street, and the road leading from High-street to Balham-road on the east side thereof, between points respectively 1.5 chains south-west and 7.9 chains north-east of Selkirk-road.

In the road leading from High-street, Tooting, to Balham-road, on both sides thereof, between two points respectively 8 chains and 14 chains southward from Obligation-row.

In the road leading from High-street, Tooting, to Balham-road, on the north side thereof, between Wandsworth-lane and a point 6 chains south-west thereof.

In Balham-road on the south-east side, between points 0.3 chain and 1.6 chains from Balham-grove.

In Balham-road, on the east side thereof, between Devonshire-road and a point 2.5 chains north of Ravenswood-road.

In Balham-road, on the east side thereof, between Holly-grove and a point 0.5 chain north of Alderbrook-road.

In Balham-road, on the west side thereof, between Holly-grove and a point 1.4 chains south of it.

Tramway No. 2, in Clapham Park-road, on both sides thereof, between a point 1.7 chains east of Park-crescent, and a point 4 chains west of Bedford-road.

Tramway No. 3, in Acre-lane, on both sides thereof, between points respectively 3.8 chains and 7.8 chains east of Bedford-road.

In Acre-lane, on both sides thereof, from opposite the centre of the Avenue to a point 2 chains westward from the termination of the tramway.

Tramway No. 4, on both sides thereof, between a point in York-terrace 3.2 chains east of High-street, Clapham, and a point in Bedford-road 1.7 chains south of the centre of the bridge carrying the London Brighton and South Coast Railway and London Chatham and Dover Railway over Bedford-road. In Bedford-road 0.2 chain northward and 3.8 chains southward of the Solon-road, and 0.3 chain and 3.7 chains northward of Acre-lane, and 1.4 chains and 5.5 chains southward of the junction of Acre-lane and Bedford-road.

Tramway No. 5, in Lyham-road and Cornwall-road, on both sides thereof, between points respectively from the commencement of the tramway and 3.7 chains westward of Sussex-street. In Cornwall-road 1 chain eastward of Victoria-street, and 0.5 chain westward of Brixton-rise.

Tramway No. 8, in Streatham-hill, on both sides thereof, between points respectively 10.7 chains southward of Christ Church-road and 2 chains northward of the centre of the railway bridge at Streatham-hill Station, and 1.8 chains and 7.4 chains southward of the centre of the same bridge, and 0.4 chain and 3.7 chains northward of Mount Ephraim-road, and in Upper Streatham 3.2 chains southward of Leigham-avenue, and 1.2 chains south of Angles-road, and 2.8

chains south of the Angles-road and the termination of the tramway.

Tramway No. 9, in Upper Streatham, on both sides thereof, between the commencement of the tramway and a point 8.2 chains northward of the centre of the bridge over the railway at Streatham Station, and 1.3 chains and 11.1 chains northward from the termination of the tramway.

Tramway No. 10 in Streatham-common, on both sides thereof, between points respectively 2.2 chains and 3.8 chains north of Streatham-common (road) South, and in London-road 2.3 chains and 8.5 chains southward of Kempshott-road, and 6 chains and 14 chains northward from the termination of the tramway.

Tramway No. 11, in King's-road, on both sides thereof, between points respectively 0.4 chain and 4.4 chains southward of Corn-wall-road. In Atkins-road 1 chain and 2.1 chains eastward of King's-road. In Streatham-place 0.5 chain eastward of New Park-road, and 0.7 chain westward of Streatham-hill.

Tramway No. 12, on both sides thereof, between points respectively in Christ Church-road 8.4 chains and 11.4 chains eastward of Roupell-road, and 2.5 chains westwards, and 1.5 chains eastwards of Trinity-road, and 2.3 chains and 6.3 chains westward of Perran-road.

Tramway No. 13, in Cemetery-road, on both sides thereof, between points respectively 0.6 chain and 17.3 chains eastward of Norwood-road, and 0.2 chain and 5.8 chains westward of Chancellor-road, and 0.6 chain and 1.5 chains westward of Rosendale-road.

Tramway No. 14, in Clive-road, on both sides thereof, between points respectively 3 chains and 5 chains northward of Hamilton-road.

Tramway No. 15, on both sides thereof, between a point in Clive-road 8.5 chains southward of Chalford-road (South) and a point in Gipsy House-road 0.6 chain west of the junction of Gipsy-hill with Victoria-road or Dulwich Wood Park.

Tramway No. 16, in Victoria-road or Dulwich Wood Park on both sides thereof, between points respectively 5.4 chains westward and 3.5 chains eastwards of Kingswood-road, and in Victoria-road or Dulwich Wood Park, from a point 2.1 chains westward of Farquhar-road, and a point in College-road 7.5 chains northward of the Palace-road or Crystal Palace-parade.

Tramway No. 17, in Lower Sloane-street, on both sides thereof, between points respectively 0.6 chain and 4.6 chains northward of Little George-street.

Tramway No. 18, in Grosvenor-road, on both sides thereof, between points respectively 2.4 chains eastward of Pulford-street and 1.15 chains westward of Bessborough-place.

Tramway No. 19, in Lower Kennington-lane, on both sides thereof, between points respectively 1.8 chains westward of Newington-butts and Edward-street; in Upper Kennington-lane, between points respectively 2.4 chains eastward and 5 chains westward of Devonshire-street, and 0.8 chain westward of Vauxhall-street, and 4.1 chains westward of Durham-street.

Wherever in this notice any point of distance is described by reference to or to the direction or distance from any street, road, or other place

(other than any side thereof) the point or distance so described is measured from the centre of the respective street, road, or place, and along the proposed line of tramway.

Each tramway is intended to be constructed on a gauge of 4 feet 8½ inches. It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

To authorise the Company to widen the road leading from High-street, Tooting, to Balham-road, in the parishes of Tooting Graveney or Streatham, or one of them, on its east side, for a distance of 20 yards from the north-east corner of Totterdown.

To authorise, or to authorise and require the Company from time to time, and either temporarily or permanently to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient to the efficient working of the tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage-sheds, or works or buildings of the Company.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, highways, public and private roadways, footways, railways, tramways, watercourses, bridges, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes and apparatus, within all or any of the parishes or places mentioned in this notice, for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for other 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 tramways or part of a tramway so removed or discontinued to be used or intended so to be.

To reserve to the Company the exclusive right of using on the proposed tramways carriages adapted or suitable for running thereon.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company, with carriages having flange wheels or otherwise suitable or adapted to run on the tramways; and to authorise and give effect to agreements between the Company and any other person or corporation, for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To repeal or vary, in whole or in part, the provisions of sub-section J of section 7 of the London Southern Tramways Act, 1882, and to provide for the laying of so much of Tramway No. 1, in the said sub-section mentioned, as is proposed to be laid between the points of junction of Fentiman-road, and the point of junction of Wilcox-road with the South Lambeth-road, and in the event of any new road or street being hereafter constructed between the points of junction aforesaid, to make provision for taking up and removal of so much of the said Tramway No. 1 as aforesaid, and for relaying the same in

such new road or street, and to provide for contribution by the Company to the cost of construction of such new road or street in place of the payment or contribution named in the said sub-section.

To enable the Company to levy tolls, rates, and charges for the use of the authorised and of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to confer exemptions from the payment of tolls, rates, or charges, and to alter existing tolls, rates, or charges, and any exemptions therefrom.

To empower the Company to acquire by compulsion or agreement, and to hold or take easements over lands and buildings, for the purposes of their authorised and proposed tramways and works, or erect buildings, offices, or other conveniences thereon.

To 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 duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the authorised or proposed tramways, and the rails, plates, sleepers, and works connected therewith; and with respect to the widening and improvement of any roads or streets, upon or along which the tramways or any part thereof are, or are intended to be laid or constructed, and for facilitating the passage of carriages and traffic over and along the same or any part thereof.

To authorise the Company, and the London Tramways Company Limited, from time to time to enter into and carry into effect, alter, vary, or rescind agreements and arrangements relative to the working and user by either of them, of the respective tramways or some of the respective tramways of the other; and as far as may be necessary for the purposes of any such agreements or arrangements to alter the tolls and charges which the said Companies, or either of them, are now or may be by the Bill authorised to take for the use of their said respective tramways, and to confer, vary, and extinguish exemptions from the payment of such tolls and charges, and to enable the Companies respectively to levy tolls, rates, and charges in respect of the tramways so run over, worked, and used by them respectively.

To authorise the Company to make junctions or connections of the proposed tramways, or some of them, with any tramways of the London Tramways Company Limited.

To confirm (if need be) all or any agreements with reference to all or any of the purposes of the Bill.

To authorise the Company, if need be, to alter the present powers of the Company for raising capital, and to provide for payment of interest on any capital raised by them for the purpose and during construction of works.

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

To incorporate in the Bill and to confer upon the Company all or some of the powers and provisions of the Companies Clauses Consolidation 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, as far as may be necessary for the purposes thereof, the provisions, or

some of the provisions, of the Tramways Act, 1870.

To extend and apply to the tramways and works to be authorised by the Bill the powers and provisions, or some of them, of the several Acts relating to the Company, with or without modification, and as far as may be necessary for the purposes of the Bill, to amend, alter, extend, enlarge, or repeal the provisions, or some of the provisions, of the London Southern Tramways Act, 1882.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette will, on or before the 30th November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington-causeway, in that county; and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, townships, extra-parochial and other places, from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection as follows (that is to say), as regards the parishes of Clapham, Streatham, and Tooting Graveney, with the Clerk to the Board of Works for the Wandsworth District, at his office at Battersea-rise, Wandsworth; as regards the parish of Lambeth, with the vestry clerk of that parish, at the Vestry Hall, Kennington-green; as regards the parish of Camberwell, with the vestry clerk of that parish, at his office at the Vestry Hall, Peckham-road, S.E.; as regards the parish of St. Mary, Newington, with the vestry clerk of that parish, at his office at the Vestry Hall, Walworth-road, S.E.; as regards the parish of St. John the Evangelist, Westminster, with the Clerk to the Westminster Board of Works, at his office at 25, Great Smith-street, Westminster; as regards the parish of St. George, Hanover-square, with the vestry clerk of that parish at the Board-room, Mount-street, Grosvenor-square; as regards the parish of St. Luke, Chelsea, with the vestry clerk of that parish, at the Vestry Hall, King's-road, Chelsea.

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

Dated this 17th day of November, 1882.

Takouridins and Hargreaves, 1, Victoria-street, Westminster.

Board of Trade.—Session 1883.

Leicester Electric Lighting.

(Application to the Board of Trade under "The Electric Lighting Act, 1882," for a Provisional Order enabling the Corporation to produce and supply Electric Light for Public and Private purposes to the Borough of Leicester, the District of the Belgrave Local Board, Clarendon Park, Aylestone Park, Aylestone (Village), Knighton (Village), South Knighton, Stoneygate, Oadby, Humberstone (Village), New Humberstone, and Birstall, and to levy, make, and recover rates and charges therefor, and to break up Streets.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Leicester (hereinafter called the Corporation), intend to apply to the Board of Trade, on or

before the twenty-first day of December next, for a Provisional Order, under "The Electric Lighting Act, 1882," for the following purposes, or some of them (that is to say):—

1. To enable the Corporation to make and maintain on any lands now belonging to them, or which they may hereafter acquire, works for the production, storage, supply, and distribution of electricity, for the purposes of supplying light, heat, and motive power, to and within the said Borough, and to and within the following districts, villages, and places, or some or one of them, or some part or parts thereof respectively, that is to say—the district of the Belgrave Local Board, the districts of Clarendon Park, Aylestone Park, Aylestone village, Knighton village, South Knighton, Stoneysgate, and Oadby, all in the district of the Rural Sanitary Authority of the Blaby Union, the village of Humberstone, and the district of New Humberstone, in the district of the Rural Sanitary Authority of the Billesdon Union, and the village of Birstall, in the district of the Rural Sanitary Authority of the Barrow-on-Soar Union, and to exercise with respect to such production, storage, supply and distribution, all or any of the powers of "The Electric Lighting Act, 1882," of "The Gasworks Clauses Act, 1847," and "The Gasworks Clauses Act, 1871," and such other rights and powers, as may be conferred by the Order, including the power to levy, charge, and recover rates, rents, and charges, and to make, lay down, erect, construct, and place all such works, buildings, engines, machinery, mains, wires, conductors, apparatus, matters, and things as may be necessary or expedient for all or any of the purposes aforesaid.

2. For all or any the purposes of the intended Order, to break up, stop up, or interfere with, and to cross, or pass over, under, or along, as the case may require, public and private streets, roads, footways and thoroughfares, railways and canals, tramways, watercourses, bridges, and places within the limits of the Order, and any gas and water mains, sewers, drains, pipes, and telegraph or telephonic apparatus, in, over, or under the same respectively and particularly so to break up, stop up, or interfere with all streets, roads, footways and thoroughfares in the Borough repairable by the Corporation, and the following streets, roads, footways, and thoroughfares not repairable by the Corporation (that is to say):—

In Saint Martin's Ward:—

Royal Arcade, Victoria Parade.

In North Saint Margaret's Ward:—

Garfield-street, New Parliament-street, Royal Kent-street, Spitalhouse-street, Wood-street (Orchard-street).

In Middle Saint Margaret's Ward:—

Alfred-terrace, Ash-street, Bardolph-street, Belper-street, Bow-street row, Bread-street, Brandon-street, Catherine-street, Dorset-street, Elm-street, Forest-road, Harrington-street, Larch-street, Liggins-street, Martin-street, Oak-street, Paradise-row, Piccadilly-row, Spinner-street, Surrey-street, Weymouth-street.

In East Saint Margaret's Ward:—

Abingdon-road, Avon-street, Bartholomew-street, Beale-street, Beaumont-road, Bell-lane, Biddulph-street, Cedar-street, Chandos-street, Clipstone-street (from the angle between Evington-street and Melbourne-road to the Melbourne-road), Diseworth-street, Donnington-street, Earl How-street, Edwyn-street, Evington foot-road, Fox-lane, Frederick-street, Gotha-street, Gopsall-street, Guildford-street, the Causeways of Highfield-street (from Mill Hill-lane to Sparkenhoe-street), King's-Newton-road, Laurel-road, Lonsdale-street, Lower Guth-

laxton-street (from Porter-street to Thomas-street), Maxfield-street, Mecklenberg-street, Medway-street, Mere-road, Melbourne-road, Midway-street, Mount-street, Mursell-street, Myrtle-road, Nelson-square, Nelson-place, Newport-place, Nursling-street, Occupation-road, Onslow-street, Oxendon-street (from the angle near Gopsall-street to Melbourne-road), Porter-street, Roslyn-street, St. James'-road, St. Peter's-road (from St. Stephen's-road to the Mere-road), St. Saviour's-road (from the Church to the Mere-road), St. Stephen's-road, the Causeways of Saxe Coburg-street, Severn-street, Seymour-street, Sherrard-street, Skipworth-street, Spinney Hill-road (from Charnwood-street to its junction with Mere-road), Stoughton-street (from Maxfield-street to Melbourne-road), Sutherland-street, Thomas-street, Tichborne-street, Tichborne-street (Upper), Twycross-street, Vulcan-street, Walter-street, Welland-street, Wimbledon-street, Wood-hill, Worthington-street.

In East Saint Mary's Ward:—

Calais-place, Cross-walk, De Montfort-square, De Montfort-street, Dover-square, Granville-road, Marquis-street, Museum-square, New-walk, New-road (London-road), Princes-road, Salisbury-street, St. James'-road, St. James'-place, Turner-street, Upper New-walk, Victoria-road, West-walk.

In West St. Mary's Ward:—

Brudenell-street, Cardigan-street, Carlisle-street, Corah-street, Coventry-street, Danes Hill-road, Denton-street, Ellys-street, Fitzroy-street, Freemen's-common, Gerrard-street, Glenfield-road (past the Fever Hospital), Hazel-street, Kirby-road, Leamington-street, Mostyn-street, Mowbray-street, New Park-street, Outram-street, Pike-yard, Poplar-avenue, Winifred-street, West Leigh-road, York-square.

In All Saints' Ward:—

Alexandra-street, Alice-street, All Saints'-road, Bradgate-street, Cardinal-street, Countess-street, Craven-place, Diamond-street, Grundon-street, Jarvis-street, Littleton-street, Magenta-place, North Bridge-place, Opal-street, Railway-street, River View, St. Leonard's-street, Wolsey-street.

And all streets, roads, footways, and thoroughfares repairable by the said Local Board of Belgrave, and the following streets, roads, footways, and thoroughfares not repairable by the said Local Board:—

Portland-street, Newington-street, Ratcliffe-street, Lexham-street, Holden-street, Vann-street, Shirley-street, Roughton-street, John-street, Sarah-street, Elm-street, Avenue-road, Victoria-road, Farndon-street, Palmer-street, Beaumont-road, Short-street, Duke-street, Justice-street, Tichborne-street, Mellor-street, Clarke-street, Payne-street, Moore-road, Harrison's-road, Flax-road, Arbor-road, Leire-street, Jermyn-street, Moira-street, Down-street, Halkin-street, Carter-street, Beatrice-street, Parry-street, and Percy-street, and the parts of Belper-street, Surrey-street, Weymouth-street, Bardolph-street, Martin-street, and Harrington-street, which are in the district of the said Local Board.

And the following roads and thoroughfares repairable by the Local Authority or the Surveyors of Highways:—

In the Clarendon Park District:—

Part of the Highway Road from Leicester to Welford.

In the Aylestone Park District:—

Part of Leicester and Lutterworth Highway,
Part of Leicester and Countesthorpe Highway (known as Saffron-lane).

In the Aylestone Village District:—

Part of Leicester and Lutterworth Highway, Aylestone and Wigston-lane, Aylestone to Braunstone-lane, Church-street, Cats-lane, Middle-street, Narrow-lane, The Hollow, Marsden-lane.

In the Knighton Village District:—

Knighton-lane, Stoughton-lane, Cooper-lane, Wigston-lane, Back-lane, Church-lane, Gilver-lane, part of the Leicester and Market Harborough Highway, part of the Leicester and Welford Highway, Aylestone-lane, Saffron-lane.

In the South Knighton District:—

Part of the Leicester and Market Harborough Highway.

In the Stoneygate District:—

Part of the Leicester and Market Harborough Highway.

In the Oadby District:—

Part of the Leicester and Market Harborough Highway, Black Dog-lane, High-street, New-lane (leading to Stoughton), Malting-lane, Baker's-lane, Wigston-lane.

In New Humberstone:—

The turnpike road from Leicester to Uppingham.

In Humberstone:—

The old Main road.

And the following streets, roads, footways and thoroughfares not repairable by the Local Authority or the Surveyors of Highways:—

In the Clarendon Park District:—

East Avenues, Central Avenue, West Avenues, Clarendon Park-road, Queen's-road, Howard-road, Cecil-road, Montagu-road, Holland-road, Edward-road, Oxford-road, Craddock-road, Seymour-road, Portland-road, St. Leonard's-road, Avenue-road Extension, Leopold-road, Fleetwood-road, Lorne-road.

In the Aylestone Park District:—

Hughendou Drive, Brook-road, Lothair-road, Cavendish-road, Richmond-road, Park-road, Clifton-road, Cromwell-street, Lorne-road, Lansdowne-road, Saxon-road, Denmark-road, Batten-street, Millican-road, Vernon-road, Granville-road, Percy-road, Manners-road, Grace-road, Duncan-road, Belmont-street, Lorraine-street, Avenue-road, Norman-road, Cyprus-road, Burgess-road, Rutland Avenue, Andrew-street, Hallaton-street, Vaughan-street, Leeson-street, Handley-street, Leicestershire Cricket Ground Company's Land.

In the Aylestone Village District:—

Norman-road, Granby-road, Disraeli-street, Bridge-road, Lawson-street, Trevelyan-street, School-lane, Sanvey-gate, Russell-street, Workhouse-yard, Cockadoodle-walk, Holywell-road, Hampden-road, Charles-street, Cromwell-road.

In the Knighton Village District:—

Knighton-drive, The Elms-road, Radcliffe-road.

In the South Knighton District:—

Holbrook-road, South Knighton-road, Ridgeway-road, Knighton Church-road.

In the Stoneygate District:—

Stanley-road, Elmfield Avenue, Knighton Park-road, Albert-road, Avenue-road, Stoneygate-road, Lansdowne-road, Alexandra-road, Frances-street, Malvern-road.

In the Oadby District:—

Oadby-street, Spencer-street, Beaumont-street, Cross-street, East-street, North-street, West-street, South-street, King-street,

In New Humberstone:—

Overton-road, Victoria-road, Laton-street, Morton-road, Hastings-road, Worthing-street, Eastbourne-road, Brighton-street, and to pass, or cross over, under, or along and break up the following railways, tramways, rivers, and canals so far as they are respectively situate in the Borough of Leicester (that is to say):—

The Midland Railway.

The Great Northern Railway.

The Leicester Tramways.

The Leicester Navigation.

The Leicestershire and Northamptonshire Union Canal.

3. To authorize the Corporation to manufacture, hire, sell, and let meters, burners, lamps, engines, machinery and apparatus, for and in relation to the production, supply, distribution, or utilization of electricity and to make and recover rents and charges therefor.

4. To enable the Corporation to acquire, hold, and use patents, rights, or licenses, and authorities under letters patent for the use of inventions and apparatus for or relative to the production, supply or utilization and distribution of Electricity.

5. To enable the Corporation and any Company or person to enter into and fulfil contracts and agreements, for and in relation to all or any of the purposes before mentioned, and to enable the Corporation to sell, demise, or let to such Company or person any lands for the time being belonging to the Corporation, and to enable them to acquire lands by agreement for all or any of the purposes of the intended Order.

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

7. On or before the 30th day of November instant, a copy of this notice as published in the London Gazette, and a map shewing the proposed limits of supply, will be deposited for public inspection with the Clerk of the Peace for the County of Leicester, at Leicester; with the Town Clerk at his Office in the Town Hall, Leicester; and also at the Office of the Board of Trade, Whitehall, London.

8. On and after the 21st day of December next printed copies of the draft Provisional Order may be obtained at the offices of the undersigned, on payment of one shilling for each copy, and when the Provisional Order shall have been granted by the Board of Trade printed copies thereof may be obtained at those offices respectively, on payment of one shilling for each copy or of such other sum as the Board of Trade may direct.

9. All persons desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," on or before the Eighteenth day of January, 1883, and at the same time delivering a copy of their objections at the offices of either 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 forwarded to the Promoters or their Agents.

Dated this Seventeenth day of November, 1882.

John Storey, Town Clerk, Leicester.

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

In Parliament.—Session 1883.

Bridgwater and Watchet Railway.

(Incorporation of Company; Construction of Railways from the Bridgwater Railway at Bridgwater to Watchet; Special Provisions as to Purchase and Sale of Lands, Deviation, Underpinning; Working and other Arrangements, with powers of Construction, Subscription, Guarantee, Raising and Application of Funds, and other powers to Great Western Railway Company, London and South Western Railway Company, Midland Railway Company, Bridgwater Railway Company, the West Somerset Mineral Railway Company, the Ebbw Vale Steel, Iron, and Coal Company (Limited); Running Powers and Facilities over Railways of Bridgwater Railway Company, Great Western Railway Company, Minehead Railway Company, West Somerset Railway Company, West Somerset Mineral Railway Company; Powers to use Watchet and Minehead Harbours; Agreements with and Powers of Construction to the Corporation of Bridgwater, and to subscribe and to apply and raise moneys, and to appoint Directors; Payment of Interest out of Capital; other Powers; Amendment or Repeal of Acts.)

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

1. To incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all proper and necessary stations, sidings, junctions, roads, approaches, communications, works, and conveniences connected therewith or incidental thereto respectively (that is to say):—

Railway (No. 1).—A railway, commencing in the parish of Wembdon, in the county of Somerset, by a junction with the Bridgwater Railway, authorised by the Bridgwater Railway Act, 1882, at the point where that authorised railway crosses the Bristol and Exeter Railway of the Great Western Railway Company, which point is 6 miles 3 furlongs, or thereabouts, from the commencement of the authorised Bridgwater Railway, as shown on the plans of that railway, deposited in the month of November, 1881, with the Clerk of the Peace for the county of Somerset, for and referred to in the said Act, and terminating in the parish of Stoke Courcy, otherwise Stogursey, in the same county, at the road leading from Waters Farm, in that parish, to Stringston, at a point 160 yards, or thereabouts, measured in a south-westerly direction along that road from its termination at Waters Farm.

Railway (No. 2).—A railway, commencing by a junction with the intended railway No. 1 at the termination thereof, as above described, and terminating in the parish of St. Decumans, in the said county, by a junction with the Minehead Railway, belonging to or worked by the Great Western Railway Company, at a point 400 yards, or thereabouts, measured in a south-westerly direction along that railway, from the point where it crosses the West Somerset Mineral Railway.

Railway No. 3.—A railway, wholly in the parish of Bridgwater, in the said county, commencing by a junction with the Bristol and Exeter Railway of the Great Western

Railway Company, at or near a point immediately opposite the south end of the west platform of the Bridgwater Station on that railway, and terminating by a junction with the intended Railway No. 1, at or near the point where that railway will cross the east bank of the River Parrett, and which point is 300 yards, or thereabouts, measured in a southerly direction along the said bank, from the public town or road bridge crossing the said river, in the town of Bridgwater.

Railway No. 4.—A railway, wholly in the said parish of Bridgwater, commencing by a junction with the intended Railway No. 1, in the street known as Taunton-road, and at a point 90 yards, or thereabouts, measured along that road in a southerly direction, from the junction of that road with the old Taunton-road, and terminating on the West Quay, north of the Public Town Bridge, at a point 80 yards, or thereabouts, measured in a southerly direction from the railway opening bridge, leading to the Bridgwater Docks of the Great Western Railway Company.

Railway No. 5.—A railway, wholly in the said parish of St. Decumans, commencing by a junction with the intended Railway No. 2, at or near an occupation road belonging to the Egremont Trustees, and in the occupation of William James Gimblett (which said road branches out of the road leading from Watchet to and through Donniford, at the lime kiln at Donniford, belonging to the said W. J. Gimblett, and leads to the shore of the Bristol Channel), at a point in that occupation road 65 yards, or thereabouts, from and to the north of the above-described Watchet and Donniford-road, and terminating by a junction with the West Somerset Railway, owned, leased or worked by the Great Western Railway Company, at or near a point immediately opposite the mile-post on that railway marked 179.

Railway No. 6.—A railway, wholly in the said parish of St. Decumans, commencing by a junction with the intended Railway No. 2, at the road leading from the town of Watchet to St. Decumans Church, at a point 50 yards, or thereabouts, measured along the said road in a south-westerly direction from the bridge, carrying the said road over the Railway from Watchet to Minehead, and terminating by a junction with the West Somerset Mineral Railway, at a point 400 yards, or thereabouts, measured in a south-westerly direction along that railway, from the point where it is crossed by the said Minehead Railway,

which said intended railways and works will be made or pass from, in, through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say: Wembdon, Bridgwater, Cannington, Durdleigh, Spaxton, Charlinch, Fiddington, Over-Stowey, Nether Stowey, Holford, Stoke Courcy, otherwise Stogursey, Doddington, Stringston, Kilton, Lilstock, otherwise Little Stoke, Kilve, East Quantockshead, West Quantockshead, otherwise St. Audries, St. Decumans, Watchet, and Old Cleve, otherwise Old Cleve, all in the county of Somerset.

2. To authorise the Company to purchase and take, by compulsion or agreement, lands, houses, and property required for the purposes of the intended railways and works, or any or either of them, or any part or parts thereof respectively, and to levy tolls, rates, and duties for the use of the intended railways and works, or any or either

of them, or any part or parts thereof respectively, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

3. To empower the Company to purchase and acquire, by compulsion or agreement, so much of any property as they may require for the purposes of the Bill, and also any vaults, cellars, arches, or other premises attached or belonging to any house or other building or manufactory, or premises, without being subject to the liabilities imposed by the 92nd Section of "The Lands Clauses Consolidation Act, 1845."

4. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, highways, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works and conveniences within or adjoining the aforesaid parishes or places, or any of them, and to appropriate and use the same, and the 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.

5. To deviate from the lines or situations of the works within the limits of lateral deviation, to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such an extent as may be authorised by or determined under the powers of the Bill, whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

6. To 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.

7. To sell and convey, demise and lease, let or otherwise dispose of, any lands and 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.

8. To authorise the Company on the one hand, and the Great Western Railway Company, the London and South Western Railway Company, the Midland Railway Company, the Bridgwater Railway Company, the West Somerset Mineral Railway Company, the Ebbw Vale Steel, Iron, and Coal Company (Limited), or any one or more of those Companies, on the other hand, to enter into and carry into effect, contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies of the intended railways and works, or any or either of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of such railways and works, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, collecting, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them, for or on account of any of the matters to which the respective contract,

agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made.

9. To authorise the before-mentioned Companies, or any one or more of them, to subscribe and contribute funds towards the making and maintaining of the intended railways and works, or any or either of them, for any part or parts thereof respectively, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of such purposes and for other the purposes of the Bill to apply their respective funds and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee, in payment of interest or dividend, or other special privileges, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended railways and works, or any or either of them, or any part or parts thereof, and the tolls, rates, and duties received upon or in respect thereof, and to authorise the before-mentioned Companies or any one or more of them to appoint directors of the Company:

10. To empower the Company and all Companies and persons lawfully working or using the intended railways or any or either of them, or any part or parts thereof respectively, to run over and use with their engines and carriages, officers and servants, and for the purposes of their traffic of every description, upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon, or as may be settled by arbitration, or defined by the Bill, the railways and portions of railways respectively hereinafter mentioned (that is to say):—

The Bridgwater Railway;

The Minehead Railway, owned, worked or leased by the Great Western Railway Company.

The Bristol and Exeter Railway of the Great Western Railway Company, between the point of junction therewith of the intended Railway No. 3 and the Bridgwater Station, including that station;

The West Somerset Railway, owned, worked or leased by the Great Western Railway Company, between the junction therewith of the intended Railway No. 5 and the Watchet Station, including that station;

The West Somerset Mineral Railway;

The Watchet and Minehead harbours respectively, and all docks, quays, railways, tramways, works, and conveniences connected therewith respectively.

Together with the stations, platforms, sidings, docks, quays, wharves, tramways, roads, watering places, water supply, booking and other offices, warehouses, landing places, signals, points, buildings, machinery, works, and conveniences on or connected therewith respectively.

And to require and compel the Bridgwater Railway Company, the London and South Western Railway Company, the Great Western Railway Company, the West Somerset Railway Company, the West Somerset Mineral Railway Company,

the Minehead Railway Company, the Watchet Harbour Company, and the Minehead Harbour Company, or other the Company or Companies owning or working the said railways, portions of railways, and harbours respectively to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons as aforesaid to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned railways, portions of railways and harbours respectively, or any part or parts thereof, under the powers of the Bill, and, if need be, to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon or in respect of the said railways, portions of railways, and harbours respectively, and the works and conveniences connected therewith.

11. To authorise the Bridgwater Railway Company and the London and South Western Railway Company, and the Great Western Railway Company, and the Midland Railway Company, and the West Somerset Railway Company, and the West Somerset Mineral Railway Company, and the Minehead Railway Company, and the Ebbw Vale Steel, Iron, and Coal Company, Limited, and the Watchet Harbour Company, and the Minehead Harbour Company, or any two or more of those Companies jointly, or any one or more of those Companies jointly with the Company, or either of them alone, to make and maintain the intended railways and works, or any or either of them, or any part or parts thereof respectively, and to confer upon those Companies, or any two or more of them jointly, or any one or more of those Companies jointly with the Company, or either of them alone, the exercise and execution of all or any of the powers of the Bill, whether with reference to the acquisition of lands, the construction and maintenance of works, the demanding and recovery of tolls, or otherwise, and to authorise and provide for the appointment by the Companies, or any of them, of a Joint Committee for the conduct and management of the said undertaking, or any part thereof, or for otherwise carrying into effect all or any of the purposes aforesaid.

12. To authorise agreements between the Company and the other Companies named in this Notice, or any of them, with respect to or in connection with the objects and purposes of the Bill, and to confirm and give effect to any such agreements which may have been or may be made, prior to the passing of the Bill.

13. To empower the Company, and the mayor, aldermen, and burgesses of the borough of Bridgwater (hereinafter called the Corporation), to enter into and carry into effect contracts, agreements, and arrangements for, or with respect to, the construction and maintenance of the intended railways, or any or either of them, or any part or parts thereof, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds, the execution of works, and the exercise of any of the powers of the Bill by the Company or by the Corporation, and any incidental matters, and to sanction and confirm contracts and agreements which have been, or may be, made with reference to all or any such matters, and to confer upon the Corporation, in furtherance of any such agreements, all or any of the powers of the Bill, including powers of construction and maintenance and purchase of lands, and to authorise or provide for the vesting in the Corporation of the intended railways and works, or any or either of them, or any part or

parts thereof respectively, and to empower the Corporation to subscribe and contribute towards, and to take and hold shares in, the capital of the Company, and for all or any of the purposes of the Bill to raise further moneys by rates, and on mortgage or bond or otherwise.

To authorise the Corporation, from time to time, to appoint and remove directors of the Company.

14. To enable the Company, out of the moneys to be raised by them under the powers of the Bill, to pay interest or dividends to the shareholders of the Company on the sums which may be from time to time paid on the shares allotted to them, anything in the Companies Clauses Consolidation Act, 1845, or any other Act, to the contrary notwithstanding.

15. To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," with such variations, modifications, and exceptions as may be deemed expedient, or as may be contained in the Bill.

16. The Bill will vary or extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from rates, tolls, and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

17. To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the powers and provisions of the Acts of Parliament following, or some of them (that is to say), Local and Personal Acts, 4 and 5 Will. IV., cap. 88, 18 and 19 Vic., cap. 188, 39 and 40 Vic., cap. 115, and all other Acts relating to or affecting the London and South Western Railway Company, 5 and 6 Will. IV., cap. 107, 26 and 27 Vic., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company, 7 and 8 Vic., cap. 18, 39 and 40 Vic., cap. 115, and all other Acts relating to or affecting the Midland Railway Company, 34 and 35 Vic., cap. 96, and all other Acts relating to or affecting the Minehead Railway Company, 18 and 19 Vic., cap. 150, and all other Acts relating to or affecting the West Somerset Mineral Railway Company, 20 and 21 Vic., cap. 145, and all other Acts relating to or affecting the West Somerset Railway Company, the Bridgwater Railway Act, 1882, 6 Anne, cap. 8, 7 Geo. 1., cap. 14, and all other Acts relating to or affecting the Watchet Harbour Company, 10 Anne, cap. 14, and all other Acts relating to or affecting the Minehead Harbour Company, 8 and 9 Vic., cap. 89, and all other Acts relating to or affecting the Corporation of Bridgwater, and all other Acts relating to or affected by the objects of the Bill, or any of them.

And Notice is hereby further given, that—

On or before the 30th day of November instant, plans and sections of the intended railways and works, together with books of reference to such plans, an Ordnance map with the lines of the intended railways delineated thereon, and a copy of this Notice, as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Wells, and that, on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference respectively as relates to each parish, or extra-parochial place, in or through which the intended railways and works are proposed to be made, or in which any lands or houses in-

tended to be taken are situate, together with a copy of this Notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto at his residence, and

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

Dated this 16th day of November, 1882.

William Toogood, 16, Parliament-street, Westminster,
James Turner, 7, Golden-square, London,
John Charles Ball, 16, Parliament-street, Westminster, Parliamentary Agent.

Solicitors

In Parliament—Session 1883.

Plymouth and Dartmoor Railway.

(New Railways near Plymouth; Provisions as to Gauge of Railways; Working and other Agreements with, and other Powers to, Great Western and London and South Western Railway Companies; Additional and Separate Shares and Loan Capital; Distribution and Application of Consideration or Purchase Money received on Sale of Portion of Undertaking to London and South Western Railway Company and Extinguishment and Cancellation of Capital and Shares; other Powers; Amendment or Repeal of Acts).

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

1. To authorize the Company to make and maintain the railways and works hereinafter described, or some or one of them, or some part or parts thereof respectively, and to exercise all or any of the powers hereinafter mentioned, that is to say:—

A Railway No. 1, commencing in the parish of Laira Green, or extra-parochial place of the Laira, in the county of Devon, by a junction with the existing railway of the Company at a point thereon 17 chains or thereabouts, from and to the north-westward of the western abutment of the Laira Bridge, and terminating at Turnchapel, in the parish of Plymstock, in the disused Shipwrights' Yard, at a point at or near the steamboat waiting-room and landing.

A Railway No. 2, commencing in the parish of Plymstock, in the county of Devon, by a junction with the intended Railway No. 1, in Hooclake Quarry, at a point situate 11 chains or thereabouts from and to the eastward of the Wesleyan Chapel at Turnchapel, and 9 chains or thereabouts, from and to the southwards of the front wall of the public-house known as the Shipwrights' Arms, and terminating in the same parish at or near the western end of the quay in Clovelly Bay, belonging to John Bayly.

All necessary and proper stations, sidings, junctions, shipping places, quays, wharves, landing places, stages, staithes, drops, slips, stairs, walls, warehouses, sheds, cranes, hydraulic lifts, roads, approaches, communications, tramways, and other works and conveniences in connection with the said intended railways, or either of them.

Which said intended railways and works will be made or situate in the parishes, extra-parochial, and other places following, or some of them, viz.:—Charles, otherwise Charles-the-Martyr, Plymstock, Laira Green, Plymstock, The Laira, The Cattewater, Cattedown, Pomphlett Lake, Hooc Lake, Oreston, and Turnchapel, all in the county of Devon.

2. To authorize the Company to purchase and take, by compulsion or agreement, lands, foreshore, houses, and property required for the purposes of the intended railways and works, and to levy tolls, rates, dues, and other charges for the use of the intended railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

3. To authorize the Company to purchase and acquire by compulsion or agreement so much and such part, or parts, of any house, building, manufactory, or premises, as they may require for the purposes of the Bill, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, notwithstanding the 92nd section of "The Lands Clauses Consolidation Act, 1845."

4. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, footpaths, streets, highways, railways, sidings, tramways, rivers, canals, navigations, quays, wharves, landing-places, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railways and works.

5. To deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such an extent as may be authorized by or determined under the powers of the Bill, whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

6. To authorize the Company to make and maintain the intended railways, or either of them, on the gauge of four feet eight inches and half an inch.

7. To authorize the Company on the one hand, and the Great Western Railway Company and the London and South-Western Railway Company, or any or either of those Companies, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies of the intended railways and works, or any or either of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants, for the purposes of the traffic of such railways and works, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise

of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made.

8. To constitute the intended railways and works, and any works, lands, and property acquired under the powers of the Bill, or some part or parts thereof, respectively, and either wholly or partially a separate undertaking or separate undertakings, distinct from the other undertakings of the Company.

9. To authorize the Company for the purposes of the Bill to raise further money by the creation of new shares and stock, with or without preference, priority, or guarantee, in payment of interest or dividend, or other rights or privileges attached thereto, and, if thought, fit, in one or more classes, and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond, and by the creation of debenture stock, and either as part of the general share and loan capital, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended railways and works, or any of them, or any part or parts thereof respectively, and to make provision with respect to the holding of separate meetings of the shareholders, in the separate capitals, and to define, restrict, and regulate the rights and powers of shareholders, mortgagees, and others, in reference to the intended railways and works, with such other regulations and limitations as may be prescribed by the Bill.

10. To provide for the distribution and application, in such manner as may be prescribed by the Bill, of any purchase money, consideration, or other monies, shares, or stock received by the Company for the sale and transfer to the London and South-Western Railway Company of any portion of the undertakings of the Company so sold or transferred, and, so far as necessary, to declare, define, and, if need be, vary the rights of the shareholders and stockholders of the Company with reference thereto, and to provide for the extinguishment and cancellation of the whole or any portion of the existing capital and shares of the Company, and to make all necessary provisions with reference to the purposes aforesaid, or any of them.

11. To incorporate with the Bill the provisions, or some of the provisions, of all or some of the following Acts, viz.:—The Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1853; the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and the Harbours, Docks and Piers Clauses Act, 1847, with such variations, modifications and exceptions as may be contained in the Bill.

12. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from payments of rates, tolls, and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

13. To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the powers and provisions of the local and personal Acts of Parliament following, or some of them (that is to say):—28 and 29 Vict., cap. 131; 38 and 39 Vict., cap. 154; 45 and 46 Vict., cap. 187; and all other Acts relating

to or affecting the Company; 4 and 5 Wm. IV, cap. 88; 18 and 19 Vict., cap. 188; 45 and 46 Vict., cap. 211; and all other Acts relating to or affecting the London and South-Western Railway Company; 5 and 6 Wm. IV, cap. 107; 26 and 27 Vict., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company, and all other Acts relating to or affected by the objects of the Bill, or any of them.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, together with books of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, and that, on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference respectively as relates to each parish or extra-parochial place, in or through which the intended railways and works are proposed to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence; and

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

Dated this 15th day of November, 1882.

J. B. Batten and Co., 32, Great George-street, Westminster, Solicitors.

John Charles Ball, 16, Parliament-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1883.

South Shields Corporation (Electric Lighting). (Supply of Electricity by the Corporation of South Shields, within the Borough of South Shields, in the Streets therein, and for Public and Private Purposes; Utilization of their Lands for the purpose; Power to them to erect Stations and other Works, Plant, Machinery, and to lay down, provide, and maintain Mains, Wires, and other Apparatus for the supply of Electricity; To agree with any Company or Person in relation to the Supply, and to acquire Rights, &c.; Power to demand and recover Rents and Charges; Application of Funds, and raising further Money; the making of Bye-laws and other Purposes).

NOTICE is hereby given that the Mayor, Aldermen, and Burgesses of the Borough of South Shields, in the parish of Jarrow, in the county of Durham (hereinafter called "the Corporation"), intend to apply to the Board of Trade in pursuance of the "Electric Lighting Act, 1882," for a Provisional Order for the following purposes, or some of them (that is to say):—

To empower the Corporation to supply electricity for public and private purposes, defined by the said Act, and for motor or heating power for public and private purposes within the area hereinafter described, or such part thereof as they may from time to time define for that purpose.

To empower the Corporation for the purposes of such supply to appropriate land and construct works which will be as follows (that is to say), to appropriate and utilize part of their lands, buildings, and apparatus, so far as they are applicable, and also to purchase by agreement

other lands, and to erect, make, lay down, and construct thereon works, plant, machinery, mains, pipes, wires, engines, apparatus, and things necessary for generating, storing, supplying, and distributing electricity, and otherwise for the purposes of the Provisional Order.

The area of supply for the purposes of the Provisional Order is the whole of the Municipal Borough of South Shields, in the county of Durham, hereinafter referred to as "the Borough," or such part thereof as they may from time to time define for the purpose.

Power will be sought under the said Order to place electric lines, wires, lamps, and other works for the supply of electricity in, over, and along all streets and other places now repairable, or which may from time to time be repairable by the Corporation within the borough, and for that purpose to break up, stop up, or interfere with the same streets and places, and to alter the position and interfere with all sewers, drains, pipes, and telegraphic or telephonic apparatus in, over, or under the same streets and places respectively.

No powers will be sought in the Provisional Order to break up any street or places within the borough not repairable by the Corporation without the consent of the owners.

The Corporation will, or may, seek power to cross or otherwise interfere with the following railways within the borough, namely:—

The North Eastern Railway Company's Railways; the Harton Coal Company's Railways; the Tyne Plate Glass Company's Railways; the Whitburn Coal Company's Railways; the Jarrow Chemical Company's Railways; and the Bede Chemical Company's Railways.

To enable the Corporation 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, utilization, supply and distribution of electric light within the borough.

To enable the Corporation to enter into contracts or agreements with any Company or person for or in relation to the supply of electricity within the borough, or for the erection, laying down and maintenance of works, plant, machinery, mains, pipes, wires, engines and apparatus for that purpose, and to enable the Corporation to sell, demise, or let to such Company or person any lands for the time being belonging to the Corporation.

To empower the Corporation to construct all such works, and to erect all such stations or buildings as may be necessary for the purposes aforesaid.

To authorise the Corporation to levy rates, rents, and charges for the supply and use of electric light, and of the apparatus, works, buildings, and plant in relation to the same.

To empower the Corporation to apply to the purposes of the Order the borough fund, borough rate, and general district rates, or any of them, and any other rates and revenues which they now are empowered to levy, and over which they have control, and any moneys they are now authorised to borrow, and to borrow further moneys, and to charge such moneys on all or any of the before-mentioned funds, rates, and revenues.

To empower the Corporation from time to time to make, alter, and rescind regulations and bye-laws for or relating to the use, misuse, or waste of electricity and the protection of the public from personal injury, or from fire or otherwise, and the prevention of fire, and to impose and recover penalties for the breach of any such regulations or bye-laws.

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

And notice is hereby given, that a published map, showing the boundaries of the proposed area of supply, and the streets or other places in, over, or along which it is proposed to place any Electric Lines or other works; and a copy of this advertisement, as published in the London Gazette, will be deposited on or before the 30th day of November next, for public inspection, at the office of the Clerk of the Peace for the county of Durham, at his office in the Exchequer-buildings, in the city of Durham, and also with the Promoters, at the office of the Town Clerk, 35, Market-place, South Shields.

On and after the 21st day of December next, printed copies of the Draft Provisional Order, as it will be deposited at the Board of Trade on that date, and printed copies of the Order when made by the Board of Trade, may be obtained on application at the office of the Town Clerk, 35, Market-place, South Shields, and of Mr. John M. Clabon, 21, Great George-street, Westminster, at the price of one shilling each.

The address and description of the applicants are—the Mayor, Aldermen, and Burgesses of the Borough of South Shields, in the county of Durham, at the Town Clerk's Office, 35, Market-place, South Shields.

Every Local or other Public Authority, Company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting this application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," within two months from the 24th day of November, 1882.

Dated this 24th day of November, 1882.

Joseph M. Moore, Town Clerk, 35, Market-place, South Shields.

John M. Clabon, 21, Great George-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1883.

Chester Electric Lighting.

(Power to produce, supply, and store Electricity for lighting and other purposes, and for those purposes to break up public and private streets, and other places in the City of Chester, in the County of Chester, and to erect, lay down, provide, and maintain wires, and other apparatus and works, acquire land and other rights, and supply lamps, meters, and fittings. Powers to the Local Authority and others, and Agreements with them. Power to demand and recover rents and charges, and to make Regulations as to fittings, Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the Union Electric Light and Power Company, Limited, whose registered office is situate at St. Stephen's Chambers, Telegraph-street, in the city of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the "Electric Lighting Act, 1882," for a Provisional Order for the following purposes:—

To authorise and empower the Company to supply and store electricity, as defined by the said Act, for all or some of the public and private purposes as defined by the said Act, within the area hereinafter mentioned, and for those purposes

to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, in the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid, within the said area, and all other works, to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands, or interests, or easements in land, and to erect, maintain, use, and work upon such land, all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances, for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorise the Company to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Company on the one hand, and the Local Authority on the other hand, to enter into agreements as to the supply of electricity, and as to the breaking-up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and if necessary to authorise such local authority to exercise the powers with respect to the breaking-up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of "The Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned, that by "The Electric Lighting Act, 1882," are conferred upon undertakers as defined by such Act, 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 those Acts, and to confirm or give effect to any agreement with any Local Authority or other corporation, or person, relative to the said Order, or the undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires, or the Board of Trade may prescribe, with respect to all or any matters in connection with the proposed undertaking.

To authorise the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is the city of Chester, in the county of Chester.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works, are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in, over, or along

the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

City-road, Foregate-street, The Bars, Frodsham-street, St. John's-street, East Gate-street, Werburgh-street, Cathedral Yard, The Cross, North Gate-street, King-street, St. Martin's-in-the-Fields, Princes-street, Linen Hall-street, Watergate-street from the Cross to St. Nicholas-street, St. Nicholas-street, Castle Esplanade, The Castle, Grosvenor-street, Bridge-street, Lower Bridge-street, Pepper-street, Newgate-street.

The streets, roads, or places not repairable by the Local Authority, which the Company propose to take power to break up, are as follows—

The Chester Cathedral precincts, The Castle, City-road, City-road Canal Bridge, Frodsham-street Canal Bridge.

The railways and tramways which the Company propose to take power to break up are as follows:—

The London and North Western Railway, the Great Western Railway, the Great Northern Railway, the Midland Railway, the Birkenhead Railway, the Manchester, Sheffield, and Lincolnshire Railway, and the Chester Tramways.

The canals and navigable rivers which the Company will be empowered to cross are as follows—

The Shropshire Union Canal, the River Dee.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order, when applied for, and of the Provisional Order when made, will be furnished at the price of 1s. for each copy to all persons applying for the same at the office of the undersigned, Walter Webb & Co., 23, Queen Victoria-street, in the city of London, and at Messrs. Phillipson and Golder's, Eastgate Row, Chester, in the county of Chester.

Every local or other public authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the date hereof.

Dated this 22nd day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, London, E.C., Solicitors and Parliamentary Agents.

Board of Trade—Session 1883.

East of London Electric Lighting.

(Power to produce, supply, and store electricity for lighting and other purposes, and for those purposes to break up public and private streets and other places in the parish of St. George-in-the-East, the hamlet of Mile End Old Town, and the districts of the Whitechapel, Limehouse, and Poplar Boards of Works, in the county of Middlesex, and to erect, lay down, provide, and maintain wires and other apparatus and works, acquire land and other rights, and supply lamps, meters, and fittings; Powers to the Local Authorities and others, and agreements with them; Power to demand and recover rents and charges, and to make regulations as to fittings; Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made by the Metropolitan (Brush) Electric Light and Power Company

Limited, whose registered office is situate at No. 110, Cannon-street, in the city of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Act, 1882, for a Provisional Order for the following purposes:—

To authorise and empower the Company to supply and store electricity as defined by the said Act, for all or some of the public and private purposes as defined by the said Act, within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes in the said area, and to lay down, set up, maintain, renew, or remove either above or under ground or otherwise pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid within the said area, and all other works to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands or interests or easements in lands, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorise the Company to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Company on the one hand, and the local authorities on the other hand, to enter into agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and if necessary to authorise such local authorities to exercise the powers with respect to the breaking up of streets and other places and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of the "Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned, that by the "Electric Lighting Act, 1882," are conferred upon undertakers as defined by such Act, 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 those Acts, and to confirm or give effect to any agreement with any local authority or other corporation or person relative to the said Order or the undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires or the Board of Trade may prescribe with respect to all or any matters in connection with the proposed undertaking.

To authorise the Company to take, collect,

and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is the parish of St. George-in-the-East, the hamlet of Mile End Old Town, and the districts of the Whitechapel, Limehouse, and Poplar Boards of Works.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works are all the streets and other places within the said area of supply, and among such streets, and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area) that is to say:—

Norton Folgate (part of); High-street, Shoreditch (part of); White Lion-street; Commercial-street (part of); Huntingdon Butts; Wheeler-street; Brick-lane; Whitechapel High-street; Whitechapel-road; Commercial-road East; Leman-street; Mansell-street, from Whitechapel High-street to Great Alie-street; Royal Mint-street; Queen-street; Little Tower Hill; St. Katherine-street; Little Thames-street; South Quay; Nightingale-lane; Old Gravel-lane (north of Calvert-street); St. George-street; Cannon-street-road; Cable-street; Glamis-street; New-road; High-street, Shadwell; Back-road; Love-lane; Devonport-street; Sutton-street, East; Jubilee-place; Jubilee-street; Mile-end-road; Anchor-yard; Nicholas-street; Green-street; Globe-road; Bancroft-road (part of); Grove-road; Bow-road; High-street, Bow; Fairfield-road; Lefevre-road (part of); Tamar-street; Roman-road; Burdett-road; Salmon's-lane; East India Dock-road; Three Colt-street, between West India Dock-road and Limehouse Station; Bark-ing-road; Abbot-road; West India Dock-road; St. Peter-street (part of); West-street (part of); King-street, Poplar; High-street, Poplar; Harrow-lane; Bridge-road (part of); East India Dock Wall-road; Preston New-road, between High-street and Leicester-street; Leicester-street; Brunswick-street, between Leicester-street and High-street; Orchard-street; North and South Ferry-road; York-street; Boundary-street.

The streets, roads, or places not repairable by the local authority which the Company propose to take power to break up are as follows:—

North and South Ferry-road.

The railways, tramways, canals and navigable rivers which the Company propose to take power to break up, pass or cross over or under, are as follows:—

The Great Eastern Railway; the North London Railway; the London and Blackwall Railway; the East London Railway; the Great Northern Railway; the London and North Western Railway; the North Metropolitan Tramways; River Lea; City Mill River; Pudding Mill River; Hackney Cut; Sir George Duckett's Canal; Limehouse Cut; Regent's Canal.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order, when applied for, 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, and of J. Blacklock, Stationer, 117, High-street, Whitechapel, in the county of Middlesex.

Every local or other public authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," within two months from the date hereof.

Dated this 24th day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors and Parliamentary Agents.

Board of Trade.—Session 1883.

"Electric Lighting Act, 1882."

Exeter Electric Lighting.

(Power to the Union Electric Light and Power Company Limited, to produce, supply and store Electricity for lighting and other purposes, and for those purposes to break up public and private Streets and other places in the city of Exeter; in the county of Devon; and to erect, lay down, provide and maintain wires and other apparatus and works, acquire land and other rights, and supply lamps, meters, and fittings; Powers to the Local Authority and others and Agreements with them; Power to demand and recover Rents and Charges, &c., and to make Regulations as to fittings, &c.; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the Union Electric Light and Power Company Limited, whose registered office is at St. Stephen's Chambers, Telegraph-street, in the city of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st of December next, under the provisions of the "Electric Lighting Act, 1882," for a Provisional Order for the following purposes:—

To authorise and empower the Company to supply and store electricity as defined by the said Act for all or some of the public and private purposes as defined by the said Act, within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, in the said area; and to lay down, set up, maintain, renew or remove, either above or under ground or otherwise, pipes, tubes, wires, posts, apparatus or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid within the said area, and all other works to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands, or interests, or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorise the Company to enter upon any

houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Company on the one hand, and the Local Authority on the other hand to enter into agreements as to the supply of electricity and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and if necessary to authorise such Local Authority to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of the "Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned, that by the "Electric Lighting Act, 1882," are conferred upon undertakers as defined by such Act; 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 those Acts, and to confirm or give effect to any agreement with any Local Authority or other corporation or person relative to the said Order or the undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires, or the Board of Trade may prescribe, with respect to all or any matters in connection with the proposed undertaking.

To authorise the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is the city of Exeter, in the county of Devon.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works, are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

Topsham-road, Holloway-street, South-street, Palace-street, Cathedral-yard and Close, Broad-street, Bedford-circus, Bedford-street, Sidwell-street, East-gate, London-inn-square, Northernhay-place, High-street, Gandy-street, Upper Paul-street, Queen-street (from High-street to Queen-street railway station), North-street, Fore-street, New Brigade-street, Edmund-street, Commercial-road, Quay-hill, West-street, Coombe-street.

The streets, roads, or places not repairable by the Local Authority, which the Company propose to take power to break up are as follows:—

The Exeter Cathedral precincts.

The railways and tramways which the Company propose to take power to break up are as follows:—

The Great Western Railway, the London and South Western Railway, and the Exeter Tramways.

The canals and navigable rivers which the Company will be empowered to cross are as follows:—

River Exe.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next; and printed copies of the Draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of 1s. for each copy to all persons applying for the same at the office of the undersigned Walter Webb and Co., 23, Queen Victoria-street, in the city of London, and at Mr. Henry Eland's, 236, High-street, Exeter, in the county of Devon.

Every Local or other public Authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," within two months from the date thereof.

Dated this 21st day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, London, E.C., Solicitors and Parliamentary Agents.

Board of Trade.—Session 1883.

Calne Gas and Coke Company.

Provisional Order.

(Maintenance of existing Gas Works; Manufacture and Storage of Gas, and residual Products; Limits of Supply; Levying of Rates and Charges; Regulation of Capital; Additional Lands; Incorporation of Acts.)

NOTICE is hereby given, that the Calne Gas and Coke Company (hereinafter called "the Company") intend to apply to the Board of Trade in the ensuing Session of Parliament for a Provisional Order under "The Gas and Water Works Facilities Act, 1870," for all or some of the following purposes (that is to say):—

To authorise the Company—

To maintain and continue, and from time to time to enlarge, alter, vary, reconstruct and repair the Gas Works now occupied by the Company, with all the machinery and apparatus connected therewith, and to manufacture and store Gas, and manufacture or convert the products resulting from the manufacture of Gas thereat, the said works being situate on a piece of land fronting a certain street or road called Horsebrook, in the parish of Calne, in the county of Wilts, and bounded on the north by property belonging to the Company and Mr. Joseph Williams, on the south by the river Marden, and property belonging to Mr. J. D. Bailly, on the east by a lane called Kew-lane, and on the west by the said street or road called Horsebrook.

To construct and maintain a retort house, Gasometer, and other works for the manufacture and storing of Gas, and for the manufacture or conversion of the products resulting from the manufacture of Gas, on a piece of land in the said parish of Calne, in the county of Wilts, the property of the Company, on which certain cottages now stand, and the garden ground thereunto adjoining, the same being situate on the north side of the works now occupied by the Company, and in the respective occupations of G. Brittain, C. Haddrell, H. Hawkins, and W. Rogers, and on a piece of land in the said parish of Calne, the property of William Cole, bounded on the south and west sides by the said garden ground belonging to the said Company, on the east side thereof by the river Marden, and on the north side thereof by other property of the said William Cole, the same being in the occupation of Aaron Edwards, and on a piece of land in the said parish of Calne, now occupied

and owned by Joseph Williams, the same being bounded on the north by other property belonging to and in the occupation of the said Joseph Williams, on the south by property belonging to the Company, on the east by the said lane called Kew-lane, and on the west by the river Marden; and to purchase and acquire, by agreement or otherwise, the said last-mentioned pieces of land, or any portion thereof respectively, or any houses, buildings and other property upon the said lands; and to stop up, alter, or divert any public roads, footpaths, byeways, occupations, sewers, drains, watercourses, and sluices intersecting the said lands; and to vary or extinguish all rights and privileges affecting the said lands which would in any way interfere with the objects of this Order.

To extend the present limits of supply of the Company, and to supply Gas subject to the provisions of "The Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act, 1871," to all or any part of the said parish of Calne, and so much, or such part or parts of the parishes of Blackland, Bowood, Bremhill, Calstone, Wellington, Cherhill, Compton Bassett, Heddington and Hillmarton, in the said county of Wilts, as lie within a radius of three and a half miles from the principal entrance of the works of the Company at Horsebrook, in the parish of Calne aforesaid; and to sell or let for hire gas meters, gas stoves, gas fittings, and other things connected with the supply or consumption of Gas, and to levy rents, rates and charges therefor, within the limits aforesaid.

To exercise all such powers, rights, and privileges as are necessary for, and incidental to, the operations of a Gas Company, that is to say:—To open and break up the soil and pavements of the several streets, roads, highways, lanes, passages, bridges and other places within the parishes as aforesaid, and to remove, divert, or alter, either temporarily or otherwise, any sewers, drain-pipes, or other works under the said streets and places so far as may be necessary to enable the Company to lay down, maintain, alter, remove and repair any mains, valves, syphons, service pipes and other works for the purpose of such supply of Gas within such limits.

To define and regulate the existing capital, and to raise additional capital by the creation of new ordinary or preference shares, and by loan.

To purchase and hold certain other lands for the general purpose of their undertaking, exclusive of manufacturing and storing purposes.

And Notice is hereby further given, that on or before the 30th day of November instant, a copy of this Notice, as published in the London Gazette, and a map showing the land on which the works are situate, and also a map or plan of the said land or other property proposed to be purchased or used for the manufacture and storage of Gas, or for the manufacture or conversion of the products resulting from the manufacture of Gas as aforesaid, and also a proper plan and section of the retort house, gasometer, and other works proposed to be constructed by the Company as aforesaid, will be lodged at the Board of Trade, Whitehall Gardens, London, and that other copies will be deposited for public inspection with the Clerk of the Peace for the county of Wilts, at his office at Marlborough, and in the office of the Clerk of the Parliaments of the House of Lords, and in the Private Bill Office of the House of Commons.

That on or before the 23rd day of December next, printed copies of the draft Provisional Order will be deposited at the office of the Board

of Trade as aforesaid, and on and after that date will be supplied to all persons applying for the same at the offices of Messrs. Tucker and Gough, in the town of Calne, or of Mr. B. C. Cowan, at 22, Henrietta-street, Covent Garden, in the county of Middlesex, on payment of one shilling for each copy.

The Provisional Order, when granted by the Board of Trade, will be published in the same local newspaper as this notice, and printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Wilts, at his office at Marlborough aforesaid, and copies will be supplied to all persons applying for them at the offices, and on the terms aforesaid.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their office aforesaid, on or before the 15th day of January next ensuing, and at the same time delivering a copy of such objections at the offices of Mr. B. C. Cowan, at 22, Henrietta-street, Covent Garden, aforesaid, and in forwarding such objections to the Board of Trade the objectors must state that a copy has been so forwarded to Mr. B. C. Cowan.

Dated this 13th day of November, 1882.

Tucker and Gough, Calne, Wilts, Solicitors.

Benjamin C. Cowan, 22, Henrietta-street, Covent Garden, in the county of Middlesex, Solicitor and Parliamentary Agent.

Board of Trade.—Session 1883.

Lambeth Electric Lighting.

(Power to produce, supply, and store Electricity for Lighting and other purposes; and for those purposes to break up Public and Private Streets and other places in the Parish of Lambeth, in the County of Surrey, and to erect, lay down, provide, and maintain Wires and other Apparatus and Works, acquire Land and other rights, and supply Lamps, Meters, and Fittings; Powers to the Local Authority and others, and Agreements with them; Power to demand and recover Rents and Charges, and to make Regulations as to Fittings; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the Metropolitan (Brush) Electric Light and Power Company Limited, whose registered office is situate at No. 110, Cannon-street, in the city of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the "Electric Lighting Act, 1882," for a Provisional Order for the following purposes:—

To authorize and empower the Company to supply and store electricity, as defined by the said Act, for all or some of the public and private purposes, as defined by the said Act, within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing-paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes in the said area, and to lay down, set up, maintain, renew, or remove either above or under ground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid within the

said area, and all other works to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands or interests or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorize the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorize the Company to enter upon any houses, buildings, lands and premises supplied by them for any purpose relative to such supply.

To enable the Company, on the one hand, and the Local Authority, on the other hand, to enter into agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and, if necessary, to authorize such Local Authority to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of the "Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned, that by the Electric Lighting Act, 1882, are conferred upon undertakers as defined by such Act, 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 those Acts, and to confirm or give effect to any agreement with any Local Authority or other Corporation or person relative to the said Order or the undertaking proposed to be authorized thereby, and to make all such other regulations and conditions as the said Act authorises or requires, or the Board of Trade may prescribe with respect to all or any matters in connection with the proposed undertaking.

To authorize the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is the parish of Lambeth, in the county of Surrey.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works are all the streets and other places within the said area of supply, and among such streets and places, it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

Waterloo-road, Belvedere-road, Palace New-road, Denmark Hill, New Bridge-street, Wandsworth-road, Clapham-road, Clapham Rise, Kennington-road, Kennington Park-road, Brixton-road, Brixton Hill, Brixton Rise, Camberwell New-road, Station-road (part of), Harleyford-road, Kennington Oval (south side), Westminster Bridge-road, Albert Embankment, Lambeth Palace-road,

New Cut, Upper Kennington-lane, Lower Kennington-lane, High-street, Vauxhall, Church-street, Lambeth-road, Stangate-street, Vauxhall Bridge, Lambeth Bridge, Westminster Bridge, Hungerford Bridge, Waterloo Bridge.

The railways, tramways, and navigable river which the Company propose to take power to break up, pass or cross over or under are as follows:—

The London, Chatham, and Dover Railway, the South Eastern Railway, the London Brighton, and South Coast Railway, the London and South Western Railway, the London Tramways, the South London Tramways.

The River Thames.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the Draft Provisional Order when applied for, and of the Provisional Order when made will be furnished at the price of 1s. for each copy to all persons applying for the same, at the office of the undersigned, Walter Webb and Co., 23, Queen Victoria-street, in the city of London, and of Messrs. Buck and Wootton, No. 126, Westminster Bridge-road, in the county of Surrey.

Every local or other public authority, company, 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 Board of Trade (marked on the outside of the cover enclosing it "Electric Lighting Act") within two months from the date hereof.

Dated this 24th day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors and Parliamentary Agents.

Board of Trade.—Session 1883.

Saint Giles-in-the-Fields, Saint George, Bloomsbury, and Holborn, Electric Lighting.

(Power to produce, supply, and store Electricity for Lighting and other purposes, and for those purposes to break up public and private streets and other places in the parishes of Saint Giles-in-the-Fields, and Saint George, Bloomsbury, and the District of the Holborn Board of Works, in the county of Middlesex, and to erect, lay down, provide and maintain wires and other apparatus and works, acquire land and other rights, and supply lamps, meters, and fittings; Powers to the Local Authorities and others and agreements with them; Power to demand and recover rents and charges, and to make regulations as to fittings; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the Metropolitan (Brush) Electric Light and Power Company, Limited, whose registered office is situate at No. 110, Cannon-street, in the city of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the "Electric Lighting Act, 1882," for a Provisional Order for the following purposes:—

To authorise and empower the Company to supply and store electricity as defined by the said Act, for all or some of the public and private purposes as defined by the said Act, within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways,

footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, in the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid within the said area, and all other works to carry into effect the objects of the proposed Undertaking.

To enable the Company to purchase, hold, acquire or take on lease any lands, or interests or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorise the Company to enter upon any houses, buildings, lands and premises supplied by them for any purpose relative to such supply.

To enable the Company on the one hand, and the local authorities on the other hand, to enter into agreements as to the supply of electricity, and as to the breaking-up and interfering with any streets, roads, ways, public footpaths and public places as aforesaid, and if necessary to authorise such local authorities to exercise the powers with respect to the breaking-up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed Undertaking and works, and to the Company as Undertakers of the same all or some of the provisions of the Electric Lighting Act, 1882, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply herein-after mentioned, that by the Electric Lighting Act, 1882, are conferred upon Undertakers as defined by such Act, 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 those Acts, and to confirm or give effect to any agreement with any local authority or other corporation or person relative to the said Order or the Undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires, or the Board of Trade may prescribe, with respect to all or any matters in connection with the proposed Undertaking.

To authorise the Company to take, collect, and recover rates, rents, and charges, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is the parishes of St. Giles-in-the-Fields and St. George, Bloomsbury, and the district of the Holborn Board of Works, in the county of Middlesex.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works, are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in,

over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

Aldersgate-street; Charterhouse-square (east and south sides); Charterhouse-street; Farringdon-road; St. John-street; Cross-street; New Charles-street; Charles-street; Hatton-garden; Hatton-wall (east of Little Saffron-hill); Theobald's-road; Clerkenwell-road; Gray's-inn-road; Chancery-lane; Lincoln's-inn; Lincoln's-inn-fields; Great Queen-street; Red Lion-street; Southampton-row; Russell-square; Keppel-street; Gower-street; Bedford-square; Bayley-street; Tottenham-court-road (east side); Great Russell-street; Drury-lane; New Oxford-street; High Holborn; Holborn-bars; Holborn.

The railways which the Company propose to take power to break up, pass, or cross over or under, are as follows:—

The London Chatham and Dover Railway;
The Metropolitan Railway.

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Provisional Order when applied for, 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, and at Mr. John Weldon's, 68, Great Queen-street, Lincoln's Inn Fields, in the county of Middlesex.

Every local or other public authority, Company, 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 Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," within two months from the date hereof.

Dated this 24th day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors and Parliamentary Agents.

Board of Trade—Session 1883.

Chelsea Electric Lighting.

(Power to produce, supply, and store electricity for lighting and other purposes, and for those purposes to break up public and private streets and other places in the parish of Chelsea, in the county of Middlesex, and to erect, lay down, provide, and maintain wires and other apparatus and works, acquire land and other rights, and supply lamps, meters, and fittings; Powers to the Local Authority and others and agreements with them; Power to demand and recover rents and charges, and to make regulations as to fittings; Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made by the Metropolitan (Brush) Electric Light and Power Company Limited, whose registered office is situated at No. 110, Cannon-street, in the city of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Act, 1882, for a Provisional Order for the following purposes:—

To authorise and empower the Company to supply and store electricity as defined by the said Act, for all or some of the public and private purposes as defined by the said Act, within the area hereinafter mentioned, and for

those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes in the said area, and to lay down, set up, maintain, renew, or remove either above or under ground or otherwise pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit or distribute electricity for the several private and public purposes aforesaid within the said area, and all other works to carry into effect the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands or interests or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorise the Company to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Company on the one hand, and the local authority on the other hand, to enter into agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and if necessary to authorise such local authority to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed Undertaking and works, and to the Company as undertakers of the same, all or some of the provisions of the "Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned that by the Electric Lighting Act, 1882, are conferred upon undertakers as defined by such Act, 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 those Acts, and to confirm or give effect to any agreement with any local authority or other corporation or person relative to the said Order, or the Undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as the said Act authorises or requires, or the Board of Trade may prescribe, with respect to all or any matters in connection with the proposed Undertaking.

To authorise the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect, is the parish of Chelsea, in the county of Middlesex.

The streets and other places in, over, or along which it is proposed to place any electric lines or other works, are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in,

over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

Fullham-road (south side); Church-street (north of King's-road); King's-road; Sloane-square; Lower George-street (north-end); Sloane-street; Cadogan-place; Pont-street; Lowndes-square; Lowndes-street; Hans-street; Hans-place; Cadogan-square; Oakley-street; Cheyne-walk (east of Battersea-bridge); Albert-bridge; Battersea-bridge; Chelsea Embankment; Grosvenor-road; Elm Park-gardens; Elm Park-road (east of Beaufort-street); Brompton-road (part of).

The streets, roads, or places not repairable by the local authority which the Company propose to take power to break up, are as follows:—

Elm Park-gardens; Elm Park-road.

The railways and river which the Company propose to take power to break up, pass, or cross over or under, are as follows:—

The Metropolitan District Railway.

The West London Extension Railway.

The River Thames.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, 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, and of S. Quixley, Stationer, 332 King's-road, Chelsea, in the county of Middlesex.

Every local or other public authority, company, 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 Board of Trade, marked on the outside of the cover inclosing it, "Electric Lighting Act," within two months from the date hereof.

Dated this 24th day of November, 1882.

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors and Parliamentary Agents.

In Parliament.—Session 1883.

London Street Tramways Extensions.

(Construction of Tramways in the parishes of St Pancras, St. Mary, Islington, St. John, Hampstead, Hornsey, and Finchley—Compulsory Use of Streets, &c.—Tolls—Provisions for User of Streets traversed—Provisions as to application of Capital—Further Capital, &c.—Agreements with Street and Road Authorities—Amendment of Acts.)

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

1. To authorise the London Street Tramways Company (in this Notice called "the Promoters") to construct and maintain in the county of Middlesex, the Street Tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

Where in the description of any of the proposed tramways, any distance is given with reference to any street or road which intersects, or joins the street or road 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 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 Bill are the following:—

(1) A Tramway, No. 1, wholly in Archway-road, commencing in the parish of St. Mary, Islington, by a junction with the easternmost rails of the Promoters' existing tramway in that road at the termination of that tramway near the Archway Tavern, and terminating in the parish of Hornsey, at or near the junction of North-hill-road with Archway-road.

(1a) A Tramway, No. 1a, wholly in Archway-road, in the parish of St. Mary, Islington, commencing by a junction with the westernmost rails of the Promoters' existing tramway in that road, and running thence northwardly for about 3 chains, and terminating by a junction with the intended Tramway No. 1.

(1b to 1h) Seven tramways, or passing places, situate respectively in the Archway-road, and commencing and terminating respectively by junctions with the intended Tramway No. 1; the lengths of such respective tramways, and the points of their commencement and termination being as follows, that is to say:—

Tramway No. 1b, about 6 chains in length, commencing at a point at about 16 chains and terminating at a point about 10 chains respectively southward from Highgate Archway.

Tramway No. 1c, about 4 chains in length, its points of commencement and termination being respectively about 2 chains south and 2 chains north of Highgate Archway.

Tramway No. 1d, about 4 chains in length, commencing opposite the south side of Wembury-road, and terminating nearly opposite the north side of Northwood-road.

Tramway No. 1e, about 4 chains in length, its points of commencement and termination being respectively about 3 chains south and 1 chain north of Holmesdale-road.

Tramway No. 1f, about 3 chains in length, its points of commencement and termination being respectively about $4\frac{1}{2}$ chains and $1\frac{1}{2}$ chains south of Muswell-hill-road.

Tramway No. 1g, about 3 chains in length, its points of commencement and termination being respectively about 2 chains and 5 chains north of Church-road.

Tramway No. 1h, about 3 chains in length, its point of commencement being about 3 chains south, and its point of termination opposite Baker's-lane.

Tramway No. 1b will be wholly in the parish of Saint Mary, Islington; Tramway No. 1c will be partly in that parish and partly in the parish of Hornsey, and Tramways No. 1d to No. 1h will be wholly in the last-mentioned parish.

(1i) A Tramway, No. 1i, wholly in the Archway-road and parish of Hornsey, commencing by a junction with the intended Tramway No. 1 at a point about 2 chains from its termination as above described, and terminating at a point about 9 feet west of the point of termination of the said Tramway No. 1 as above described.

(2) A Tramway, No. 2, commencing in Archway-road, in the parish of Hornsey, by a junction with the intended Tramway No. 1 at its termination as above described, passing

thence into and along High North-road, Finchley (formerly the Great North-road), and terminating in that road, in the parish of Finchley, opposite, or nearly opposite, the Bald Faced Stag public-house.

- (2a) A Tramway, No. 2a, wholly in the parish of Hornsey, commencing by a junction with the intended Tramway No. 1i at its termination as above described, and terminating by a junction with the intended Tramway No. 2 at a point about 2 chains from the commencement of that tramway as above described.
- (2b) A Tramway or passing-place, No. 2b, wholly in the High North-road, Finchley, and parish of Hornsey, commencing and terminating by junctions with the intended Tramway No. 2 at points respectively about 12 and 18 chains from its commencement.
- (2c) A Tramway or passing-place, No. 2c, wholly in the High North-road, Finchley, and parish of Finchley, commencing and terminating by junctions with the intended Tramway No. 2 at points respectively 3 chains south and 3 chains north of the bridge carrying the Great Northern Railway over that road, near the Old White Lion public-house.
- (2d) A Tramway, No. 2d, wholly in the High North-road, Finchley, and parish of Finchley, commencing by a junction with the intended Tramway No. 2 at a point about 3 chains from its termination as above described, and terminating at a point about 9 feet west of the termination of the said Tramway No. 2 as above described.
- (3) A Tramway, No. 3, commencing in Southampton-road, in the parish of Saint Pancras, by a junction with the promoters' existing tramway at its termination, passing thence northwardly along Southampton-road into and along Fleet-road and Park-road, and terminating in Park-road, in the parish of St. John, Hampstead, at the entrance to the promoters' stables.
- (3a) A Tramway or passing-place, No. 3a, wholly in the parishes of Saint Pancras and Saint John, Hampstead, or one of them, commencing in Southampton-road by a junction with the intended Tramway No. 3 at a point about 1 chain from the northern end of that road, and terminating by a junction with the same tramway in Fleet-road at a point about 1 chain from the eastern end of that road.

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 both sides of the streets hereinafter mentioned, and the nearest rail of the tramway, that is to say:—

- Tramways Nos. 1 and 1c, between two points in Archway-road respectively 2 chains south and 2 chains north of Highgate Archway.
- Tramways Nos. 1 and 1d, in Archway-road, between Wembury-road and Northwood-road.
- Tramways Nos. 1 and 1e, between two points in Archway-road respectively 3 chains south and 1 chain north of Holmsdale-road.
- Tramways Nos. 1 and 1f, between two points in Archway-road respectively $4\frac{1}{2}$ chains south and $1\frac{1}{2}$ chains south of Muswell-hill-road.
- Tramways Nos. 1 and 1g, between two points in Archway-road respectively 2 chains and 5 chains north of Church-road.

Tramways Nos. 1 and 1h, in Archway-road, between Baker's-lane and a point 3 chains south of Baker's-lane.

Tramways Nos. 2 and 2b, in High North-road, Finchley, between two points respectively 19 chains and 25 chains north from the Wellington Inn.

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

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

4. To enable the promoters to demand, take, and recover tolls, rates, and charges, for the use of the proposed tramways, by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to alter or vary the tolls thereon, and to confer exemptions from the payment of such tolls, rates, and duties.

5. To provide for the maintenance and repair of the whole, or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways or works may be laid, and to exempt the promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways or works may be laid.

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

7. To reserve to the promoters the exclusive right of using on the proposed tramways and works, carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

8. To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

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

10. To make provision for regulating the passage of traffic (whether of the promoters or not) along the streets, roads, or places in which the proposed tramways and works will be laid, or any part or parts thereof, and along, over, and

across such tramways and works, and for preventing obstructions to all or any such traffic, and to enable the promoters and the respective street authorities, or either of them, or any or some one of her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

11. 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.

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

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

14. To empower the promoters to apply their existing funds, or any monies which they have power to raise, to all or any of the purposes of the Bill, or to the general purposes of their undertaking, and to raise capital for the purposes of the Bill, and other the general purposes of their undertaking, by the creation of shares or stock, with or without preference or priority in the payment of interest or dividend, with other special rights and privileges, and by borrowing on mortgage or debentures, or by all or any of those means.

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

16. And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with, its objects, and will confer other rights and privileges. And it is intended, so far as may be necessary, or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the local and personal Acts hereinafter mentioned relating to the London Street Tramways Company, or some or one of them (that is to say): 33 and 34 Vic., cap. 171; 36 and 37 Vic., caps. 215 and 221; 37 and 38 Vic., cap. 183; 40 and 41 Vic., cap. 219; 42 and 43 Vic., cap. 189; "The London Street Tramways Extension Act, 1882," and any other Act or Acts relating to the promoters.

17. And Notice is hereby further given, that on or before the 30th day of November instant, plans

and sections of the proposed tramways and works, together with a book of reference to such plans, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county; and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the said parish of Saint Pancras will be deposited with the Vestry Clerk thereof, at his office at the Vestry Hall, Pancras-road, in the county of Middlesex; and on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the said parish of Saint John, Hampstead, will be deposited with the Vestry Clerk thereof, at his office at the Vestry Hall, Haverstock-hill, in the county of Middlesex; and on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the parish of Saint Mary, Islington, will be deposited with the Vestry Clerk thereof, at his office at the Vestry Hall, Upper-street, Islington, in the county of Middlesex; and on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the parish of Hornsey, will be deposited with the Parish Clerk thereof, at his residence, and on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the parish of Finchley, will be deposited with the Parish Clerk thereof, at his residence.

Each such deposit will be accompanied by a copy of this Notice, as published in the London Gazette.

Printed Copies of the 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, 1882.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, London, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1883.

Swindon and Cheltenham Extension Railway.

(Power to issue Portion of Capital as Preference Shares; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Swindon and Cheltenham Extension Railway Company for an Act to authorize them to attach a preferential dividend and other advantages to a portion of the capital which they are empowered to create under the provisions contained in the Swindon and Cheltenham Extension Railway Act, 1881, and to alter, amend, vary, or repeal, either wholly or partially, that Act.

To confer, vary, or extinguish all rights and privileges which it may be requisite to confer, vary, or extinguish for the purposes of the intended Act, and to confer other rights and privileges.

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

Dated this 8th day of November, 1882.

J. Copleston Townsend, Solicitor, Swindon.

Geo. Davis, Son, and Co., Solicitors, 80, Coleman-street, London.

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

Wallasey Local Board.

Electric Lighting.

NOTICE is hereby given, that the Wallasey Local Board, being the Local Authority for the district of Wallasey, in the county of Chester, and being authorised by a resolution passed at a special meeting duly held, intend to apply to the Board of Trade, under the 45th and 46th Vic., cap. 56 ("The Electric Lighting Act, 1882"), for a Provisional Order to authorise the Wallasey Local Board to supply electricity for public and private purposes, within the said district, and, with that object, to erect the necessary machinery, workshops, engine-house, storehouses (including places for storing electricity), and other buildings, upon land already belonging to the Wallasey Board, or to be purchased by them for that purpose; also, to carry underground the wires to be used for the transmission of the current.

(1) In the public thoroughfares repairable by the Wallasey Local Board, viz. :—

Victoria-road, Seacombe	Wilton-street
Church-road, Seacombe	Grosvenor-street
Demesne-street	Eaton-street
Brighton-street	Belgrave-street
Mersey-street	Liscard-village
Wheatland-lane	Liscard-road
Birkenhead-road	Rake-lane
Abbotsford-street	Townfield-lane
Fell-street	Queen-street
Smithy-lane	The part adopted of
Chapel-street	Seaview-road
Little-street	Wallasey-road
Shaw-street	The part adopted of
Poolton-road	Earlston-road
Brougham-road	The part adopted of
St. Paul's-bridleway	Sandrock-road
Gladstone-road	Princess-road
Waverley-street	The part adopted of
Stanley-street	Park View-terrace
Victoria-place	Dalton-road
The part adopted of	Orrell-road
Oakdale-road	The part adopted of
Halstead-road	Holland-road
Falkland-road	Magazine-brow
Church-street	Leopold-street, Liscard
Tobin-street	St. Albans-road
John-street	St. Hilary-brow
Darlington-street	Wallasey-village
Back Church-street	Leasowe-road
Union-street	School-lane
King-street	Folly-lane
Trafalgar-road	Church-road, Wallasey
Sea Bank-road	Breck-road
New Sea Bank-road	Grove-road
Wellington-road, Egremont	Hose-side
Pooler-road	Mount Pleasant-road
The parts adopted of	Magazine-lane
Rice-lane	Upper Brighton
String Hey-road	Rowson-street
Green-lane, Egremont	Victoria-road, New Brighton
Church-lane	Egerton-street
Egremont Promenade	Tollemache-street
Short-lane	The part adopted of
Martin's-lane	Grosvenor-road, New Brighton
Withen's-lane	Albert-street
Manor-road	Church-road, New Brighton
Penkett-road	Albion-street
Mill-lane	
Westminster-road	

Montpellier-crescent
Mount-road
Atherton-street
Portland-street
Waterloo-road
Seymour-place East
Seymour-place West
Seymour-street

Richmond-street
Windsor-street
Warren-drive
Hope-street
Poulton Bridge-road
Limekiln-lane
Sherlock-lane

(2) In the following streets and places, which are not repairable by the Wallasey Local Board, and which they propose to break up for the purpose of laying such wires, viz. :—

Balmoral-road, New Brighton	William-street
Wellington-road, New Brighton	St. Paul's-road
Parade, New Brighton	James's-street
Belmont-road, New Brighton	Back-lane
Fort-street, New Brighton	Clywd-street
Nelson-street, New Brighton	Nelson-street
The Avenue	Catherine-street
Holland-road	Beatrice-street
Sandfield-road	Ball-avenue
Walmsley-street	West Seacombe-terrace
Brook-street	Liscard-grove
Rudgrave-place	St. George's-mount
Charlotte-road	Granville-street, Wallasey
Liscard-terrace	Greenfield-street
Green-lane, Wallasey	Servia-street
Pleasant-street	Peter-street
Vienna-street	Matthew-street
Eleanor-street	Brotherton-street
Leopold-street, Seacombe	Havelock-street
Meadow-street	Oakdale
Church-crescent	Ashville-road
Rankin-street	Hawthorndale-road
Alexandra-road	Cherry Bank-road
St. Thomas's-buildings	Larch-road
Top-lane, Wallasey	Middle-road
Rossett-place	Geneva-road
Rice Hey-road	Lucerne-road
Wright-street	The Grove, Somerville
Mossy Bank-road	Longland-road
Comely Bank-road	Agnes-grove
Harold-street	Ellis-street
Water-street	Field-road
Clarendon-road	Platt-street
Sandon-road	Sandrock-park
Byerley-street	Edgmond-street
Hatherley-street	Conway-street
Belle Vue-road	Gresford-place
	Moss-view, Breck-road
	Manor-lane
	Beaconsfield-road
	Bosnia-street

(3) In the following streets and places which are traversed by the Tramway, and which it is proposed to break up for the purpose of laying the wires, viz. :—

Victoria-place, Seacombe Ferry	Liscard-road
Church-road	Liscard-village
Victoria-road	Manor-road
Brighton-street	Queen-street
Falkland-road	Rake-lane
Church-street	Upper Brighton.
	Field-road

(4) In the following streets and places which are intended to be crossed by projected railways, and which it is proposed to break up for the purpose of laying the wires, viz. :—

Victoria-road, Seacombe	Wheatland-lane
Church-road, Seacombe	Oakdale

Gorsey-lane	School-lane
Cinder-lane	Leasowe-road
Sherlock-lane	Wallasey village
Poulton-road	Portland-street
Mill-lane	Atherton-street
Breck-road	

Notice is also hereby given, that printed copies of the proposed Provisional Order can be obtained, after the 21st day of December next, at the price of one shilling each, at the office of Mr. H. E. Brown, Parliamentary Agent, 22, Great George-street, Westminster, London, S.W., and at the office of the Local Board, in Church-street, Egremont.

Notice is also hereby given, that every company or person desirous of making representation to the Board of Trade, or of bringing before them any objection respecting such application, may do so by letter, addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," on or before the 11th day of January next.

Dated this 10th day of November, 1882.

T. Somerville Jones, Clerk of the Wallasey Local Board.

In Parliament—Session 1883.

Hawarden and District Waterworks.

(Incorporation of Company, Construction of Works, Supply of Water to the Towns, Districts, Parishes, and Places of Cilcain, Maes-y-groes, Trelan, Gwernaffield, Waen, Hendrebiffa, Gwern-y-mynydd, Arddynwent, Broncoed, Mold, Gwysaney, Llwynegrin, Soughton, Argoed, Bistre, Leeswood, Strytcae-Rhedyn, Coed Talon, Nerquis, Tryddyn, Hartsheath, Rhanberfedd, Hope, Bannel, Buckley, Pentrobin, Ewloe Wood, Ewloe Town, Ewloe, Aston, Shotton, Hawarden, Broad Lane, Broughton, Higher Kinnerton, Bretton, Sontley, Manor and Rake, Moor, Mancot, Sandycroft, Pentre, Queen's Ferry, Saltney, and Cefn, and other places in the County of Flint; Power to acquire undertaking of the Mold Gas and Water Company, and to exercise its powers, and to supply Gas and Water in its place with similar and necessary powers; Power to supply Water in bulk beyond limits; Compulsory Purchase of Lands, Water-rights and Easements; Diversion and Appropriation of Waters; Power to Lease Mills and Lands; Power to levy Rates; Agreements with Local and Sanitary Authorities, Public Bodies and others; Amendment or Repeal of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following purposes:—

To incorporate a Company (hereinafter referred to as "the Company") and to authorise the Company to supply water for all purposes within the parishes, townships, extra-parochial and other places following, that is to say:—Cilcain, Maes-y-groes, Trelan, Gwernaffield, Waen, Hendrebiffa, Gwern-y-mynydd, Arddynwent, Broncoed, Mold, Gwysaney, Llwynegrin, Soughton, Argoed, Bistre, Leeswood, Strytcae-Rhedyn, Coed Talon, Nerquis, Tryddyn, Hartsheath, Rhanberfedd, Hope, Bannel, Buckley, Pentrobin, Ewloe Wood, Ewloe Town, Ewloe, Aston, Shotton, Hawarden, Broad Lane, Broughton, Higher Kinnerton, Bretton, Sontley, Manor and Rake, Moor, Mancot, Sandycroft, Pentre, Queen's Ferry, Saltney, and Cefn, all in

the county of Flint, or some part or parts thereof.

To authorise the Company to make and maintain all or any of the works hereinafter described, that is to say:—

1. A reservoir (herein referred to as Work No. 1) to be situate wholly in the parish of Cilcain in the county of Flint, and to be formed by means of an embankment in the Garth Valley across the stream called or known by the name of the Garth Brook, and which embankment will commence in the township of Maes-y-groes in the said parish of Cilcain in a field belonging to the trustees under the marriage settlement of Lieutenant-Colonel and Mrs. Cooke, and in the occupation of Lieutenant-Colonel Cooke, and numbered 11 on the Ordnance map and in the Book of Reference thereto; as to the said township of Maes-y-groes in the said parish of Cilcain, at a point one chain or thereabouts measured in an easterly direction along the southern boundary of such field from the south-west corner thereof, and thence extending in an easterly direction for a length of 5 chains or thereabouts, and thence extending in a northerly direction across the said Garth Valley for a length of 11 chains, and terminating in the township of Trelan in the said parish of Cilcain in a field belonging to the trustees under the marriage settlement of Lieutenant-Colonel and Mrs. Cooke, and in the occupation of Lieutenant-Colonel Cooke, and numbered 435 on the Ordnance map and in the book of reference thereto, as to the said township of Trelan at a point measuring one chain or thereabouts in a southerly direction from the northern fence of such field, and 27 yards measured in a westerly direction from the eastern fence thereof. The said reservoir will extend from the said embankment at the point where it crosses the said Garth Brook for a distance of 16 chains or thereabouts measured along the said Garth Brook in a westerly direction.

2. An aqueduct, conduit, or line of pipes (herein referred to as Work No. 2) commencing in the township of Maes-y-groes, in the said parish of Cilcain, in a field numbered 184 on the Ordnance map and in the book of reference thereto, as to the said township of Maes-y-groes, at a point 3 chains or thereabouts, measured in a northerly direction along the eastern fence from the south-eastern corner of such field, and terminating in the said township of Maes-y-groes in the said intended reservoir herein referred to as Work No. 1, in the south-eastern corner thereof, in the hereinbefore-mentioned field No. 11 on the Ordnance map and in the book of reference thereto, as to the said township of Maes-y-groes, at a point 4 chains or thereabouts measured in an easterly direction from the south-west corner of such field.

3. An aqueduct, conduit, or line of pipes (herein referred to as Work No. 3) situate wholly in the township of Trelan, in the said parish of Cilcain, commencing in a field belonging to Mrs. Preston, and in the occupation of Edward Adams, and numbered 436 on the Ordnance map and in the book of reference thereto, as to the said township of Trelan, at a point 50 yards or thereabouts, measured in a northerly direction from the southern corner of such field, and terminating in the north-eastern corner of the reservoir herein referred to as Work No. 1, in the hereinbefore-mentioned field numbered 435 on the Ordnance map and in the book of reference thereto, as to the said township of Trelan, at a point measuring 3 chains or thereabouts in a westerly direction from the eastern fence, and 2 chains or thereabouts, measured in

a southerly direction from the northern fence of such field.

4. An aqueduct, conduit, or line of pipes (herein referred to as Work No. 4) commencing in the said township of Maes-y-groes, in the hereinbefore-mentioned field numbered 11 on the Ordnance map and in the book of reference thereto, as to the said township of Maes-y-groes, from and out of the said intended reservoir herein referred to as work No. 1, at or near a point in such field 5 chains or thereabouts, measured in a northerly direction from the southern fence, and 73 yards or thereabouts, measured in a westerly direction from the eastern fence of such field, and terminating in the township of Argoed, in the parish of Mold, in the county of Flint, in the south-western corner of the service reservoir (herein described as Work No. 5), in a field numbered 335 on the Ordnance map and in the book of reference thereto, as to the said township of Argoed.

5. A service reservoir (herein referred to as Work No. 5), situate in the said township of Argoed, in the north-west corner of a field belonging to Edward Edwards and in the occupation of Peter and Robert Williams, situate near Prenbrigog Farm, on the north side of and adjoining the main road leading from Mold to Buckley, and numbered 335 on the Ordnance map and in the book of reference thereto, as to the said township of Argoed.

6. An aqueduct, conduit, or line of pipes (herein referred to as Work No. 6) commencing from and out of the south-west corner of the said intended service reservoir herein referred to as Work No. 5 and terminating in the service reservoir herein referred to as Work No. 7, in the township and parish of Hawarden.

7. A service reservoir (herein described as Work No. 7) situate in the township and parish of Hawarden, in a croft or garden belonging to William Henry Gladstone, Esq., M.P., and in the occupation of Richard Fairbrother, and which croft or garden is numbered 74 on the Ordnance plan and in the book of reference thereto, as to the said township of Hawarden, and is situate on the north side of the turnpike road leading from Hawarden to Chester, near the point where that road intersects a public road called or known by the name of Moor-lane.

8. An aqueduct, conduit, or line of pipes (herein referred to as Work No. 8) commencing from and out of the service reservoir herein referred to as Work No. 7, and terminating in the township of Saltney in the said parish of Hawarden, in the public road leading from Sandycroft to the Sandycroft Foundry, at a point in such road opposite to the south-western corner of Sandycroft Farmhouse.

9. An aqueduct, conduit, or line of pipes (herein referred to as Work No. 9) commencing in the said township of Saltney in the said parish of Hawarden, by a junction with the herein referred to Work No. 8, at or near a point where the public road leading from Queen's Ferry to Saltney intersects a public road called or known by the name of Moor-lane, and terminating in the said township of Saltney in the said parish of Hawarden, at a point in the main road leading from the Queen's Ferry Station on the Chester and Holyhead Railway to the ferry at Queen's Ferry, opposite the north-eastern corner of the Hawarden Castle Hotel.

10. An aqueduct, conduit, or line of pipes (herein referred to as Work No. 10) commencing by a junction with the said intended and herein referred to Work No. 6, in the said township of Argoed in the said parish of Mold, in the main

road at or near the south-east corner of the old toll house, known as Buckley Bar, and terminating in the township of Pentrobin in the said parish of Hawarden, in the main road called the Dirty Mile, at or near the western face of the bridge which carries the Wrexham Mold and Connahs Quay Railway over that road.

11. An aqueduct, conduit, or line of pipes (herein referred to as Work No. 11) commencing at or near the cross in the town and parish of Mold in the said county of Flint, by a junction with the said intended and referred to Work No. 4, and terminating in the township of Leeswood in the said parish of Mold, in the north-western corner of the service reservoir herein referred to as Work No. 12.

12. A service reservoir (herein referred to as Work No. 12) situate in the township of Leeswood in the said parish of Mold, in the eastern end of a field belonging to Phillip Lloyd Fletcher, Esq., and in the occupation of George Ingman, and numbered 314 on the Ordnance map and in the book of reference thereto, as to the said township of Leeswood.

All the said reservoirs, conduits, and lines of pipes and other works will be made or will pass from, through, or into, and the lands which will be taken for the purposes thereof are situate in the parishes or places following, or some of them, that is to say:—Cilcain, Maes-y-groes, Trelan, Gwernaffield, Waen, Hendrebiffa, Gwern-y-mynydd, Arddynwent, Broncoed, Mold, Gwy-saney, Llwynegrin, Soughton, Argoed, Bistre, Leeswood, Stryt-cae-Rhedyn, Coed Talon, Nerguis, Tryddyn, Hartsheath, Rhanberfedd, Hope, Bannel, Buckley, Pentrobin, Ewloe Wood, Ewloe Town, Ewloe, Aston, Shotton, Hawarden, Broad Lane, Broughton, Higher Kinnerton, Bretton, Sontley Manor and Rake, Moor, Mancot, Sandycroft, Pentre, Queen's Ferry, Saltney, and Cefn, all in the county of Flint.

To authorise the Company to deviate in the construction of the several before-mentioned works laterally within the limits to be shown upon the plans hereinafter mentioned, and vertically to any extent from the levels of the works shown upon the sections hereinafter mentioned, or as shall be authorised by the Bill.

In connection with the aforesaid works, to construct and maintain in the parishes and places aforesaid mains, pipes, culverts, cuts, drains, sluices, engines, stand pipes, machinery, apparatus, approaches, buildings, wells, shafts, drifts, adits, tanks, embankments, roads, ways, tunnels, filtering beds, dams, engines, and other works and conveniences for collecting, filtering, storing, and distributing water.

To lay down and maintain pipes, culverts, and other works and conveniences, in, under, over, or across, and to cross, break-up, alter, divert, or stop up (either temporarily or permanently) roads, highways, footpaths, streets, public places, bridges, canals, streams, towing paths, wharves, railways, tramways, sewers, drains, rivers, streams, brooks, and watercourses, gas, water, and other pipes, and telegraph apparatus in the parishes, townships, extra-parochial, and other places before-mentioned, or some of them, for all or any of the purposes of the Bill.

To empower the Company to take, impound, collect, appropriate, divert, use, supply, and distribute the waters of springs situate at or near, and which will be intercepted by the intended reservoir herein referred to as Work No. 1, and the aqueducts, conduits, or lines of pipes herein referred to as Works Nos. 2 and 3 respectively, in the said parish of Cilcain or one of them, and of any brooks, springs, and streams shown on the

plans hereinafter mentioned, or on, in, under, or near the site of, or which can or may be intercepted by means of the proposed works, and on, in, and under the lands to be taken for the purposes thereof and of the Bill.

To make provision with respect to the quantity or amount (if any) of compensation water, or otherwise to be given by the Company in respect to the proposed taking and impounding, or diverting of waters under the powers of the Bill, for the benefit or protection of the owners, lessees, and occupiers of mills and works, and other persons interested in the waters to be so taken, impounded, or diverted.

To enable the Company to purchase by agreement the undertaking of the Mold Gas and Water Company (hereinafter called the Mold Company), and the lands, houses, right of gas and water, and other property and easements of or belonging to or enjoyed by the Mold Company, and to authorise the Mold Company to sell their undertaking to the Company.

To authorise the Company to exercise and enjoy, perform, fulfil and discharge all the rights, powers, privileges, authorities, obligations, claims and demands of the Mold Company, so far as may relate to the user and enjoyment of their works and undertaking, from the time of purchase, the supply of gas and water, the levying of rates and charges, and otherwise.

To empower the Company to enter into and carry into effect contracts and agreements for the supply of water in bulk or otherwise, without as well as within the limits of supply, with any sanitary, local, or other authority, and any railway or other company, corporation, person, or persons, and to vary, suspend, or rescind any such contracts or arrangements.

To purchase by compulsion or agreement, and to take on lease and also to take grants or easements of and other rights and privileges over mills, lands, houses, springs, streams, waters, and other hereditaments in the said parishes, townships, and other places aforesaid required for the purposes of the said intended works or any of them, or of the Bill; and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters, and other hereditaments.

To empower the Company by agreement to purchase, acquire, or take on lease, and to hold lands, houses, buildings, and other hereditaments within the parishes aforesaid, or terms, estates, interests, easements, rights, or privileges in, over, or affecting the same, and to sell and dispose of, or let on lease or otherwise from time to time, any works, lands, houses, and property of the Company for the time being; and the Bill will or may vary or extinguish all or any rights, easements, or privileges in, over, or affecting any lands which, or any term, estate, interest, easement, right, or privilege in, over, or affecting which the Company may purchase, acquire, or take as aforesaid.

To supply water for domestic, trading, public, and all other purposes, and to levy, demand, take, collect, and recover rates, rents, remuneration and charges in respect of such supply of water, and to sell or let meters and fittings, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

To make proper provisions for the protection of the works, property, and water supply of the Company, and for defining and regulating such supply, and for preventing the waste, illegal use, abstraction, or misuse, or the wrongful use of the water supplied, and to adopt proper and

needful regulations in reference thereto, and for imposing and recovering penalties in respect of all or any of such matters.

To enable the Company on the one hand, and the Mold Gas and Water Company, the Mold Local Board, the Holywell, Hawarden, or any sanitary authority, company, corporation, local board, public body, officers, or persons on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the supply by the Company to any such sanitary authority, company, corporation, local board, public body, officers, or persons of water in bulk or otherwise for any public, sanitary, trading, or other purposes, and to authorise any or either of such sanitary, local, or other authority, company, corporation, local board, public body, officers, or persons respectively to apply their respective funds and to raise further moneys for the purpose of any such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made with respect to the matters aforesaid.

To vary and extinguish any rights and privileges which will interfere with the objects of the Bill, and to confer other rights and privileges.

To incorporate with the Bill (with or without modification or alteration) all or some of the provisions of the Waterworks Clauses Acts, 1847 and 1863; the Lands Clauses Consolidation Acts 1845, 1860 and 1869; the Companies Clauses Consolidation Act, 1845; and the Companies Clauses Acts 1863 and 1869; also such parts of the Railways Clauses Consolidation Act, 1845, as *mutatis mutandis* relates to the temporary occupation of roads and lands near the works during the construction thereof, the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871.

To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of the Acts of Parliament following, or some of them, that is to say: local and personal Acts, 30 and 31 Vic., cap. 66, and any other Acts relating to the Mold Gas and Water Company; the Connaught Quay Gas and Water Order, 1876, confirmed by the Gas and Water Orders Confirmation (Chapel en le Frith, &c.) Act, 1876, and all other Acts and Provisional Orders (if any) which may relate to or be affected by the objects of the Bill.

Duplicate plans and sections of the before mentioned works, showing the situation, lines and levels thereof, and the lands and other property in, through, or under which the same will be made and maintained, together with a book of reference to the plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of the lands described on the plans and intended to be taken under the powers of the Bill, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Flint, at his office at Mold, in that county, and on or before the same day a copy of so much of the plans, sections, and book of reference as relates to the several parishes or extra-parochial places aforesaid in which the works are intended to be made, or in which any lands or houses intended to be taken are situate, with a copy of this notice, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of an adjoining parish at his residence.

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

Dated this 9th day of November, 1882.

Evan Morris, Solicitor, Wrexham.

J. B. Batten and Co., 32, Great George-street, Westminster, Parliamentary Agents.

In Parliament,—Session 1883.

Solway Junction Railway.

(New Railways and Works; Constitution of New Railways as a separate undertaking; Additional Lands; Provisions as to Hotels and Refreshment Rooms; Working and other Agreements with other Companies; Subscription of Capital by other Companies; Tolls, Rates, and Charges; Sale and Lease of Surplus Lands; Increase and Qualification of Directors; Running Powers; Additional Capital and Application of Funds; Amendment of Agreement with the Caledonian 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 by the Solway Junction 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 following Railways, with all proper stations, sidings, approaches, works, and conveniences connected therewith, wholly situate in the county of Cumberland (that is to say):—

Railway No. 1, commencing by a junction with the Solway Junction Railway, in the parish of Aspatria and township of Aspatria and Brayton, at a point on the said railway 10 feet or thereabouts north-east of the milepost on the said railway, at or near Brayton Junction, marked 21 M, and terminating in the parish of Bolton, and township of Low Bolton, in a field belonging, or reputed to belong, to and in the occupation of Thomas Moore, and numbered 445 on the Ordnance Map (scale 1-2500) relating to the parish of Bolton, at a point in such field 4 chains and thereabouts south-west from the entrance to the Post Office at Mealsgate, and half a chain or thereabouts south-east from the fence dividing such field from the road leading from Mealsgate to Bothel.

Railway No. 2, commencing by a junction with Railway No. 1 at or near the termination thereof, and terminating in the parish of Torpenhow, and township of Bothel and Threapland, at a point in the centre of the fence dividing the fields numbered 412 and 415 on the Ordnance Map (scale 1-2500) relating to the parish of Torpenhow, respectively in the occupation of Joseph Harrison and Thomas Martin Pirt, 70 links or thereabouts, measured in a northerly direction along the said fence from the northern boundary of the adjoining road leading from Torpenhow to Bothel.

Railway No. 3, commencing by a junction with Railway No. 2 at or near the termination thereof, and terminating by a junction with the Cocker-mouth, Keswick, and Penrith Railway, in the parish of Brigham and township of Wythop, at a point, measured along the said railway in a westerly direction, 6½ chains or thereabouts from the west end of the booking-office at the Bassen-thwaite Lake Station.

All which said intended Railways will pass from, through, or into, or be situate within the several parishes, townships, extra-parochial or other places following, or some or one of them,—that is to say, Aspatria, Aspatria and Brayton, Bromfield, Langrigg, and Mealrigg, Broomfield,

Crookdake and Scales, Allhallows, Allhallows Bolton, Low Bolton, High Bolton, Ireby, Low Ireby, Torpenhow, Torpenhow and Whitrigg, Blennerhasset and Kirkland, Bothel and Threapland, Bewaldeth and Snittlegarth, Isell, Sunderland, Isell Old Park, Blindcrake, Isell and Redmain, Brigham, Setmurthy and Wythop, in the county of Cumberland.

To empower the Company to acquire by compulsion or agreement, and to hold lands, houses, and buildings in the parishes and townships hereinbefore mentioned for the purposes of the proposed Railways and works, and also to acquire by compulsion or agreement, and to hold for the purpose of extending the station, siding, and other accommodation of the Company, and for other purposes connected with their Undertaking, the lands, wholly in the county of Cumberland, hereinafter described or referred to, or some of them (that is to say):—

Certain lands in the townships of Holme Abbey and Holme East Waver, in the parish of Holme Cultram, lying on the east side of and adjoining the Company's railway and station at or near Abbey Holme Junction.

Certain other lands in the township of Holme East Waver, in the parish of Holme Cultram, lying on the east side of and adjoining the Company's railway near to and at the north side of the bridge carrying the highway over the railway to Angerton and Kirkbride.

Certain lands in the township and parish of Bowness, lying on both sides of and adjoining the Company's railway and station at Bowness.

Certain other lands, marsh, seashore, and sands in the said township and parish of Bowness, lying on both sides of and adjoining the Company's railway, and extending 220 yards, or thereabouts, along the railway northwards from Bowness Station.

And to enable the Company to hold the said lands, or any of them, or any part thereof, freed from the provisions of "The Lands Clauses Consolidation Act, 1845," as to the sale of superfluous lands, and to sell, or lease, or otherwise dispose of or deal with the same in such manner as they think fit, and to make applicable to any owners or persons having a limited estate or interest in the said lands, or any of them, all the powers contained in the Lands Clauses Consolidation Acts, or any of them, with relation to sale and purchase of lands, and to confirm and give effect to any agreements made, or to be made, with reference to any of the said lands, and to amend the said Acts so far as may be necessary for the purposes aforesaid.

To authorise the purchase and acquisition of as much of any property as may be required for the purposes, or in exercise of the powers, of the intended Act, without the Company becoming subject to the liability imposed by Section 92 of "The Lands Clauses Consolidation Act, 1845."

To authorise lateral and vertical deviations from the lines and levels of any of the intended works, as shown on the plans and sections to be deposited as hereinafter mentioned.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all public, carriage, and other roads, highways, railways, tramways, canals, rivers, and streams within or adjoining to the before-mentioned parishes, townships, and other places which it may be necessary or convenient to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To empower the Company to demand and receive tolls, fares, rates, duties, and charges for or in respect of the use of the Railways and other works intended to be authorised by the

Act, and to grant exemptions from the payment of tolls, fares, rates, duties, and charges, and to empower the Company to fix or vary the terminals and terminal charges on traffic passing to, from, or over the railways of the Company (including the said intended Railways) and the railways of any other Company or Companies.

To provide that the capital necessary for the construction of the intended Railways and works, or any parts thereof, may be distinct from the general capital of the Company, and to constitute the intended Railways and works, or any portions thereof, a separate undertaking as to profits and revenue, and also to authorise the Company to agree with the proprietors of the said separate capital as to the payments to be made to them as the proportion of traffic or rent, or dividend in lieu thereof, to be attributed to such separate undertaking out of the receipts arising from the traffic common to the general undertaking of the Company and to the said separate undertaking, and to provide also for the ultimate merging (if so agreed upon) of the said separate capital in the general capital of the Company.

To empower the Company to provide and maintain upon any land now held by them, or which may hereafter be acquired by them, hotels, refreshment-rooms, and other like accommodation, and to furnish, stock, equip, manage, and conduct such hotels and refreshment-rooms and the business thereof, and to empower the Company to let, take on lease or otherwise, any hotel, refreshment-room, or any other like building, business, or occupation, and to authorise the granting to the Company, or to any person or persons nominated by them, of all such licenses as may be requisite or necessary for the purposes of the business of any such hotel or refreshment-room as aforesaid.

To authorise the Company, on the one hand, and the London and North Western Railway Company, the North-Eastern Railway Company, the North British Railway Company, the Caledonian Railway Company, the Annan Waterfoot Dock and Railway Company, and the Cockermouth Keswick and Penrith Railway Company, or any one or more of these Companies, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies of the existing and intended Railways and works of the Company, or any or either of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of such Railways and works, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract, agreement, or arrangement already made, or which,

prior to the passing of the intended Act, may be made.

To confer upon the Company, and any Company or persons for the time being lawfully authorised to work or use the existing or intended Railways of the Company, or any part thereof power to run over and use with their engines, carriages, and wagons, and by their officers and servants, for the purpose of traffic of all kinds, and upon payment of such tolls, rates, and charges, and on such terms as may be defined by the Act, so much of the railway of the Cockermouth, Keswick, and Penrith Railway Company as lies between the termination of the intended Railway No. 3, at or near Bassenthwaite Lake Station aforesaid and Keswick and Keswick Station, 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 other stations and conveniences of or connected with the same portion of railway, and to confer upon or authorise the Company to confer upon the Cockermouth, Keswick, and Penrith Railway Company and the Annan Waterfoot Dock and Railway Company power to run over and use all or any part or parts of the existing and intended Railways of the Company, 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.

To authorise the Cockermouth, Keswick, and Penrith Railway Company, the North British Railway Company, the Caledonian Railway Company, and the Annan Waterfoot Dock and Railway Company, or any one or more of them, to subscribe and contribute funds towards the making and maintaining of the intended Railways and works, or any or either of them, or any part or parts thereof respectively, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of such purposes, and for other the purposes of the intended Act, to apply their respective funds and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee in payment of interest or dividend, or other special privileges, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended Railways and works, or any or either of them, or any part or parts thereof, and the tolls, fares, rates, duties, and charges received upon or in respect thereof.

To authorise the Company to contribute funds towards the capital of the Annan Waterfoot Dock and Railway Company, either in shares, loans, or other securities of the said last-mentioned Company.

To confer further powers on the Company in relation to all or any lands acquired, or to be acquired, by the Company which are not, or eventually may not be, required for the purposes of their undertaking, and to enable the Company to sell and dispose of the lands which have been, or may be acquired by them, or some part or parts thereof, for building or other purposes, and to grant building or other leases of the said lands, or of any part or parts thereof, or to dispose of, lease, or let the said lands or any part or parts thereof on ground rents, chief rents, or otherwise, and so far as may be necessary to alter, amend,

and extend, with reference to the said lands, the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To increase or vary the number of directors of the Company, and their qualification, and to make further provisions in relation thereto.

To empower the Company for all or any of the purposes of the intended Act, and for other the general purposes of the Company, to increase their capital, and to raise further sums of money by the creation and issue of new shares or stock, with or without a guaranteed or preferential dividend, and with or without priority over the existing preference shares and ordinary shares of the Company, and with or without other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, and with or without priority for such debenture stock, and the securities for additional loans over the 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 intended Act any capital or funds belonging to the Company.

To sanction and confirm all or any contracts, agreements, and arrangements made, or to be made, prior to the passing of the intended Act with reference to all or any of the objects of the intended Act.

To authorise the Company from time to time to create and issue debenture stock in lieu of or for the purpose of paying off or converting any mortgages or debentures from time to time issued, or which may be issued, by them, and to attach to all or any part of such debenture stock the same rights, privileges, and priorities as shall for the time being attach to any such mortgages or debentures.

To rescind, vary, modify, or extend 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, as amended by the Solway Junction Railway Act, 1882.

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; 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 Act 21 and 22 Vict., cap. 19, and all other Acts relating to the North British Railway Company; the Act 17 and 18 Vict., cap. 211, and all other Acts relating to the North-Eastern Railway Company; the Act 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North-Western Railway Company; the Act 24 and 25 Vict., cap. 203, and all other Acts relating to the Cockermouth, Keswick, and Penrith Railway Company; the Annan Waterfoot Dock and Railway Act, 1881, and all other Acts relating to the Annan Waterfoot Dock and Railway Company.

On or before the 30th day of November instant, maps, plans, and sections of the intended Railways, showing the lines and levels thereof, and the lands to be taken for the purposes of the intended Act, with a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Cumberland,

at his office at Carlisle, and 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 intended Railways and works are proposed to be made, and lands are situate, together with a copy of this Notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the Parish Clerk of each such parish at his residence.

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 14th day of November, 1882.

Tahourdins and Hargreaves, 1, Victoria-street, Westminster.

J. R. Musgrave, Whitehaven.

In Parliament.—Session 1883.

Channel Tunnel Railway.

(Power to make Railways and other Works, and to take Lands and levy Tolls, &c.; Agreements with South Eastern and London Chatham and Dover Railway Companies; Provisions as to Channel Tunnel Company, Limited, and as to Incorporation of New Company; Provisions as to Capital, and as to Report relating to the Channel Tunnel; Amendment of Acts; 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 following objects and purposes, or some of them (that is to say):—

To empower the Channel Tunnel Company, Limited, or such other Company as may be formed, incorporated, or constituted, as hereinafter provided (which Company so to be empowered is hereinafter referred to as "the Company"), to make and maintain the railways hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary or incidental stations, sidings, approaches, tunnels, bridges, roads, works, and conveniences connected therewith (that is to say):—

- (1.) A Railway, commencing in the parish of Ewell, by a junction with the London Chatham and Dover Railway, at a point thereon 1,020 yards, or thereabouts, measured in a north-westerly direction along that railway from opposite the booking-office of the Kearsney Station, and terminating in the parish of Guston, at the Dover and Deal road, at a point distant 100 yards, or thereabouts, measured along that road in a north-easterly direction from the milestone denoting two miles from Dover and seven from Deal.
- (2.) A Railway, wholly in the parish of Ewell, commencing by a junction with the London Chatham and Dover Railway, at a point thereon 460 yards, or thereabouts, measured in a north-westerly direction along that railway from opposite the booking-office of the Kearsney Station, and terminating by a junction with Railway No. 1, at a point thereon 460 yards, or thereabouts, eastward from the commencement of that railway as above described, and 240 yards, or thereabouts, north-westward from the "George and Dragon" Inn at Ewell.
- (3.) A Railway, commencing in the parish of Guston, by a junction with Railway No. 1, at its termination as above described, and terminating at low-water mark in the parish of West Cliffe, at a point 1,100 yards, or thereabouts, south-westward of the South Foreland Low Lighthouse.

The said intended railways will be made or pass from, in, through, or into the parishes,

townships, extra-parochial or other places following, or some of them (that is to say): Ewell, Whitfield, River, Buckland, Guston, St. Margaret-at-Cliffe, and West Cliffe, all in the county of Kent.

To empower the Company to purchase and take, by compulsion or agreement, for the purposes of the intended railways, and to hold lands, houses, and other property in the parishes and places aforesaid, and also to purchase and take in like manner, for other purposes connected with their undertaking, and to hold, certain lands and houses in the parish of St. Margaret-at-Cliffe, in the county of Kent, lying at the foot and on the top of the cliff in St. Margaret's Bay, and including the beach and foreshore abutting on the said lands, and situate between Ness Point and Coney Burrow Point.

To empower the Company, either alone or in conjunction with any other Company, Association, Government Authority, body, or persons, to execute all necessary works in connection with the Channel Tunnel, and to make the said tunnel, or part thereof, and to lay down and work a railway or railways in and through the same.

To vary or extinguish all existing rights and privileges connected with any such lands or houses, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works or any of them, and to confer other rights and privileges, and to empower the Company to take a part only of any property without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845, and to deviate from the lines and levels of the intended railways, as shown upon the plans and sections to be deposited as hereinafter mentioned, to such an extent as may be prescribed or authorised by the intended Act.

To authorise the Company to cross, alter, divert, and stop up, permanently as well as temporarily, such turnpike or other roads, highways, railways, tramways, streets, paths, passages, rivers, canals, brooks, streams, waters, watercourses, sewers, mains, pipes, telegraphic and telephonic apparatus, as it may be necessary or convenient to cross, alter, divert, or stop up for the purpose of making and maintaining or using the said intended railways or any of the works, approaches, stations, or conveniences connected therewith.

To empower the Company to demand and recover tolls, rates, and charges upon or in respect of the said intended railways and works, and for the conveyance of passengers, animals, and goods thereon, and also, if thought fit, upon or in respect of any other works of the Company, and to confer exemptions from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To enable the Company on the one hand, and the South Eastern and the London Chatham and Dover Railway Companies, or either of them, on the other hand, to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the said intended railways and works, or any or either of them, or any part or parts thereof, or any other works of the Company, and to the costs, charges, and expenses of such working, use, management, and maintenance, and to the supply of engines, carriages, and plant, and to the employment of officers and servants, and to the regulation, management and transmission of the traffic of the Companies parties to any such agreement, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic.

To authorise the Company to raise capital, as well for the general purposes of their undertaking as for the purposes of the intended Act, and of the said railways and works, and to define, regulate, and prescribe the capital of the Company, and to declare so much of such capital as may be authorised to be raised for or appropriated to the purposes of the said railways and works to be a separate capital and to be the whole of the capital of the Company within the meaning of section 16 of the Lands Clauses Consolidation Act, 1845, or to make such other provision with reference thereto as may be thought desirable, and to empower the Company from time to time to increase their capital, upon such terms and conditions, and either by preference, or guaranteed, or ordinary shares, or shares to which special rights and privileges may be assigned, or otherwise as may be prescribed or provided for by the intended Act, and to borrow money on mortgage and to create and issue debenture stock.

The intended Act, if it is found necessary or thought desirable, will dissolve the Channel Tunnel Company, Limited (hereinafter called "The Limited Company") as at present constituted, and re-incorporate the shareholders into a new Company, with or without other persons and Corporations, and in the event of such dissolution and re-incorporation, will confer upon and make applicable to the new Company all the powers and provisions by the intended Act proposed to be conferred upon or made applicable to the Company, and all such further and other powers and provisions as may be necessary to enable the new Company to carry out the objects and purposes of the Limited Company as stated in their Memorandum of Association, and will declare and define such objects and purposes, and will vest in the new Company all the Undertaking, works, lands, buildings, property, stock, plant, powers, rights, privileges, easements, estates and effects of, or belonging to, the Limited Company or held in trust for them.

The intended Act, if it is found necessary or thought desirable, will incorporate a new and independent Company for the purposes of the Undertaking of the said intended railways and other works, with all usual powers and provisions, and will authorise and empower that new Company to co-operate with the Limited Company in respect of the intended railways and works, and in respect of any part of the works or Undertaking of the Limited Company, and will authorise and empower that new Company to amalgamate or unite with the Limited Company, or to absorb or be absorbed by the Limited Company, and to make and carry into effect any arrangement whatever appearing to that new Company and the Limited Company to be necessary or expedient, respecting the raising, allocation, or application of capital by shares or by loans, or otherwise, and respecting the construction, working, use, management, and maintenance of works, and the cost thereof, and the regulation, management, and transmission of traffic, and the collection, payment, division, apportionment, appropriation, and distribution of tolls, rates, and charges arising from traffic, and respecting any other matter whatever connected with the objects of that new Company, and of the Limited Company respectively.

The intended Act will or may contain such other provisions as may be thought necessary or expedient for the purpose of giving effect to the Report of the Commissioners for the Channel Tunnel and Railway, appointed by the Governments of Great Britain and France, and which

report was made on or about the 31st day of May, 1876, and has been presented to both Houses of Parliament, and to the recommendation and report of any other Committee which has been or may be appointed with reference to the said tunnel.

It is proposed by the intended Act to alter, amend, extend, enlarge, or to repeal so far as may be necessary for the purposes thereof, all or some of the provisions of the "Limited Company's" Memorandum and Articles of Association, and of the several local and personal Acts following, or some of them (that is to say): "The Channel Tunnel, Limited, Act, 1875," and the Acts 16 and 17 Vict. cap. 182; 22 and 23 Vict. caps. 45 and 54; and 42 and 43 Vict. cap. 173; and all other Acts relating to the London Chatham and Dover Railway Company, and the Act, 6 Will. IV., cap. 75, and all other Acts relating to the South Eastern Railway Company.

And notice is hereby also given, that a plan and section, in duplicate, of the intended railways, and plans showing the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plans, and an Ordnance Map with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and that a copy of so much of the said plan, section, and book of reference as relates to each of the before-mentioned parishes will be deposited with the Parish Clerk of such parish, at his residence; and that all such deposits will be made on or before the 30th day of November instant, and will be accompanied by a copy of this Notice, and that printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1882.

Dated this 15th day of November, 1882.

<i>Cope and Co., 3, Great George-street, Westminster,</i>	} Solicitors.
<i>J. B. Batten and Co., 32, Great George-street, Westminster,</i>	
<i>Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.</i>	

In Parliament—Session 1883.

The Fish Exchange (Blackfriars) (Limited).
(Power to Company to Establish, Make, and Construct Market, Market-places, Shops, and other Buildings, Works, and Conveniences; Purchase of Lands and Houses; Levying of Tolls, Rents, and Stallages; By-laws, Regulations of Landing, Delivery, &c., of Fish and other Edible Articles; Agreements with and Powers to London, Chatham, and Dover Railway Company; Incorporation and Amendment of Acts; Dissolution and Re-incorporation of Company, and other Powers.)

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

To authorise and empower the Fish Exchange (Blackfriars), Limited (in this Notice called "the Company"), to establish a market in the parish of St. Andrew-by-the-Wardrobe, in the city of London, and to make, erect, and maintain all suitable market-places, market-houses, buildings, wharves, landing-places, railway sidings, tramways, roads, and approaches in connection therewith, for the landing, reception, delivery, disposal, storage and sale of fish and other edible articles, and other articles in connection with the fishing trade, upon the lands and property hereinafter mentioned or some part or parts thereof.

To purchase or acquire by compulsion or

agreement for the purposes of the intended market, market-place, and works, the following property,—to wit, certain lands, buildings, and hereditaments situate in the said parish of St. Andrew-by-the-Wardrobe, in the city of London, and known as "Muggeridge's Granary," bounded on the north by Queen Victoria-street, on the east by a warehouse and premises known as 163, Queen Victoria-street, on the south by Upper Thames-street, and on the west by Upper Thames-street, and certain other lands, buildings, and hereditaments in the said parish and city, and known as the City Flour Mills, Puddle Dock, Vulcan Wharf, Victoria Wharf, and St. Andrew's Wharf, bounded on the north by Upper Thames-street aforesaid, on the west by warehouses and premises in the occupation of "Geo. J. Cockerell and Co.," known as Purfleet Wharf, on the south by the River Thames, and on the east by Wheat-sheaf Wharf, and so much of the foreshore of the River Thames as is adjacent to the last described lands and premises. To erect and maintain such buildings, shops, warehouses, offices, cellars, with suitable approaches thereto, as may be conveniently held and enjoyed in connection with the market. To purchase by agreement other lands, houses, property, rights, easements, rights, and privileges. To authorise the crossing, stopping up, altering, removing, diverting, and otherwise interfering with, either temporarily or permanently, any roads, streets, alleys, courts, highways, footpaths, stairs, or places, wharves, quays, landing-places, sewers, culverts, subways, drains, pipes, telegraphs, or other works and conveniences within the said parish, and the appropriating and using the same for the purposes of the intended market and works.

To stop up and discontinue for public traffic and extinguish all rights of way over, and appropriate and vest in the Company the soil and site of the following places for the purposes of the intended market, that is to say:—

The dock or cut, landing-place, and wharves, with the approaches thereto, known as Puddle Dock, Victoria Wharf, and St. Andrew's Wharf, together with all other streets, alleys, footpaths, stairs, highways, rights of way, landing-places, or stairs, and other places upon or within the boundaries of the property hereinbefore described, to be purchased for the purposes of the intended market, market-place, and works, and to construct all such other new roads or approaches in and upon such property as may be found convenient.

To empower the Company to levy and collect rents, rates, tolls, stallages, dues, and charges in respect of the market, market-places, market-houses, wharves, shops, warehouses, offices and cellars, and other works and conveniences, to be established and regulated under the powers of the Bill, and to confer, vary, or extinguish exemptions from the payment thereof, and of any existing tolls, stallages, rates, and dues leviable within the area of the property to be acquired as aforesaid, and to confer, vary, or extinguish other rights or privileges.

To grant leases, licenses, or otherwise to dispose of any houses, shops, stalls, wharves, holdings, rights, or conveniences connected with the market undertaking and buildings, and to sell, lease, or let the undertaking or any part thereof.

To regulate the landing, shipping, delivery, and conveyance of fish or other edible articles into and out of the said market, and in or through any of the streets, roads, approaches, sidings, or thoroughfares leading thereto.

To make by-laws and regulations for the government or regulation of the market and approaches, and of persons frequenting and using

the same, and to make provision and impose penalties for enforcing such by-laws or regulations.

To empower the Company, on the one hand, and the London, Chatham, and Dover Railway Company on the other hand, to enter into and carry into effect contracts, arrangements, or agreements, for or with respect to the construction, maintenance, and working of railway sidings in connection with the market and the railways and works of the said Railway Company.

The Bill will exempt the intended market, market-houses, buildings, and approaches from the provisions of "The Metropolitan Building Act, 1855," "The Metropolis Local Management Act, 1855," and of any Act or Acts amending those Acts respectively, and also from the provisions of any other Act, charter, grant, or custom which may interfere with any of the objects and purposes of the Bill, and amend, alter, or repeal all such Acts, charters, or grants accordingly, and exclude or extinguish all existing rights and privileges which would or might impede or interfere with such objects and purposes or any of them.

To incorporate with the Bill, either wholly or in part, all or some of the following Acts:—The Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Markets and Fairs Clauses Acts, 1847; the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; and other General Acts, with such alterations and modifications as may be deemed necessary.

To alter, amend, extend, and enlarge, 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:—16 and 17 Vic., cap. 132; 22 and 23 Vic., cap. 54; 23 and 24 Vic., cap. 177; 28 and 29 Vic., cap. 268; 30 and 31 Vic., cap. 209; 32 and 33 Vic., cap. 116; 34 and 35 Vic., cap. 131; 36 and 37 Vic., cap. 14; 37 and 38 Vic., caps. 52 and 114; 38 and 39 Vic., cap. 139; and all other Acts relating to or affecting the London, Chatham, and Dover Railway Company; and all other Acts which may relate to or be in any way affected by the objects and purposes of the Bill, or any of them.

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

The Bill will vary and extinguish all rights and privileges connected with the lands, houses, and property proposed to be purchased under the powers of the Bill, or which would in any manner impede or interfere with the carrying into complete and full effect any of the objects and purposes of the Bill, and will confer upon the Company all rights, powers, privileges and authorities which are or may become necessary for carrying those objects and purposes into complete and full effect, will alter tolls, rates, and charges, and confer exemptions from payment of tolls, rates, and charges, and will confer, vary, and extinguish other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November, 1882, plans of the lands, houses and other property to be acquired for the purposes of the Bill, with a Book

of Reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands, houses, and other property, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the City of London, at his Office at the Sessions House, in the Old Bailey, and with the Clerk of the Peace for the County of Middlesex, at his Office at the Sessions House, Clerkenwell-green, with the Parish Clerk of the Parish of St. Andrew-by-the-Wardrobe, 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 14th day of November, 1882.

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

John Charles Ball, 16, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1883.

Swindon, Marlborough and Andover Railway.
(Construction of New Railway and Pier and Hotel; Compulsory purchase of Lands; Power to stop up Footpath in parish of Chiseldon; Additional Capital; Tolls; Separate undertaking; Power to provide Steamboats; Payment of Interest out of Capital during construction of Works; Working and other Agreements with Swindon and Cheltenham Extension Railway Company or other companies, bodies, or persons; Purchase or Lease of or Amalgamation with the Swindon and Cheltenham Extension Railway Company or other companies, bodies, or persons; Purchase or Lease to the latter Company or others of the Company's Undertaking; Change of Name of Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Swindon, Marlborough, and Andover Railway Company (hereinafter referred to as "the Company") for an Act (hereinafter called "the intended Act") for the following purposes or some of them, that is to say:

To authorise the Company to construct the railway, pier, and works hereinafter described, or some of them, or some part or parts thereof, with all needful stations, approaches, and conveniences connected therewith respectively, that is to say:

1. A railway wholly in the county of Southampton, and parishes of Fawley and Exbury, commencing in the parish of Fawley by a junction with Railway (No. 1), authorised by "The Swindon, Marlborough and Andover Railway Act, 1882" (hereinafter called "the Act of 1882"), at or near a point marked and measured 11 miles 5 furlongs 9 chains from the commencement of that railway on the plans of that railway deposited with reference to that Act with the Clerk of the Peace for the county of Southampton, and terminating in the parish of Fawley, in the same county, at a point 274 yards or thereabouts measuring in a north-easterly direction from the north face of the Lepe Bridge, and 33 yards or thereabouts measuring in an easterly direction from the east bank of the Dark water.
2. A pier or jetty wholly situate within the parish of Fawley and county of Southampton, and on the bed, banks, and shore of the Solent, commencing at the termination of Railway (No. 1) authorised by the Act of

1882, and described in Section 4 of that Act, thence proceeding in a south-easterly direction for a distance of 470 yards or thereabouts, and terminating in the Solent at that distance from the point of commencement.

To authorise the Company to deviate laterally from the lines of the intended railway, pier, and other works, to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the intended Act, and also to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned.

To make and maintain from time to time all necessary and convenient viaducts, rails, sidings, junctions, turntables, stations, approaches, roads, gates, warehouses, sheds, buildings, yards, quays, wharves, wharf walls, retaining walls, embankments, jetties, groynes, shipping places, staiths, stairs, stages, tramways, machinery, cranes, drops, dolphins, moorings, buoys, beacons, and other works, buildings, and conveniences connected with the proposed railway and pier, and also to provide, work, maintain, and hire steamers, tugs, lighters, and other ships and boats.

To deepen, dredge, scour, cleanse, alter, and improve from time to time, the bed and shores of the Solent adjoining or near to the said proposed pier or jetty.

To enable the Company to build, maintain, and manage, or to purchase or lease an hotel near the intended pier, or to take and hold by themselves or their nominees, shares in the capital of any Company formed for the purpose of erecting an hotel at or near the intended pier, and to appoint directors in such Company.

To purchase, by compulsion or agreement, lands, buildings, and other property, for the purposes of the intended Act, and to alter, vary, and extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with such purposes, or which would be inconsistent with the same, and to confer, vary, or extinguish other rights and privileges, and to confirm any agreements already made for the purchase of lands.

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

To stop up and discontinue a footpath, No. 65, in the parish of Chiseldon, in the county of Wilts, on the plans deposited with the Clerk of the Peace for the county of Wilts, with reference to the Swindon, Marlborough, and Andover Railway Act of 1879.

To levy tolls, rates, and duties for or in respect of the use of the said intended railway, pier, 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, and to confer other rights and privileges.

To enable the Company to apply to the purposes of the intended Act any capital or funds now or hereafter belonging to them, or under their control, and to raise for such purposes, and for the general purposes of their undertaking, additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by mortgage or borrowing, or by any of such means.

To provide, if need be, for the formation of the railway pier and works to be authorised by

the intended Act, and the capital to be raised for the purposes thereof into a separate undertaking of the Company, and to make all needful provisions with respect thereto.

To authorise the Company to purchase or lease the undertaking, works, property, rights, powers, and privileges of the Swindon and Cheltenham Extension Railway Company; to enable that Company to sell or lease their undertaking to the Company; or to enable that Company to purchase or lease the undertaking of the Company; or to enable the two Companies to amalgamate their undertakings; or to enable the Company to contract or agree with any other companies, bodies, or persons for the leasing or working of the undertaking of the Company, all on such terms and conditions as may be agreed or prescribed by the intended Act, and to make all necessary provisions in relation thereto.

To confirm or provide for the confirmation of any agreement or agreements made, or which may be made, between or on behalf of the Company and the Swindon and Cheltenham Extension Railway Company in relation to the undertakings of the said Companies respectively, or the working by the Company of the railways or undertaking of the Swindon and Cheltenham Extension Railway Company, or any part thereof, and of any acts done by the said two Companies, or either of them, in contemplation or anticipation of, or in any way relating to, any of the objects of the intended Act, and to authorise agreements between the said two Companies,

To make provisions as to consolidation and re-arrangement of the capital of the respective Companies.

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

To provide and declare (if thought expedient so to do) that the provisions of "The Harbours, Docks, and Piers Clauses Act, 1847," with respect to lifeboats, and with respect to keeping a tide and weather gauge, shall not apply to the Company or their undertaking.

To empower the Company to appoint and remove harbour masters, pier-masters, meters, weighers, and other officers and servants; and the intended Act will define the limits within which such harbour and other masters, meters, weighers, and other officers and servants may exercise the powers to be conferred upon them respectively by the intended Act.

To authorise the Company to make and enforce bye-laws, rules, and regulations for the management, use, and safety of, and for the control and regulation of the persons, goods, wares, merchandise, cattle, ships, vessels, boats, carts, carriages, and other vehicles using, or passing over, or frequenting or resorting to the proposed pier, or any of the works, conveniences, or lands of the Company.

To enable the Company, or the directors of the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act, 1845," out of monies raised or to be raised by the Company under the powers of the intended Act, or under the powers of their several Acts of Parliament, or any of them, or out of any other funds of the Company, to pay interest or dividends during the construction of the intended railway, pier, and works, and of the authorised railways and works of the Company, and until the completion thereof respectively, or until such other time as may be prescribed by the intended Act to the shareholders of the Company, on the sums which have been or may be from time to time paid up on the shares allotted to or held by them respectively.

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

To repeal, alter, or amend, all or some of the provisions of "The Swindon, Marlborough, and Andover Railway Acts, 1873, 1878, 1879, 1880, and 1882," and any other Acts relating to or affecting the Company, and "The Swindon and Cheltenham Extension Railway Act, 1881," and any other Acts relating to or affecting the Swindon and Cheltenham Extension Railway Company.

And Notice is hereby also given, that a plan and section in duplicate of the intended railway, pier, and works, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan, and an ordnance map with the line of railway delineated thereon, showing its general course and direction, will be deposited with the Clerk of the Peace for the county of Southampton, at his office at Winchester, and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place, will be deposited, in the case of a parish with the parish clerk of such parish at his residence, and in the case of a extra-parochial place, with the parish clerk of some adjoining parish at his residence, and that all such deposits will be made on or before the Thirtieth day of November, One thousand eight hundred and eighty-two, 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 Twenty-first day of December, next.

Dated this 15th day of November, 1882.

J. C. Townsend, Swindon, Solicitor for the Bill.

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

In Parliament—Session 1883.

Stoke-upon-Trent and Fenton Gas.

(Dissolution of Joint Committee appointed under the Stoke-upon-Trent and Fenton Gas Act, 1878; Division of the Property and Powers of the said Joint Committee between the Mayor, Aldermen, and Burgesses of Stoke-upon-Trent (herein called the Corporation) and the Local Board of Fenton (herein called the Local Board); Sale of Portions of such Property; Apportionment of Debt; Separate Supply of Gas by the Corporation and by the Local Board; Construction of New Gas Works and Works for the Manufacture and Conversion of the Residual Products; Stopping up part of Street in Fenton; Making new Road at Fenton; Compulsory Purchase of Lands and Buildings; Supply of Electric Light; Power to the Corporation and Local Board to Borrow Money and to levy Rents and Rates; Amendment and Repeal of Acts.)

APPPLICATION will be made to Parliament in the ensuing Session of 1883 for the following, or some of the following, purposes:—

1. To confirm and give effect to an Indenture made the 26th day of September, 1882, between the Mayor, Aldermen, and Burgesses of the borough of Stoke-upon-Trent, in the county of Stafford (herein called the Corporation) of the one part, and the Local Board for the district of Fenton, in the said county of Stafford (herein called the Local Board) of the other part, for the purpose of dividing the joint gas undertaking of the Corporation and the Local Board

between the Corporation and the Local Board, and any award or awards made in pursuance of the said agreement.

2. To dissolve the Joint Committee appointed under the Stoke-upon-Trent and Fenton Gas Act, 1878, and to divide the powers, privileges, rights, lands, gas works, erections, buildings, easements, and other property and assets, now vested in or belonging to or occupied by the said Joint Committee, and all moneys due to the said Joint Committee, and all mains, pipes, retorts, plant, wagons, apparatus, stores, and effects of the Joint Committee (together with the benefit of all contracts and engagements entered into by and on behalf of the said Joint Committee) between the Corporation and the Local Board, and to vest the portions to be taken by each in the Corporation and Local Board respectively, and to empower them respectively to hold and use the same.

3. To apportion between the Corporation and the Local Board the debts and obligations of the said Joint Committee and the money borrowed under the authority of the said Act, and to create mutual indemnities between them as to the portions taken by the other.

4. To authorise the sale of any part of the property now vested in the Joint Committee which shall not be required for future gas supply, and the division and application of the proceeds of such sale.

5. To enable the Corporation to supply gas within their borough and the parish of Trent-ham (except the township of Blurton), and to vest in them all the powers of the Joint Committee for such supply.

6. To authorise the Corporation to construct new works for the manufacture, storing and supply of gas, and the several matters or things producible from the residual products within the following limits:—

1. The lands now used for that purpose by the Joint Committee, being those firstly, secondly, and thirdly described in the Second Schedule to the Stoke-upon-Trent and Fenton Gas Act, 1878.
2. The lands following (that is to say):—Land being a portion of the Glebe Farm belonging to the rectory of Stoke-upon-Trent, numbered on the Ordnance Survey No. 2598, 2599 on Sheet XVIII. 5 of Staffordshire (Northern Division), bounded on the north by Woodhouse-street, on the east and south by the River Trent, and the property of the Stoke Rectory, on the west by Butler-street, and the properties of the Stoke Rectory and Charles Holton, and which pieces of land are situated in the municipal borough of Stoke-upon-Trent, in the county of Stafford, occupied by William Cook, and contain by admeasurement, including one-half of the width of the river, 6 acres 2 roods and 15 perches or thereabouts. Also all those two other pieces or parcels of land situate and lying on the eastern side of the said River Trent, in the township of Fenton Vivian, in the parish of Stoke-upon-Trent, in the said county of Stafford, belonging to the North Staffordshire Railway Company, and occupied by the said Company and Daniel Henry Dunning, which pieces of land are bounded on the east by the Trent and Mersey Canal, on the south by a watercourse from lands on the eastern side of the said River Trent and Mersey Canal, on the west by the said River Trent, and on the north by land belonging to the said North Staffordshire Railway