

therewith of the Great Bridge-road to the junction therewith of the road called Spon-lane.

The street called Spon-lane, from its junction with High-street to its junction with Houghton-street.

The Company do not propose to take power to break up any streets, roads, or places not repairable by the local authority.

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

The tramways along the said street called High-street, otherwise Holyhead-road, constructed, or authorised to be constructed by the Wednesbury and West Bromwich Tramways Order, 1881;

The roadway upon the bridge in Spon-lane over the Great Western Railway.

The Company do not propose to take power to cross any canals or navigable rivers.

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 the offices of the Free Press Company, Limited, Printing House-square, High-street, West Bromwich, in the county of Stafford.

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 15th day of November, 1882.

<p>Walter Webb and Co., 23, Queen Victoria-street, London, E.C., Parlia- mentary Agents; Slater and Marshall, Dar- laston; Joseph Smith, Wednesbury;</p>	}	<p>Solicitors for the Applicant Company.</p>
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In Parliament—Session 1883.

Lydd Railway (Extension).

(Construction of Railway from Headcorn to Loose; Compulsory Purchase of Lands; Agreements with South Eastern Railway Company; Running Powers over Portion of South Eastern Railway; Tolls; Additional Capital; Amendment and Incorporation of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session thereof, by the Lydd Railway Company (hereinafter referred to as "the Company"), for leave to bring in a Bill for the following, among other purposes (that is to say):—

To authorise the Company to make and maintain the railway and works hereinafter described, or some of them, with all suitable stations, sidings, approaches, bridges, roads, junctions, buildings, and other works and conveniences connected therewith (that is to say):—
A railway wholly situate in the county of Kent, commencing in the parish of Loose, by a junction with the rails of the Railway No. 3 authorised by the Loose Valley Railway Act, 1877, at or near a point in the northern fence of the

lane leading from Abbey Gate Farm to Bockingford Mill, 60 yards or thereabouts west of the mill stream, and terminating in the parish of Headcorn by a junction with the main line of the South Eastern Railway Company, at or near the western face of the bridge carrying the public road over the railway, 1,460 yards or thereabouts, measured along that railway west of Headcorn Station, which said intended railway and works will be made in or pass from, in, through, and into the several parishes, extra-parochial and other places following:—Loose, Maidstone, East Farleigh, East Farleigh (detached), Boughton Monchelsea, Langley, Chart Sutton, Sutton Valence, and Headcorn, or some or one of them.

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

To authorise the Company to purchase and take, either compulsorily or by agreement, lands, houses, buildings, and hereditaments, within the parishes, townships, extra-parochial and other places aforesaid, for the purposes of the intended railway and works connected therewith, or any or either of them, and to extinguish all rights and privileges in any manner connected with the lands, houses, buildings, and hereditaments, so purchased or taken.

To authorise the Company to levy, demand, and recover tolls, rates, and duties, and other charges for or in respect of the said intended railway and works, and upon the railway and portions of railway stations and works hereinafter mentioned, belonging to the South Eastern Railway Company, and to alter the existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties, and other charges respectively.

To empower the Company, and any company or persons for the time being, working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and upon such terms and conditions, and on payment of such tolls and rates as may be agreed on or may be settled by arbitration, as provided by the Bill, to run over, work, and use with their engines, carriages, waggons, officers, and servants, whether in charge of engines and trains, or for any purpose whatsoever, and for the purposes of traffic of every description, the portions of railways and the stations hereinafter mentioned, or some part or parts thereof (that is to say):—

- (1.) The South Eastern Railway Company's authorised Loose Valley Railways, and so much of the Maidstone Branch of that Company's railway as lies between the point of junction therewith of Railway No. 2 authorised by the said Loose Valley Railway Act, 1877, and the South Eastern Railway Company's Maidstone Station, including that station.
- (2.) So much of the South Eastern Railway as lies between the point of junction therewith of the proposed railway, and the Headcorn Station of the South Eastern Railway Company, including that station, and all roads, platforms, points, signals, water, water engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences connected therewith.

To empower the Company to cross, stop up, alter, divert, or otherwise interfere with, either temporarily or permanently, all turnpike and