

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 24th day of February instant, being 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 license to the Board of Trade and to the undersigned clerk 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 their clerk or agents.

Dated this 23rd day of February, 1883.

L. J. Dunham, Vestry Clerk, Vestry Hall, Walworth, S.E.

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

Borough of Wigan.

The Tramways Act, 1870.

Notice of Making of Bye-laws.

NOTICE is hereby given, that the Town Council of the borough of Wigan, being the Local Authority of the borough and district of Wigan within the meaning of the Tramways Act, 1870, have, in pursuance of section 46 of the said Act, made the following Regulations as to

(1.) The rate of speed to be observed in travelling upon the tramway.

(2.) The distances at which carriages using the tramway shall be allowed to follow one after the other.

(3.) The stopping of carriages using the tramway.

(4.) The traffic on the road in which the tramway is laid; namely:—

1. No tramway carriage (hereinafter called "car") shall travel at a greater or higher rate of speed than eight miles an hour.

2. No car shall follow any other car on the same line of rails at a nearer distance than 150 yards.

3. Every driver and conductor of any car shall stop for the purposes of taking up or setting down passengers in the course of its journey, whenever required by any passenger or person desiring to enter or leave any car, but no car shall stop at or within ten yards on either side of any crossing from one line of tramway to another line of tramway, or at or within ten yards of any crossing over any street.

4. All carts, carriages, or other vehicles travelling or being driven on or over, or standing on any part of any road in which the tramways or any of them are laid, shall, on any car approaching, take the side of the road or tram other than that upon which such car is approaching, so as to steer clear of the same when passing: Provided always, that if such cart, carriage, or other vehicle be standing, travelling, or passing on any part of any road with an ample free space between it and the nearest line of rail, so as to allow of the safe passing of the car, this rule shall not apply.

5. The drivers and conductors of all cars shall have their brakes always under control, and use

their utmost endeavours to avoid any collision with or injury to any animals or foot passengers, and shall keep a good look-out for children incautiously straying or walking in the streets or attempting to cross over in the face of an approaching car, and shall, by using a special bell signal, give warning of the approaching car. This signal shall also be made at every starting of the car.

6. When any car is following any vehicle, a space of 20 yards between the car and such vehicle shall be allowed, so that, in the event of the vehicle pulling up suddenly, no collision may result therefrom; but every vehicle shall go out of the way of the car with all despatch, so as to keep the tramway clear for the use of the car.

7. No car shall be stopped abreast or within twelve yards of another car on an adjoining line of rails; and when cars on different lines are passing each other the conductors and drivers shall respectively slacken the speed of the cars, and gently put on their brakes, to guard against running over persons that may be crossing in the rear of either car.

8. In the event of any street being blocked, the driver of any car shall stop the same before arriving at the place where the block occurs, so as to keep an open space of 20 yards between the block and the car for carriages to pass.

9. When cars are going in opposite directions, and likely to meet near a facing point (whether such facing point leads to a junction, siding, or cross-over), drivers shall not pass each other until they are certain that the car first approaching such facing point has taken it safely. The car about to take a point shall have the precedence of the other.

10. All drivers of cars, on coming in sight of any cart, carriage, or other vehicle, standing on the line of tramway on which he is plying, or by the side thereof, without there being free space to pass, shall use the special bell-signal as a warning to the drivers or persons in charge of any such cart, carriage, or other vehicle, and such signal shall be made use of for a distance of 30 yards at least, before coming up to such cart, carriage, or other vehicle.

11. The above bye-laws and regulations shall be strictly and faithfully observed and performed in all points. Any proprietor, conductor, or driver of a car, and any person whomsoever, who shall be convicted of a breach or contravention of these bye-laws, or any of them, shall be liable in a penalty not exceeding forty shillings.

Dated this 16th day of February, 1883.

Maskeil W. Peace, Town Clerk.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Bwlch Creolan Silver Lead Mine Limited.

BY an Order made by Mr. Justice Pearson in the above matters, dated the 2nd day of February, 1883, on the petition of William Thomas, of the Railway Works, Llanidloes, in the county of Montgomery, Engineer and Iron-founder, it was ordered that the Bwlch Creolan Silver Lead Mine Limited be wound up by the Court under the provisions of the Companies Acts, 1862 and 1867.—Dated this 24th day of February, 1883.

Norris and Norris, 23, Bedford-row, London; Agents for

Jenkins and Davies, Llanidloes, Montgomeryshire, Solicitors for the Petitioner.