

property; to make, alter, vary, and rescind by-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 by-laws, rules, and regulations; and to appoint and remove harbour-masters, pier-masters, meters, weighers, pilots, and other officers and servants; and the Order will define the limits within which the powers of such harbour-masters, pier-masters, meters, weighers, pilots, officers, and servants may be exercised.

10. To authorise the Corporation to raise additional funds for all or any of the purposes of the Order, by borrowing on the security of their harbour, piers, and works, and of the tolls, rates, and duties now leviable, or to be levied, or created by or to arise under the powers of the Order, or by debenture stock charged on the said tolls, rates and duties, or by all or any of the aforesaid means; and to make provision for the repayment of the sums borrowed or raised under the Order, and to define and declare the funds, revenues, and property liable to such debts, and upon which the same shall attach or be charged.

11. To extend and apply to the intended works, or some of them, and to incorporate with or to re-enact in the Order, all or some of the provisions of the Acts and Order relating to the harbour; and to confer upon the Corporation all such powers, rights, authorities, and privileges which are or may become necessary or expedient for carrying the powers of the Order into execution; to vary and extinguish all powers, rights, authorities, and privileges inconsistent with, or which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the Order, and to confer other rights, authorities, and privileges.

12. To authorise the Corporation and the Great Western Railway Company, from time to time, to enter into and carry into effect contracts, agreements, and arrangements for, or with reference to the construction, use, maintenance, and working of the harbour and works, and of railways or tramways to connect the harbour and works of the Corporation with the railways of the Great Western Railway Company in the St. Ives Station, the contribution of funds and all matters incidental thereto.

13. The Order will or may incorporate with itself all or some of the provisions of the "Lauds Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Harbours, Docks, and Piers Clauses Act, 1817;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" and "The Commissioners Clauses Act, 1847;" and will alter, amend, extend, enlarge, and, if need be, repeal the provisions, or some of the provisions, of the following Acts and Order relating to the harbour and the Commissioners (that is to say),—"The St. Ives Harbour Act, 1853;" "The Pier and Harbour Orders Confirmation Act, 1862," "The St. Ives Harbour Order, 1862," and all other Acts and Orders, if any, relating to the Commissioners and the Corporation, or to the harbour, or which may relate to or be affected by the Order.

And notice is hereby also given, that on or before the 30th day of November, 1882, plans and sections of the proposed works, and a copy of this Notice will be deposited, for public inspection, with the clerk of the peace for the county of Cornwall, at his office, at Bodmin; at the Custom House of the port of Penzance, and at

the Custom House at St. Ives, in the county of Cornwall; and at the office of the Board of Trade, Whitehall, London.

On and after the 23rd day of December, 1882, printed copies of the draft Provisional Order may be obtained, by all persons applying for them, at the price of one shilling each, at the offices of either of the undermentioned.

Dated this seventeenth day of November, 1882.

E. H. Bamfield,
W. Tolmie Tresidder,
R. Pender Tyacke,
John Charles Ball, 16, Parliament-street,
Westminster, Parliamentary Agent.

St. Ives, Solicitors.

In Parliament.—Session 1883.

South-Eastern Metropolitan (New Cross, Lewisham and District) Tramways.

(Incorporation of Company; Construction of Tramways; Gauge; Provisions as to User, Repair, &c., of Streets; Tolls; Agreements with Local and Road Authorities; Working and other Agreements with London Tramways Company, Limited; Amendment of Act.)

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

To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company") to construct and maintain wholly in the county of Kent the following street tramways, or some or one of them, or some other 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, a double line, wholly in the parish of Greenwich, commencing in London-street by a junction with the existing tramways of the London Tramways Company, Limited, at a point 2 chains east of the centre of the drinking fountain at the junction of South-street with London-street, Greenwich, and terminating in South-street, at a point 40 links south of the said drinking fountain.

Tramway No. 2, situate wholly in the parishes of Greenwich and Lewisham, commencing in the parish of Greenwich at the termination of Tramway No. 1, passing thence in a southwardly direction along South-street, Lewisham-road, and High-street, Lewisham, and terminating in the parish of Lewisham; in the said High-street, at a point 5 chains north of the northern side of Avenue-road.

Tramway No. 2 will be a single line except at the following places, where it will be a double line:—In South-street, for a distance of 1·30 chains, commencing at the commencement of Tramway No. 2, and terminating 1·30 chains south of that point for a distance of 3 chains, commencing 1·30 chains north of the north side of Bisset-street, and terminating 1·70 chains south of the same point, for a distance of 2 chains, commencing 2·50 chains south of the southern side of Black-