



The London Gazette.

Published by Authority.

TUESDAY, NOVEMBER 27, 1883.

MOVEMENT WITHIN DISTRICTS ORDER OF 1883.

AT the Council Chamber, Whitehall, the 23rd day of November, 1883.

By Her Majesty's Most Honourable Privy Council.

PRESENT:
Lord President.
Mr. Dodson.

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:

Authority by Privy Council to Local Authorities to make Regulations.

1.—(1.) A Local Authority, if authorized by the Privy Council to put in operation this Order, but not otherwise, may make, from time to time, Regulations for prohibiting or regulating the movement by land or by water of animals, or of any particular kind thereof specified by the Privy Council, in the whole of their District or in such part or parts thereof as may be specified by the Privy Council; and the putting into operation of this Order will only be authorized on the Privy Council being satisfied by the Local Authority that the making by them of such Regulations is desirable, or necessary for the purpose of preventing the spreading of foot-and-mouth disease.

(2.) No Regulation made by a Local Authority under this Order shall be deemed to apply to the movement of—

- (a.) Animals in or into or out of a place infected with cattle-plague; or
- (b.) Cattle in or into or out of a place or area infected with pleuro-pneumonia; or
- (c.) Animals in or into or out of a place or circle or area infected with foot-and-mouth disease; or
- (d.) Sheep in or into or out of a place or area infected with sheep-pox; or
- (e.) Swine in or into or out of a place or area infected with swine-fever; or
- (f.) Animals affected with foot-and-mouth disease; or
- (g.) Animals by railway through the District or part of District to which the Regulation refers, without untrucking;

which movement is regulated by the Act of 1878 and Orders of Council issued thereunder.

Miscellaneous.

2.—(1.) Every Local Authority shall forthwith send to the Privy Council a copy of every Regulation made by them under this Order.

(2.) If the Privy Council are satisfied on inquiry with respect to any Regulation made by a Local Authority under this Order that the same is of too restrictive a character, or otherwise objectionable, and direct the revocation thereof, the same shall thereupon cease to operate.

Offences.

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

Interpretation.

4. Words in this Order have the same meaning as in The Animals Order.

Short Title.

5. This Order may be cited as THE MOVEMENT WITHIN DISTRICTS ORDER OF 1883.

Commencement.

6. This Order shall commence and take effect from and immediately after the twenty-seventh day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 24th day of November, 1883.

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.) in the borough of Reigate, comprised within the following boundaries, that is to say, the London and Brighton Railway towards the east, the road

leading from Mill-street to Linkfield-street and thence to Hatchlands towards the north, the western boundary of Redhill and Earlswood Commons towards the west, and the borough boundary towards the south, and (2.) so much of the borough of Reigate and of the county of Surrey as lies within the following boundaries, that is to say, the London and Brighton Railway towards the west, by Honeyrock-lane, Mason's Bridge-lane, and the lane leading from Shocks Green to Kings farm to the south, and thence along Clay-lane to the South-Eastern Railway, and the South-Eastern Railway on the north,—which were declared by Orders of Council dated respectively the fourteenth day of September, and the sixth day of October, one thousand eight hundred and eighty-three, 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-fifth day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 24th day of November, 1883.

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 Area declared by Order of Council to be an Area infected with foot-and-mouth disease (namely),—the whole of the Liberty of the Isle of Ely,—is, except such portion thereof as is included in the Area described in Article 2 of this Order, hereby declared to be free from foot-and-mouth disease, and the Area above described, except as aforesaid, shall, as from the commencement of this Order, cease to be an Area infected with foot-and-mouth disease.

2. The following Area (namely),—the whole of the Liberty of the Isle of Ely, with the exception of the parishes of Haddenham, Wilburton, Stretham, Thetford, Witchford, Wentworth, and Grunty Fen,—shall continue to be and is hereby declared to be an Area infected with foot-and-mouth disease.

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

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 24th day of November, 1883.

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-sixth day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

SCHEDULE.

An Area in the borough of Darlington, comprised within the following boundaries, that is to say, on the north by the Darlington section of the North-Eastern Railway, on the south and west by land in the occupation of Joseph Raine, and on the east by the western boundary of a Plantation in the occupation of John Colling.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 24th day of November, 1883.

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. Each of the Areas 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-sixth day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

SCHEDULE.

(1.) An Area at Waltham Holy Cross, in the petty sessional division of Epping, in the county of Essex, comprised within the following boundaries, that is to say, commencing at the end of Wood Green-road, along the same to the Potteries, then taking the footpath by the side of the Potteries to the White House in Honey-lane, then in a straight line across the fields to the Keeper's Lodge, thence to the parish cottages and the boundary of Epping Forest following the said boundary to Wood Green-road aforesaid.

(2.) An Area at North Weald Bassett, in the petty sessional division of Epping, in the county of Essex, comprised within the following boundaries, that is to say, from Mr. Pegram's Beer-house at Weald Gullett, taking the fence on the left hand side of the high-road leading from Epping to Ongar to the Blacksmith's shop at Tylers Green Cross, thence along and including the road to the Rectory-lane near the Church, and from thence along the Church-path through Mr. Law's fields to Mr. Pegram's Beer-house aforesaid.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 24th day of November, 1883.

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 Declaration described in the Schedule to this Order, made by the Local Authority for the county of Roxburgh, declaring the existence of foot-and-mouth disease at the Place therein mentioned is hereby cancelled, and the Infected Place thereby declared shall, as from the com-

mencement of this Order, cease to be a Place 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-three.

C. L. Peel.

SCHEDULE.

Declaration Cancelled.

| Date of Declaration. | Place where Foot-and-Mouth Disease was declared to have been found to exist. |
|----------------------|---|
| 20th November, 1883 | ... The farm of Pinnacle, exclusive of that part called Ashieburn as also the two fields on the farm of Rawflatt adjoining the Hindshouse field on the farm of Pinnacle, all in the parish of Ancrum. |

(PLEURO-PNEUMONIA.)

AT the Council Chamber, Whitehall, the 26th day of November, 1883.

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 (except the lines of railway within that Area as far as those lines are used or required for the transit of cattle through that Area, without untrucking) is hereby declared to be an Area infected with pleuro-pneumonia.

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

Herbert M. Suft.

SCHEDULE.

An Area comprising the Third Ward of the burgh of Kirkcaldy, in the county of Fife, as defined in the Kirkcaldy Burgh and Harbour Act, 1876, as follows,—commencing at the point in the shore of the Firth of Forth where said shore is joined by the East Burn, thence along the said East Burn to the point north from Smeaton Farm House where the said East Burn is intersected by the northern boundary of the extended Burgh, thence in a north-easterly direction along said boundary, and following said boundary to the point in the shore of the Firth of Forth where said shore is joined by the East Burn.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 27th day of November, 1883.

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 Area (namely),—the whole of the parish of Over, in the county of Cambridge,—which was declared by Order of Council dated the thirtieth day of October, one thousand eight

hundred and eighty-three, to be an Area infected with foot-and-mouth disease, is hereby declared to be free from foot-and-mouth disease, and that Area shall, as from the commencement of this Order, cease to be an Area infected with foot-and-mouth disease.

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

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 27th day of November, 1883.

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 Place (namely),—the farm premises and meadows adjoining or near thereto situate at Trowse Newton, in the county of Norfolk, bounded on the north-west by the river Yare, on the south-east by White Horse-lane, on the north-east by meadows in the occupation of Edyard Waters, and on the south-west by continuing Dykes running from Trowse Mills to Trowse Common, as the same are in the occupation of George Gowing and Garrett Taylor, and used for lairage,—which was declared by Order of Council dated the first day of November, one thousand eight hundred and eighty-three, to be a Place infected with foot-and-mouth disease, is hereby declared to be free from foot-and-mouth disease, and that Place shall, as from the commencement of this Order, cease to be a Place infected with foot-and-mouth disease.

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

C. L. Peel.

THE CONTAGIOUS DISEASES (ANIMALS) ACT, 1878.

(FOOT-AND-MOUTH DISEASE.)

THE following Areas are now *Areas Infected with Foot-and-Mouth Disease* under the above-mentioned Act (except the lines of railway within those Areas as far as those lines are used or re-

quired for the transit of animals through those Areas, without untrucking):—

Anglesey.—(1.) In the parish of Llangadwaladr, in the county of Anglesey, bounded on the north by the road leading from Penlon towards Hermon village, on the east by the road leading from the last-mentioned road past Penrhyn Halen farm, on the south by the road leading from the last-mentioned road past Tyddyn Tailwriad towards Aberffraw, and on the west by the western boundary of the said parish between the point at which it is intersected by the first and third before-mentioned roads.

(2.) In the parish of Llanfaethlu, in the county of Anglesey, bounded on the north by a road leading from the sea shore at Borthwen to Llanfaethlu Church, on the east by a road leading from the last-mentioned road past the Rectory, on the south by a road leading from the last-mentioned road near Rhosddu to the sea near Penterfin, and on the west by the sea.

Bedfordshire.—(1.) The parishes of Melchbourne, Yelden, and Dean, in the county of Bedford.

(2.) The parishes of Pertenhall, and Keysoe, in the county of Bedford.

(3.) The parishes of Poddington, Wymington, and Farndish, in the county of Bedford.

(4.) The parish of Ravensden, in the county of Bedford.

(5.) The parishes of Potsgrove, Battlesden, Milton Bryant, Eversholt, Hockliffe, Tilsworth, Toddington, Houghton Regis, Tingrith, Chalgrave, Heath, and Reach, in the county of Bedford.

(6.) The parishes of Aspley Guise, Husborne-Crawley, Ridgmount, Steppingley, Liddington, Marston Moretaine, Wootton, Kempston, Stagsden, Woburn, Bromham, Oakley, Biddenham, Stevington, Hulcote, Flitwick, and Turvey, in the county of Bedford.

(7.) The parishes of Sharnbrook, and Bletsoe, in the county of Bedford.

Buckinghamshire.—So much of the county of Buckingham as is situate on the northward and eastward of the main-road commencing in and leading through part of the town of Newport Pagnell and thence on to Northampton, and so much of the same county as is situate on the northward of the road commencing in and leading through part of the town of Newport Pagnell and from thence through the village of North Crawley to Cranfield Gate in the county of Bedford.

Cambridgeshire.—(1.) The whole of the parishes of Swavesey, and Fen Drayton, in the county of Cambridge.

(2.) The whole of the parish of Cherry Hinton, in the county of Cambridge.

(3.) The whole of the parish of Over, in the county of Cambridge.

Liberty of the Isle of Ely.—The whole of the Liberty of the Isle of Ely, with the exception of the parishes of Haddenham, Wilburton, Stretham, Thetford, Witchford, Wentworth, and Grunty Fen.

Cheshire.—In the petty sessional divisions of Eddisbury, and Nantwich, in the county of Chester, around the premises of George Charlesworth in the township of Wettehall, commencing at the junction of the Middlewich Branch Canal with the Worleston and Church Minshall-road, along the said road through Wades Green, Church Minshall, Lea Green, to Ash Brook, by Ash Brook through Wettehall Wood to Wettehall-road, by Wettehall-road through

Cholmondeston to the Chester and Crewe Railway, and by the said Railway and the Middlewich Branch Canal to the junction aforesaid with the Worleston and Church Minshall-road.

Denbighshire.—(1.) The petty sessional division of the hundred of Bromfield, in the county of Denbigh.

(2.) In the county of Denbigh comprising the parishes of Clocaenog, Efenechtyd, Gyffyllog, Llanbedr, Llanellidan, Llanganhafal, and Llanychan, and those portions of the parishes of Llanfairdyffryn-clwyd, Llanynys, Llanrhydd, and Llanfwrog which are not in the borough of Ruthin, in the petty sessional of Ruthin, and also the parishes of Llandyrnog, Llangwyfen, and Nantglyn, the townships of Aberwheeler, Penbedw, Wigfair, and Meriadog, and those portions of the parishes of Henllan, and Llanrhaidr-yn-Cinmerch which are not in the borough of Denbigh, in the petty sessional division of Isaled.

Derbyshire.—The whole of Hadfield Ward (Municipal), in the borough of Glossop, in the county of Derby.

Dorsetshire.—So much of the parishes of Radipole, Fleet, Buckland Rippers, Chickerell, Portisham, Langton Herring, Broadway, Upway, Bincombe, Preston and Sutton Pointz, Poxwell, Osmington, Owermoigne, Broadmayne, Warmwell, Watercombe, Melcombe Regis, Weymouth, and Wyke Regis, and other adjacent parishes in the county of Dorset, and in the borough of Weymouth and Melcombe Regis in the said county, as lies within the following boundaries, that is to say, from the coast at Fleet aforesaid continuing in a direct line to the highway at East Fleet, and from thence the road direct to Chickerell by the Well passing near Morn Villa and Rose Cottage in a direct route to Portisham, then the road branching out of the last-mentioned road on the right before the turning to Roddon, and continuing to Kellaways farm, Shilvinghampton, then taking the right hand turning to and through Coryates, thence the road passing by Friar Waddon farm direct to Upway and into the main-road from Weymouth to Dorchester by the Royal Oak Inn, from thence along the said main-road to a point at the top of Ridgway Hill where the road leading to Came Wood branches off, from thence the said road passing by Came Wood direct to Culliford Tree, thence along the road leading direct to the junction with the main-road at Broadmayne village, thence along the said main-road to and passing Warmwell Cross to a point on the said main-road at Owermoigne village where the road leading to Holworth branches off, along the said road direct through Holworth and South Holworth, and from South Holworth aforesaid in a direct line to the sea, the coast from this point to the point at East Fleet aforesaid completing the boundary of the Area.

Durham.—In the borough of Darlington, comprised within the following boundaries, that is to say, on the north by the Darlington section of the North-Eastern Railway, on the south and west by land in the occupation of Joseph Raine, and on the east by the western boundary of a Plantation in the occupation of John Colling.

Essex.—(1.) The whole of Claybury Park, in the parish of Chigwell, in the county of Essex.

(2.) At Chigwell Row, in the petty sessional division of Epping, in the county of Essex,

comprised within the following boundaries, that is to say, from the Chigwell Row end of Vicarage-lane down the same to the footpath leading to Hainault-road, thence along Hainault-road to the boundary of Chigwell parish, thence along the said boundary to J. Savill's house, and from thence to the Chigwell Row end of Vicarage-lane aforesaid, including therein the main-road leading from the said Vicarage-lane to the Barking Side-road.

(3.) At Waltham Abbey, in the parish of Waltham Holy Cross, in the petty sessional division of Epping, in the county of Essex, comprised within the following boundaries, that is to say, from the foot-path near the gardens in Crooked Mile leading to the bridle-path, along the said path and the bridle-way to the Crooked Mile-road near Monkham's, then in a direct line across the Abbey fields to the old river, along the same to the second field from the Abbey, and thence in a direct line to the foot-path near the gardens in Crooked Mile aforesaid.

(4.) At Loughton, in the petty sessional division of Epping, in the county of Essex, comprised within the following boundaries, that is to say, from the Loughton Signal Box on the Great Eastern Railway, thence along the said Railway to the boundary of the parish of Chigwell, thence by the boundary of the parishes of Chigwell and Loughton to the Epping New-road, thence along the said road to a lane known as Mud-lane, thence along the said lane to the Upper Park-road, thence along the said road to and along the Lower Park-road and Meadow-road to the Signal Box aforesaid.

(5.) At Thoydon Mount, in the petty sessional division of Epping, in the county of Essex, comprised within the following boundaries, that is to say, from Gravel Pit-lane, along Bitchett Wood to Mr. Merriday's house on the east, thence along the road towards Thoydon Garnon to Horns Green-lane on the south, thence along the said Horns Green-lane to Gaynes Park corner on the west, and thence along Gravel Pit-lane by Nobbs cottages to the Bitchett Wood aforesaid.

(6.) At Waltham Holy Cross, in the petty sessional division of Epping, in the county of Essex, comprised within the following boundaries, that is to say, commencing at the end of Wood Green-road, along the same to the Potteries, then taking the footpath by the side of the Potteries to the White House in Honey-lane, then in a straight line across the fields to the Keeper's Lodge, thence to the parish cottages and the boundary of Epping Forest following the said boundary to Wood Green-road aforesaid.

(7.) At North Weald Bassett, in the petty sessional division of Epping, in the county of Essex, comprised within the following boundaries, that is to say, from Mr. Pegram's Beer-house at Weald Gullett, taking the fence on the left hand side of the high-road leading from Epping to Ongar to the Blacksmith's shop at Tylers Green Cross, thence along and including the road to the Rectory-lane near the Church, and from thence along the Church-path through Mr. Law's fields to Mr. Pegram's Beer-house aforesaid.

Huntingdonshire.—(1.) The Big Close in Warboys Fen, in the petty sessional division of Ramsey, in the county of Huntingdon, in the occupation of Thomas C. Ashcroft, bounded by the Fenton Drain on the east, a field in the occupation of John Setchell on the south, a field in the

occupation of William Bedford on the west, and the Heath Drove-road leading from Warboys to Chatteris on the north, (not including the said road,) which said fields are included in the Area.

(2.) A field on Upwood Common, in the petty sessional division of Ramsey, in the county of Huntingdon, in the occupation of William Simpson, bounded by a field in the occupation of William Cross on the south, two fields in the occupation of John Pentelow on the north and west, and the highway leading from Upwood to Ramsey St. Mary on the east, (not including the said road,) which said fields are included in the Area.

(3.) Two adjoining grass fields belonging to the farm at Wistow, in the petty sessional division of Ramsey, in the county of Huntingdon, in the occupation of Thomas Cooke, bounded by a Brick Yard at Shill How Hill on the east, two fields belonging to the Manor farm in the occupation of John Rowell on the north, and the two adjoining fields part of the said farm in the occupation of the said Thomas Cooke on the south and west, which said fields are included in the Area.

(4.) The farm yard and two grass fields in Warboys, in the petty sessional division of Ramsey, in the county of Huntingdon, in the occupation of William Blake, bounded on the north and east by two grass fields in the occupation of Thomas Ekins, on the south by an arable field in the occupation of Girling Saunder's Representatives, and on the west by a grass field in the occupation of the Reverend C. G. Hill, which said fields are included in the Area.

(5.) The Home Close and farm-yard in Tick Fen, Warboys, in the petty sessional division of Ramsey, in the county of Huntingdon, belonging to the farm in the occupation of Hugh J. Smith, bounded on the north by a wheat stubble field, on the south by an arable field, on the east by two arable fields, and on the west by a Drove and an arable field, each of which said fields and the Drove form part of the said farm and are included in the Area.

(6.) A grass-field in the parish of Orton Longville, called the Battle field, in the petty sessional division of Norman Cross, in the county of Huntingdon, in the occupation of James Ley Rowe, bounded on the north by the river Nene, west by the Great Northern Railway, south by the Peterborough and Oundle-road, and east by two fields in the occupation of William and Richard Jones, which said fields are included in the Area.

(7.) A grass-field in the parish of Sibsoncum-Stibbington, in the petty sessional division of Norman Cross, in the county of Huntingdon, in the occupation of William Traylin, bounded on the north by the London and North-Western Railway, east by the Old North-road, south by an occupation-road, and west by fields in the occupation of the said William Traylin, which said fields are included in the Area.

(8.) A Public-house and premises in the parish of Elton, in the petty sessional division of Norman Cross, in the county of Huntingdon, in the occupation of William Goodwin, and a grass field immediately adjoining in the occupation of Miss Elizabeth Hopkinson, bounded by Elton village-street on the north and north-west, Elton Back-lane on the south, and fields in the occupation of Lewis Fortescue on the

east, which said described fields are included in the Area.

Lancashire—(1.) In the borough of Burnley, in the county of Lancaster, comprised within the following boundaries, that is to say, on the west by the Leeds and Liverpool Canal from Pheasantford Viaduct to Yorkshire-street Viaduct, on the north-west, north, and north-east to Brunshaw by the Municipal boundary, and the remainder by Brunshaw-road and Yorkshire-street to the Canal Viaduct.

(2.) So much of the borough of Barrow-in-Furness, in the county of Lancaster, as lies within the following boundaries, that is to say, from a point on the north side of Salthouse Railway Bridge along the north side of Salthouse-road to the corner of Rawlinson-street (near the Large Chimney), and thence along the east side of Rawlinson-street and the boundary fence on the south-east side of Abbey-road to Manor farm, thence along Manor-road (road leading to Furness Abbey) over the Line of the Furness Railway (near the Guide's House), and thence along the new-road which abuts on the South Lodge of Abbotswood to the point where it joins the road from Billingscote, and thence in an imaginary straight line due east to the Municipal boundary, thence following such boundary past Old Hole Beck to where it joins Dungeon-lane leading to Roosecote Marsh-lane (near the Rifle Cottage), and along the Piel Line to Sandgate Public-house, and thence along Salthouse Old-road to the starting point.

(3.) So much of the borough of Barrow-in-Furness, in the county of Lancaster, as lies within the following boundaries, that is to say, from the north corner of Dungeon-lane and thence along the Municipal boundary to where it joins the coast near Whitehall, thence following the coast line to the Rampside-road near the Old Lime Kiln and Bay View, and thence along the north-east side of such road past the Church, Moor Head, to Roosecote, and thence up the south side of Dungeon-lane to the starting point.

Lincolnshire (Holland).—(1.) The whole of the parish of Crowland, in the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire.

(2.) So much of Surfleet Fen and Gosberton Fen, in the Parts of Holland, Lincolnshire, as lies to the south and west of the following boundaries, that is to say, the highway from the Bridge that spans the South Forty Foot drain, near Mr. Casswell's house in Surfleet Fen, to the Hammond Beck drain, and along it to Gosberton Clough, and along the highway in an easterly direction to the New Schools, thence by the Silt-lane, passing Mr. Brown's Rigbolt farm-house, and the highway to the Horse and Jockey Public-house at Pinchbeck West; exclusive of all boundary roads but inclusive of all intersecting roads.

(3.) So much of the parish of Donington, in the petty sessional division of Kirton and Skirbeck, in the Parts of Holland, Lincolnshire, as lies to the south and west of the following boundaries, that is to say, the highway from George Wray's farmhouse on the North Forty Foot Bank to Cowbridge and to the Bottle and Glass Public-house, thence the public footpath to Donington Church, thence a public footpath in a westerly direction to the Great Northern and Great Eastern (Joint) Railway, thence along such Railway in a southwardly direction passing Donington Railway-station to Lee's

Crossing; exclusive of all boundary roads but inclusive of all intersecting roads.

(4.) So much of the parishes of Fosdyke, Algarkirk, Sutterton, Kirton, and Frampton, in the petty sessional division of Kirton and Skirbeck, in the Parts of Holland, Lincolnshire, as lies within the following boundaries, that is to say, the direct highway from Fosdyke Bridge to Sutterton Great Northern Railway (Loop Line) station on the south, thence the said Railway Line to Kirton Railway-station on the west, thence the highway to Mrs. Robinson's farmhouse in Frampton, thence by a Green-lane running from near such house to the Skeldyke-road and along it to the Boat and Gun Public-house, thence along the highway leading to Fosdyke Wash on the north, thence the said Wash and the river Welland on the east; exclusive of all boundary roads and the Sutterton Railway-station Yard (both Cattle and Passenger Department) but inclusive of all intersecting roads.

(5.) So much of the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, as lies to the east of a direct line from Holbeach main-road to Fleet Mill and Fleet Haven and along it to Boston Deepes, and to the north of the said Holbeach main-road from the said line up to the county boundary next Norfolk; exclusive of the said main-road.

(6.) So much of the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, as lies to the east of the direct highways from Holbeach Railway-station to Saturday Bridge, Holbeach St. Johns, along Jerkins Bank and New river Gate, across Shell Bridge and along Holbeach river by Holbeach Drove, and thence up to the county boundary next Cambridgeshire, and as lies to the south of the Holbeach Railway Line from Holbeach-station up to Fleet-station, thence east of the direct highway up to Holbeach main-road, thence south of such Holbeach main-road up to the Old Toll Bar-lane at Sutton, thence west of such lane up to the said Railway, thence south of such Railway up to Seagate-lane, Long Sutton, thence east of such lane up to the Sutton Bridge main-road, thence south of such road up to its junction with the main-road to Wisbech, and thence west or south-west of such Wisbech-road up to the county boundary next Cambridgeshire; exclusive of all the said roads and lanes.

(7.) So much of the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, as lies to the east of the main-road from Long Sutton to Wisbech, and to the south of the Sutton Bridge main-road up to the county boundary next Cambridgeshire and Norfolk; exclusive of the said main-roads.

Lincolnshire (Kesteven).—(1.) In the petty sessional division of Sleaford, in the Parts of Kesteven, Lincolnshire, comprised within the following boundaries, that is to say, on the north by the Holland-road, on the east by the Sleaford and Boston Railway, on the south by the road from Billingborough to Falkingham, and on the west by the road from Osbournby to Falkingham.

(2.) The whole of the parish of South Kyme, in the petty sessional division of Sleaford, in the Parts of Kesteven, Lincolnshire, together with so much of the parish of North Kyme as is comprised within the following boundaries, that is to say, on the north by a line extending from North Kyme village along Vachery-lane to the Decoy farm, on the east by a line

extending from the Decoy farm through land in the occupation of William Robert Foreman to his old farm-house, and on the south and west by the road from South Kyme to North Kyme.

(3.) The whole of the parish of Harrowby, in the petty sessional division of Spittlegate, in the Parts of Kesteven, Lincolnshire.

(4.) The hundreds of Aveland, and Beltisloe, in the petty sessional division of Bourn, in the Parts of Kesteven, Lincolnshire.

(5.) The whole of the parish of Ingoldsby, in the petty sessional division of Spittlegate, in the Parts of Kesteven, Lincolnshire.

(6.) The whole of the parishes of Syston, Barkston, and Londonthorpe, in the petty sessional division of Spittlegate, in the Parts of Kesteven, Lincolnshire.

Lincolnshire (Lindsey).—(1.) The whole of the parish of Newton-on-Trent, in the petty sessional division of Lincoln, in the Parts of Lindsey, Lincolnshire.

(2.) The whole of the parish of Stickford, in the petty sessional division of Spilsby, in the Parts of Lindsey, Lincolnshire.

(3.) The parish of Muckton, in the petty sessional division of Louth, in the Parts of Lindsey, Lincolnshire.

(4.) The whole of the petty sessional division of Calceworth, in the Parts of Lindsey, Lincolnshire, with the exception of the parishes of Huttoft, Anderby, Cumberworth, Farlthorpe, and Mumby (the hamlet of Chapel excepted).

(5.) The whole of the parishes of Croft, and Skegness, in the petty sessional division of Spilsby, in the Parts of Lindsey, Lincolnshire.

Soke of Peterborough.—The whole of the Soke of Peterborough, with the exception of the parishes of Pilsgate, Wittering, Ufford, Barnack, Ashton, Bainton, Southorpe, St. Martins (Stamford Baron), and Wothorpe.

Rutland.—(1.) The whole of the parish of Whisendine, in the county of Rutland.

(2.) The whole of the parish of Belton, in the county of Rutland.

(3.) The whole of the parish of Tickencote, in the county of Rutland.

(4.) The whole of the parish of Preston, in the county of Rutland.

(5.) The whole of parish of Gunthorpe, in the county of Rutland.

Shropshire.—All that portion of the county of Salop situated to the north or north-east of the following boundary road, namely,—the road running from Ightfield by Calverhall to Bletchley, and thence to Rose Hill, and thence by Colehurst and Sutton to the boundary of the county at Four Alls.

Warwickshire.—The parishes of Ashow, Kenilworth, Milverton, Leek-Wootton, and Stoneleigh, in the county of Warwick.

Yorkshire (North Riding).—(1.) At Helmsley, in the petty sessional division of Ryedale, in the North Riding of the county of York, comprised within the following boundaries, that is to say, commencing at a point at Harom-lane End nearest to a certain field in the parish of Helmsley, in the occupation of Mr. Thomas Carr, called Riccal Field, on the west, and thence along the same lane to a quickwood fence which divides the lands occupied by Messrs. Coverdale and Mr. Joseph Snowden respectively as far as Riccal Beck, and thence by a quickwood fence from Riccal Beck to Harom Heads on the east, thence by the high-

way which leads to Pockley to a quickwood fence on the north which divides the lands in the occupation of Messrs. Barker and Mr. George Seoby respectively, crossing Riccal Beck near the Plantation bottom, and thence by a quickwood fence on the north to a quickwood fence on the west which leads to and ends at the first-mentioned point.

(2.) At Helmsley, in the petty sessional division of Ryedale, in the North Riding of the county of York, comprised within the following boundaries, that is to say, commencing at a point from a quickwood fence at the Railway Bridge near Harom-lane End and along by this fence to Druids Dale Wood End on the north, thence by the Wood fence to Far Cliff, thence by a quickwood fence to Carlton-lane and across the same lane to Ashdale Wood fence, across Beckdale Pasture top to Scorkill-lane on the west, thence by Scorkill-lane to Rivaulx highway, crossing the same to a quickwood fence dividing the lands respectively occupied by Mr. Isaac Cooper and Mr. George Sigsworth and continuing by this fence to the Park wall and by the Park wall to the river Rye near the Park Lodge, and by the river Rye to Sparndale Beck on the south, thence by the said Beck to Harom-lane, and thence by this lane to the before-mentioned quickwood fence near the Railway Bridge.

(3.) In the petty sessional division of Pickering Lythe West, in the North Riding of the county of York, comprising the whole of the township of Wilton; the whole of the townships of Thornton Dale, and Farmanby, except the high-road between Pickering and Thornton Bridge, and such parts of the same townships as lie to the northward of such high-road, and also except such parts of the same townships as lie on the north side of an imaginary line commencing at Thornton Bridge, proceeding along the course of the Beck to the Paper Mill, and thence by the Corpse-road to Wilton township boundary; the whole of the township of Pickering, except the high-road leading from Thornton through Eastgate, Hungate, and Westgate, Pickering, to Keldhead and towards Marton, and such part of the said township as lies on the north side of the said high-road, and also except such part of the said township as lies to the southward of an imaginary line commencing where the Ings drain joins Costa Beck, and proceeding thence in a north-easterly direction to the Lendales-lane, and thence on the north side of the road leading to the Carr House and passing on the north side of that House along the north side of the Tofts-road to the Malton high-road, and thence on the east side of the Malton high-road to the Bean Sheaf, and thence along the north side of the Sheaf-road, and thence in a direct line eastward to Thornton Dale township boundary; also such parts of the townships of Middleton, and Aislaby, as lie on the south side of the high-road leading from Pickering to Marton, except Wythe Syke farm occupied by Mr. John Smith and any land lying westward of the eastern boundary of that farm.

Yorkshire (West Riding).—(1.) The whole of the Rotherham District of the Upper Strafforth and Tickhill petty sessional division in the West Riding of the county of York.

(2.) The townships of Baildon, Carlton, Esholt, Guiseley, Hawksworth, Menston, and Yeadon, in the petty sessional division of Otley in the West Riding of the county of York.

(SWINE-FEVER.)

THE following Area is now an *Area Infected with Swine-Fever* under the above-mentioned Act (except the lines of railway within that Area as far as those lines are used or required for the transit of swine through that Area, without untrucking):—

Berkshire.—The whole of the parish of Sutton Courtney, in the county of Berks.

Agricultural Department, Privy Council Office,
27th November, 1883.

THE CONTAGIOUS DISEASES (ANIMALS) ACT, 1878.

THE Lords of the Council, under and in pursuance of The Foot-and-Mouth Disease No. 2 Order of 1881, have granted the following Licence:

For holding a Market for the sale of Store Animals at—

Bourn, Parts of Kesteven, Lincolnshire, on Thursday, 29th November, 1883, and on every subsequent Thursday.

Agricultural Department, Privy Council Office,
22nd November, 1883.

BY virtue of an Act passed in the twenty-fourth year of the reign of His Majesty King George III, intituled "An Act to repeal so much of two Acts made in the tenth and fifteenth years of the reign of His present Majesty, as authorizes the Speaker of the House of Commons to issue his Warrant to the Clerk of the Crown for making out writs for the election of Members to serve in Parliament, in the manner therein mentioned, and for substituting other provisions for the like purposes;" and of an Act passed in the twenty-sixth year of the reign of Her present Majesty, intituled "An Act to further limit and define the time for proceeding to Election during the Recess:"

I do hereby give notice, that the death of Thomas Clement Cobbold, Esq., C.B., late a Member serving in this present Parliament for the borough of Ipswich, hath been certified to me, in writing, under the hands of two Members serving in this present Parliament; and that I shall issue my Warrant to the Clerk of the Crown to make out a new writ for the electing of a Member to serve in this present Parliament for the said borough, at the end of six days after the insertion of this notice in the London Gazette.

Given under my hand this twenty-sixth day of November, 1883.

H. BRAND, Speaker.

(C. 3847.)

Board of Trade, Whitehall Gardens,
November 24, 1883.

THE Board of Trade have received a communication from Her Majesty's Secretary of State for Foreign Affairs stating that a Despatch has been received from the Acting British Consul-General at Lima, dated the 13th ultimo, reporting that the Chilian authorities have stationed ships of war at Chala and Lomas, and established floating Custom-houses at those ports, which are now open to commerce.

Admiralty, 23rd November, 1883.

IN accordance with the provisions of Her Majesty's Order in Council of 30th April, 1877—Chief Engineer William McDowall has been promoted to the rank of Inspector of Machinery in Her Majesty's Fleet with seniority of 21st November, 1883.

Engineer Aaron Hilary Symes has been placed on the Retired List of his rank from this date.

Assistant-Paymaster John Kinchin Mosse has been promoted to the rank of Paymaster in Her Majesty's Fleet, with seniority of the 22nd instant.

Admiralty, 24th November, 1883.

THE following promotion has been made:—Commander Charles Johnstone to be Captain in Her Majesty's Fleet, with seniority of 21st November, 1883.

In accordance with the provisions of Her Majesty's Order in Council of 1st April, 1881—Fleet Surgeon Daniel Finucane, M.D., has been placed on the Retired List from the 17th instant, with permission to assume the rank and title of Retired Deputy Inspector-General of Hospitals and Fleets.

Admiralty, 26th November, 1883.

IN accordance with the provisions of Her Majesty's Order in Council of 22nd February, 1870—

Commander George Woronzow Allen has been placed on the Retired List from the 15th instant, with permission to assume the rank and title of Retired Captain.

In accordance with the provisions of Her Majesty's Order in Council of 1st April, 1881—Fleet Surgeon William Henry Crince has been placed on the Retired List from the 25th November, 1883, with permission to assume the rank and title of Retired Deputy Inspector-General of Hospitals and Fleets.

War Office, Pall Mall,

27th November, 1883.

2nd Dragoons, Riding-Master, with the honorary and relative rank of Captain, Charles Walter Neal retires on retired pay, with the honorary rank of Major. Dated 28th November, 1883.

9th Lancers, Captain Charles J. W. Trower resigns his Commission. Dated 28th November, 1883.

Supernumerary Captain the Honourable Eustace Vesey to be Captain, vice C. J. W. Trower. Dated 28th November, 1883.

10th Hussars, Lieutenant Charles M. Grenfell is seconded for service with the Egyptian Army. Dated 28th November, 1883.

14th Hussars, Captain Richard Garth to be Major, vice J. Kentish, retired on temporary half-pay. Dated 31st October, 1883.

Lieutenant William Henry Burn to be Captain, vice R. Garth. Dated 31st October, 1883.

17th Lancers, Lieutenant Thomas Augustus Steele to be Captain, vice H. Fortescue, seconded. Dated 22nd October, 1883.

Royal Artillery, Colonel Alfred Wilks Drayson, on the Unemployed Full-Pay List, retires upon retired pay, with the honorary rank of Major-General. Dated 28th November, 1883.

Major and Brevet Lieutenant-Colonel Edward Delaval Tarleton, upon the Seconded List, has been placed upon retired pay, under the pro-

visions of Article 100 I. of the Royal Warrant of 11th March, 1882, with the honorary rank of Colonel. Dated 16th November, 1883.

Major and Brevet Lieutenant-Colonel Henry Pountney Darwall has been placed upon retired pay, under the provisions of Article 100 I. of the Royal Warrant of 11th March, 1882, with the honorary rank of Colonel. Dated 16th November, 1883.

Major and Brevet Lieutenant-Colonel George Bertie Benjamin Hobart to be Lieutenant-Colonel, vice H. Cardew, retired. Dated 16th November, 1883.

Captain Robert Hastings Willoughby Plunkett to be Major, vice Brevet Lieutenant-Colonel G. B. B. Hobart. Dated 16th November, 1883.

The undermentioned Officers to be Captains:— Lieutenant William Edward Ligonier Balfour, vice W. R. M. Daunt, deceased. Dated 4th November, 1883.

Lieutenant Hubert George Howard Galton, vice A. A. Newman, placed upon the Seconded List, on appointment as an Adjutant of Auxiliary Artillery. Dated 7th November, 1883.

Lieutenant Alexander Burridge Purvis, vice R. P. Maitland, retired. Dated 14th November, 1883.

Lieutenant Rowley Wynyard, upon the Seconded List. Dated 16th November, 1883.

Lieutenant Edward William Fleming, vice R. H. W. Plunkett, promoted. Dated 16th November, 1883.

Lieutenant Frederick St. George Tucker to be Lieutenant upon the Seconded List, upon appointment as Probationer for the Bengal Staff Corps. Dated 28th November, 1883.

In consequence of the death of Captain W. R. M. Daunt on 6th October, 1883, the dates of promotion of the undermentioned Officers are altered as stated against their names:—

Captain R. A. G. Harrison. Dated 7th October, 1883.

Captain C. S. B. Parsons. Dated 13th October, 1883.

Captain W. A. Urquhart. Dated 13th October, 1883.

Captain C. W. Kellie. Dated 23rd October, 1883.

Captain H. C. C. D. Simpson. Dated 1st November, 1883.

Grenadier Guards, The promotion to the rank of Major of Captain and Lieutenant-Colonel William S. Kenyon-Slaney is antedated to 21st July, 1883, vice Lieutenant-Colonel and Colonel J. J. Johnstone, placed on half-pay.

Captain and Lieutenant-Colonel and Colonel the Honourable Everard Henry Primrose, Military Attaché at Vienna, to be Major, vice Lieutenant-Colonel J. A. T. Garratt, retired. Dated 1st August, 1883.

Lieutenant Hugh C. D. Kennard resigns his Commission. Dated 28th November, 1883.

Gentleman Cadet Bruce Canning Vernon-Wentworth, from the Royal Military College, to be Lieutenant, vice H. C. D. Kennard. Dated 28th November, 1883.

Coldstream Guards, Lieutenant and Captain Francis Capel Manley to be Captain and Lieutenant-Colonel, vice A. R. M. Lockwood, retired. Dated 7th November, 1883.

LINE BATTALIONS.

The Northumberland Fusiliers, Captain H. Aitken Cherry to be Major, vice W. F. Way, seconded for service as an Adjutant of Auxiliary Forces. Dated 25th July, 1883.

No. 25291.

B

The Royal Warwickshire Regiment, Lieutenant Edward Maurice Eyre to be Captain, vice A. W. Whitworth, appointed a Probationer for the Army Pay Department. Dated 9th August, 1883.

The Royal Fusiliers (City of London Regiment), Captain Colin George Donald has been seconded for service on the Staff. Dated 31st May, 1883.

The King's (Liverpool Regiment), Lieutenant A. A. W. B. Bright-Smith to be Captain, vice R. Johnston, seconded. Dated 10th November, 1883.

The Prince Albert's (Somersetshire Light Infantry), Captain Frank Boyd Bradshaw has been seconded for service as an Adjutant of Auxiliary Forces. Dated 15th November, 1883.

Lieutenant Arthur W. A. Pollock has been seconded for service as a Deputy-Assistant Commissary-General on probation. Dated 4th October, 1883.

The Princess of Wales's Own (Yorkshire Regiment), Major Edward Stanley Newton Dickenson, from the Lancashire Fusiliers, to be Major, vice G. L. E. May, who exchanges. Dated 28th November, 1883.

Lieutenant Gilbert H. F. Mathison to be Captain, vice R. Phayre, seconded. Dated 14th November, 1883.

The Lancashire Fusiliers, Major George Lycett Engledue May, from the Princess of Wales's Own (Yorkshire Regiment), to be Major, vice E. S. N. Dickenson, who exchanges. Dated 28th November, 1883.

The King's Own Borderers, Captain George Ormond Stoney, to be Major, vice R. T. Higgins, retired. Dated 31st October, 1883.

Lieutenant F. A. C. Claughton to be Captain, vice G. O. Stoney. Dated 31st October, 1883.

The Worcestershire Regiment, Lieutenant Charles Edward D. Telfer has been seconded for service as a Deputy-Assistant Commissary-General on probation. Dated 18th September, 1883.

The East Surrey Regiment, Major Richard Pearson Crozier retires on half-pay. Dated 28th November, 1883.

The Duke of Cornwall's Light Infantry, Lieutenant John Alexander W. Falls has been seconded for service as a Deputy-Assistant Commissary-General on probation. Dated 15th November, 1883.

The Royal Sussex Regiment, Captain Benjamin D. A. Donne has been seconded for service with the Egyptian Army. Dated 9th November, 1883.

Captain Arthur C. H. Bathurst resigns his Commission. Dated 28th November, 1883.

Lieutenant Lionel J. Trafford to be Captain, vice H. C. Grove, promoted. Dated 7th November, 1883.

The Hampshire Regiment, Lieutenant G. P. Bourcicault has been seconded for service as a Deputy-Assistant Commissary-General on probation. Dated 1st October, 1883.

The South Staffordshire Regiment, Captain Morgan S. Crofton to be Major, vice J. Alexander, retired. Dated 31st October, 1883.

The Prince of Wales's Volunteers (South Lancashire Regiment), Lieutenant D. Phelps Chapman to be Captain, vice C. Carstairs, promoted. Dated 13th August, 1883.

The Black Watch (Royal Highlanders), Lieutenant Frederick C. Schooles resigns his Commission. Dated 28th November, 1883.

Quartermaster Sergeant Charles Sinclair to be Quartermaster, vice J. Forbes, retired. Dated 28th November, 1883.

The Oxfordshire Light Infantry, Captain Walter Howell Cunliffe has been seconded for service as an Adjutant of Auxiliary Forces. Dated 15th November, 1883.

The Essex Regiment, Quartermaster Samuel Cousins, from the Connaught Rangers, to be Quartermaster, vice N. Linwood, who exchanges. Dated 28th November, 1883.

The Northamptonshire Regiment, Lieutenant Thomas Edward Compton to be Captain, vice A. Bell, appointed Adjutant. Dated 14th November, 1883.

Seaforth Highlanders (Ross-shire Buffs, the Duke of Albany's), Lieutenant Hugh Davidson to be Adjutant, vice Lieutenant A. C. Christopher, who has resigned that appointment. Dated 27th October, 1883.

The Gordon Highlanders, Major John Gage Lecky retires on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 28th November, 1883.

Princess Victoria's (Royal Irish Fusiliers), Lieutenant George C. C. Shakespear has been appointed a Probationer for the Indian Staff Corps. Dated 28th August, 1883.

The Connaught Rangers, Quartermaster Norman Linwood, from the Essex Regiment, to be Quartermaster, vice S. Cousins, who exchanges. Dated 28th November, 1883.

The Prince of Wales's Leinster Regiment (Royal Canadians), Captain Eustace John Vance has been seconded for service as a Deputy-Assistant Commissary-General. Dated 31st October, 1883.

The Royal Munster Fusiliers, Lieutenant Charles Augustus King Hall to be Captain, vice R. Holbeche, promoted. Dated 26th September, 1883.

2nd West India Regiment, Lieutenant Charles E. A. Coleman to be Captain, vice J. Wilkin, resigned. Dated 7th November, 1883.

Supernumerary Lieutenant Frank E. S. Claridge, who has ceased to be a Probationer for the Indian Staff Corps, to be Lieutenant, vice C. E. A. Coleman. Dated 7th November, 1883.

Lieutenant George Patterson has been removed from the Army, Her Majesty having no further occasion for his services. Dated 21st September, 1883.

Medical Department, Surgeon-Major James Davis to be Brigade-Surgeon, vice F. J. Shortt, deceased. Dated 29th October, 1883.

Surgeon-Major George Hare, from half-pay, to be Surgeon-Major, vice E. B. Grant, M.D., deceased. Dated 28th October, 1883.

Army Pay Department, Paymaster and Honorary Major William Barton Wade to be Staff Paymaster, vice T. Timbrell, retired. Dated 17th September, 1883.

Paymaster and Honorary Major Walter Craufurd Kennedy to be Staff Paymaster, vice F. G. F. Moore, deceased. Dated 1st October, 1883.

Paymaster and Honorary Captain Alfred George Willoughby Hemans to have the honorary rank of Major in the Army. Dated 20th November, 1883.

The undermentioned Officers having resigned their Combatant Commissions to be Paymasters, with the honorary rank of Captain in the Army, from the dates stated against their names, such antedates not to carry pay prior to 28th November, 1883:—

Captain Augustus William Whitworth from the Royal Warwickshire Regiment. Dated 18th June, 1883.

Captain C. R. Taaffe, from the Buffs (East Kent Regiment). Dated 27th June, 1883.

Half-Pay, Major and Brevet Lieutenant-Colonel Cornwallis Henry Chichester, from the 5th Lancers, to be Lieutenant-Colonel. Dated 28th November, 1883.

Major Spencer Edward Orr, half-pay, Deputy Assistant Director of Military Education, to be Lieutenant-Colonel. Dated 28th November, 1883.

BREVET.

Major Herbert Leonard Mitchell, Royal Artillery, to be Lieutenant-Colonel, under the provisions of Article 11 (f.f.) of the Royal Warrant of 11th March, 1882. Dated 9th November, 1883.

MEMORANDA.

The retirement on retired pay, with the honorary rank of Major-General, of Lieutenant-Colonel and Colonel John Julius Johnstone, half-pay, is antedated to 21st July, 1883.

Lieutenant-Colonel and Colonel Edward Horatio Henry Foster, half-pay, retires on retired pay, with the honorary rank of Major-General. Dated 28th November, 1883.

Major Richard Pearson Crozier, half-pay, retires from the Service by the surrender of his half-pay, with the honorary rank of Lieutenant-Colonel. Dated 28th November, 1883.

Quartermaster, with the honorary and relative rank of Captain, Edward H. Drake, 3rd Battalion the Gloucestershire Regiment, has been placed on retired pay, with the honorary rank of Major. Dated 24th November, 1883.

Quartermaster P. McCormick, the Royal Welsh Fusiliers, to have the honorary and relative rank of Captain. Dated 19th November, 1883.

The undermentioned Officers to be Colonels:— Lieutenant-Colonel Cecil McPherson, the Leicestershire Regiment. Dated 20th November, 1883.

Lieutenant-Colonel Charles Watson Wilson, Royal Artillery. Dated 22nd November, 1883. Major and Brevet Lieutenant-Colonel A. H. A. Gordon, the York and Lancaster Regiment. Dated 22nd November, 1883.

Major and Brevet Lieutenant-Colonel the Honourable Alexander Stewart, Royal Artillery. Dated 22nd November, 1883.

Lieutenant-Colonel Edward Alexander Wood, 10th Hussars. Dated 22nd November, 1883.

Lieutenant-Colonel George Hatchell, the King's Royal Rifle Corps. Dated 22nd November, 1883.

Lieutenant-Colonel William Galbraith, half-pay, Assistant-Adjutant and Quartermaster-General in Ireland. Dated 22nd November, 1883.

Major and Brevet Lieutenant-Colonel Thomas Maynard Hazlerigg, Royal Artillery. Dated 22nd November, 1883.

INDIAN STAFF CORPS.

Colonel Charles Frederick Hicks, Bengal, has been transferred to the Unemployed Supernumerary List. Dated 24th October, 1883.

INDIAN LOCAL SERVICE.

Colonel Sidney Chalmers, Bengal Infantry, to be Major-General. Dated 24th October, 1883.

India Office, 27th November, 1883.

THE Queen has approved of the Admission of the undermentioned Surgeons to Her Majesty's Indian Medical Service.

To be Surgeons. Dated 31st March, 1883 :—

BENGAL.

John More Young.
Granville Jameson.

MADRAS.

Arthur Owen Evans.

BOMBAY.

Mackintosh Alexander Thomas Collic.
William Henry Quicke.

War Office, 27th November, 1883.

MILITIA.

ROYAL ARTILLERY.

5th Brigade, Scottish Division, The undermentioned Lieutenants to be Captains :—

Andrew George Wood. Dated 28th November, 1883.

Charles Austin. Dated 28th November, 1883.

James Mackenzie Leith. Dated 28th November, 1883.

George Robertson - Chaplin. Dated 28th November, 1883.

4th Brigade, North Irish Division, Lieutenant Thomas Lloyd Rooke to be Captain. Dated 28th November, 1883.

ENGINEER.

Royal Monmouthshire, Eugène Lawrence Joseph Murphy, Gent., to be Lieutenant. Dated 29th November, 1883.

INFANTRY.

3rd Battalion, the Royal Fusiliers (City of London Regiment), Lieutenant-Colonel Lewis Hough is granted the honorary rank of Colonel. Dated 28th November, 1883.

4th Battalion, the Norfolk Regiment, Hugh Paston Mack, Esq., to be Captain. Dated 28th November, 1883.

3rd Battalion, the Devonshire Regiment, Captain Henry Howorth is granted the honorary rank of Major. Dated 28th November, 1883.

3rd Battalion, the Princess of Wales's Own (Yorkshire Regiment), Lieutenant FitzGerald Cornwall Peploe resigns his Commission. Dated 28th November, 1883.

4th Battalion, the Princess of Wales's Own (Yorkshire Regiment), Lieutenant Percival Harcourt Bewicke - Bewicke resigns his Commission. Dated 28th November, 1883.

3rd Battalion, the Royal Inniskilling Fusiliers, Quartermaster Charles Samuel Gulston is placed on a retired allowance. Dated 1st December, 1883.

3rd Battalion, the Gloucestershire Regiment, Lieutenant William Frederick Stanton Allen resigns his Commission. Dated 28th November, 1883.

3rd Battalion, the East Lancashire Regiment, Arthur Austin-Jackson, Gent., to be Lieutenant. Dated 28th November, 1883.

3rd Battalion, the East Surrey Regiment, Lieutenant-Colonel Commandant and Honorary Colonel George Palmer Evelyn, resigns his Commission. Dated 28th November, 1883.
George Palmer Evelyn, Esq., late Lieutenant-Colonel Commandant and Honorary Colonel, to be Honorary Colonel of the Battalion. Dated 28th November, 1883.

3rd Battalion, the Duke of Cornwall's Light Infantry, Lieutenant John George Orlebar Aplin, resigns his Commission. Dated 28th November, 1883.

3rd Battalion, the Duke of Wellington's (West Riding Regiment), The undermentioned Lieutenants to be Captains :—

Robert Nigel Dalrymple Bruce. Dated 28th November, 1883.

Edward Feetham Coates, from the 4th Battalion. Dated 28th November, 1883.

4th Battalion, the Duke of Wellington's (West Riding Regiment), Lieutenant Alfred William Adams to be Captain. Dated 28th November, 1883.

4th Battalion, the King's (Shropshire Light Infantry), James Donal O'Connell, Gent., to be Lieutenant. Dated 28th November, 1883.

6th Battalion, the Rifle Brigade (the Prince Consort's Own), Captain Martin Thackeray, 1st Battalion, the South Staffordshire Regiment, to be Adjutant, in succession to Major R. W. E. White, the Royal Inniskilling Fusiliers, whose term of service as Adjutant has expired. Dated 20th November, 1883.

MILITIA MEDICAL DEPARTMENT.

Surgeon-Major Michael James MacCormack, 7th Battalion, the King's Royal Rifle Corps, resigns his Commission. Dated 28th November, 1883.

MEMORANDUM.

The undermentioned Officers retire under the provisions of paragraphs 98 to 104 of the Militia Regulations, 1883 :—

4th Battalion, the Royal Warwickshire Regiment, Major (Honorary Lieutenant-Colonel) Thomas Greenway retires with the honorary rank of Lieutenant-Colonel, and with permission to wear the prescribed uniform on his retirement. Dated 28th November, 1883.

3rd Battalion, the Suffolk Regiment, Major and Honorary Lieutenant-Colonel Alfred Robert Jennins retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 28th November, 1883.

4th Battalion, the Royal Sussex Regiment, Major and Honorary Lieutenant-Colonel Edward John St. John retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 28th November, 1883.

4th Battalion, the Oxfordshire Light Infantry, Captain John Lynch Fletcher retires, with the honorary rank of Major, and with permission to wear the prescribed uniform on his retirement. Dated 28th November, 1883.

4th Battalion, the Northamptonshire Regiment, Major George William Gunning retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 28th November, 1883.

9th Battalion, the King's Royal Rifle Corps, Major and Honorary Lieutenant-Colonel Robert Deane Perry retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 28th November, 1883.

YEOMANRY CAVALRY.

Royal East Kent, Major James Edward William Theobald, Marquis of Ormonde to be Lieutenant-Colonel. Dated 27th October, 1883.

Shropshire, Captain Arthur Chandos Arkwright is granted the honorary rank of Major. Dated 28th November, 1883.

VOLUNTEER CORPS.

ARTILLERY.

1st Banff, George Adam Bruce, Gent., to be Lieutenant. Dated 28th November, 1883.

1st Cinque Ports, The undermentioned Officers resign their appointments :—

Acting Surgeon Ashby Greenough Osborn. Dated 28th November, 1883.

Acting Chaplain the Reverend Forbes Edward Winslow, M.A. Dated 28th November, 1883.

1st Cornwall (Duke of Cornwall's), Lieutenant George Tom Olver resigns his Commission. Dated 28th November, 1883.

2nd Durham (Seaham), Lieutenant Thomas Wetherell, jun., resigns his Commission. Dated 28th November, 1883.

1st Forfarshire, Lieutenant George Kidd Smith resigns his Commission. Dated 28th November, 1883.

1st Gloucestershire, Captain Walter Stuckey Paul resigns his Commission. Dated 28th November, 1883.

1st Inverness-shire, Captain Andrew Geils resigns his Commission. Dated 28th November, 1883. Donald Sime, Gent., to be Lieutenant (Supernumerary). Dated 28th November, 1883.

4th Lancashire, Captain Herbert Robert Henry Southam, from 1st Shropshire and Staffordshire Artillery Volunteer Corps, to be Captain. Dated 28th November, 1883.

Lieutenant Frederick Rathbone resigns his Commission. Dated 28th November, 1883.

2nd Middlesex, The Reverend William John Hall, M.A., to be Acting Chaplain. Dated 28th November, 1883.

3rd Middlesex, Michael Jasper Clancy, Gent., to be Lieutenant (Supernumerary). Dated 28th November, 1883.

1st Norfolk, Acting Surgeon William Ribton Spowart resigns his appointment. Dated 28th November, 1883.

William Ribton Spowart, Gent., to be Lieutenant. Dated 28th November, 1883.

1st West Riding of Yorkshire, Captain James Andus Hirst resigns his Commission ; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 28th November, 1883.

The undermentioned Officers resign their Commissions :—

Captain Francis Addison Titley. Dated 28th November, 1883.

Lieutenant Percy Cockburn Hebblethwaite. Dated 28th November, 1883.

ENGINEER.

2nd Gloucestershire (the Bristol), Captain Edward Chichester Hart, Royal Engineers, resigns his appointment as Adjutant. Dated 28th November, 1883.

2nd Lancashire, Captain and Adjutant Peter Curry is placed on a retired allowance ; also is granted the honorary rank of Major, and is permitted to continue to wear the uniform of the Corps on his retirement. Dated 1st December, 1883.

1st West Riding of Yorkshire, Francis Kenyon Parker, Esq., to be Captain. Dated 28th November, 1883.

RIFLE.

2nd Cambridgeshire (Cambridge University), Captain Arthur Hamilton Smith resigns his Commission. Dated 28th November, 1883.

Lieutenant James Edmund Campbell Bradley to be Captain. Dated 28th November, 1883.

2nd Cheshire (Earl of Chester's), Captain William Marcus Lightfoot resigns his Commission. Dated 28th November, 1883.

1st Edinburgh (the Queen's City of Edinburgh Rifle Volunteer Brigade), Lieutenant Peter Grant resigns his Commission. Dated 28th November, 1883.

1st Fifeshire, Captain James Fleming Bremner resigns his Commission ; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 28th November, 1883.

3rd Forfar (Dundee Highland), Major George Scott Lamb resigns his Commission ; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 28th November, 1883.

Galloway, Quartermaster Malcolm M'Lachlan Harper resigns his Commission. Dated 28th November, 1883.

Malcolm M'Lachlan Harper, Esq., to be Captain. Dated 28th November, 1883.

1st Herefordshire, Captain and Honorary Major John Alexander Forbes Suter to be Major. Dated 28th November, 1883.

2nd Lanarkshire, Lieutenant William Henry Goff to be Captain. Dated 28th November, 1883.

3rd Lanarkshire, John Addie Donald, Gent., to be Lieutenant. Dated 28th November, 1883.

3rd Lancashire, Lieutenant Charles Stevenson resigns his Commission. Dated 28th November, 1883.

4th Lancashire, Lieutenant George Bonsall Townsend to be Captain. Dated 28th November, 1883.

16th Lancashire (3rd Manchester), William Rose, Esq., to be Captain. Dated 28th November, 1883.

2nd Volunteer Battalion, the Lincolnshire Regiment, Charles Edward Hare, Gent., to be Lieutenant (Supernumerary). Dated 28th November, 1883.

1st London (City of London Rifle Volunteer Brigade), Captain James Miller is granted the honorary rank of Major. Dated 28th November, 1883.

2nd London, Lieutenant Leslie Wakefield Moore to be Captain. Dated 28th November, 1883.

John Richard Somers-Vine, Gent., to be Lieutenant. Dated 28th November, 1883.

4th Middlesex (West London), Lieutenant Eugène Charles William Emile Fuchs resigns his Commission. Dated 28th November, 1883.

6th Middlesex (St. George's), Arthur Ellis Troughton, Gent., to be Lieutenant. Dated 28th November, 1883.

17th (North) Middlesex, Horace William Silverthorne Brown, Gent., to be Lieutenant. Dated 28th November, 1883.

2nd Volunteer Battalion, the Royal Fusiliers (City of London Regiment), Captain Charles Williams resigns his Commission. Dated 28th November, 1883.

1st Monmouthshire, Major James Thompson resigns his Commission ; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 28th November, 1883.

2nd Monmouthshire, Lieutenant Benjamin Lewis resigns his Commission. Dated 28th November, 1883.

2nd Volunteer Battalion, the Norfolk Regiment, Surgeon John Bately resigns his Commission. Dated 28th November, 1883.

1st Oxfordshire (Oxford University), Captain and Brevet Major Walter Henry Holbech, 3rd Battalion, the King's Royal Rifle Corps, to be Adjutant, in succession to Major J. Johnstone, 2nd Battalion, the Oxfordshire Light Infantry, whose term of service as Adjutant has expired. Dated 8th December, 1883.

1st Volunteer Battalion, the Prince Albert's (Somersetshire Light Infantry), Lieutenant-Colonel and Honorary Colonel John Randle Ford resigns his Commission. Dated 28th November, 1883.

John Randle Ford, Esq., late Lieutenant-Colonel and Honorary Colonel, to be Honorary Colonel of the Battalion. Dated 28th November, 1883.

2nd Volunteer Battalion, the Queen's (Royal West Surrey Regiment), Frank Brittain Harrison, Esq., to be Captain. Dated 28th November, 1883.

2nd Wiltshire, Lieutenant Frederick Harvey Trevithick resigns his Commission. Dated 28th November, 1883.

1st Volunteer Battalion, the East Yorkshire Regiment, The undermentioned Lieutenants resign their Commissions:—

Walter George Lawson. Dated 28th November, 1883.

Henry Nightingale Babington. Dated 28th November, 1883.

3rd Volunteer Battalion, the Duke of Wellington's (West Riding Regiment), Captain John Henry Roper resigns his Commission. Dated 28th November, 1883.

FACTORY AND WORKSHOP ACT, 1878.

41 Vict., c. 16, s. 53.

OVERTIME—ADDITIONAL TWO HOURS.

Order of Secretary of State, Extending Special Exception.

WHEREAS the Factory and Workshop Act, 1878, contains a special exception to the effect that the regulations of the Act with respect to the employment of young persons and women shall not prevent the employment in the factories and workshops or parts thereof to which the exception applies of young persons and of women during a period of employment beginning at 6 A.M. and ending at 8 P.M., or beginning at 7 A.M. and ending at 9 P.M., or beginning at 8 A.M. and ending at 10 P.M., if they are employed in accordance with the following conditions; namely,

- (1.) There shall be allowed to every such young person and woman for meals during the period of employment not less than two hours, of which half an hour shall be after five o'clock in the evening; and
- (2.) Any such young person or woman shall not be so employed on the whole for more than 5 days in any one week, nor for more than 48 days in any 12 months:

And whereas the special exception is by the Act declared to apply to the factories and workshops referred to in the said section:

And whereas Part 2 of the same Act, Section 63, provides as follows:

Where it appears to a Secretary of State that

the adoption of any special means or provision for the cleanliness or ventilation of a factory or workshop is required for the protection of the health of any child, young person, or woman employed, in pursuance of an exception under this part of this Act, either for a longer period than is otherwise allowed by this Act, or at night, he may by order made under this part of this Act direct that the adoption of such means or provision shall be a condition of such employment:

And whereas it has been proved to my satisfaction that in the non-textile factories and workshops of the classes mentioned in the Schedule hereunder it is necessary, by reason of press of work arising at certain recurring seasons of the year, and of the liability of the business to a sudden press of orders arising from unforeseen events, to employ young persons and women in manner authorised by this exception, and that such employment will not injure the health of the young persons and women affected thereby, provided that it be subject to the condition herein-after appearing.

Now I, the Right Honourable Sir William Vernon Harcourt, one of Her Majesty's Principal Secretaries of State, by this Order, made under Part 2 of the said Act, extend this exception accordingly: Provided that it shall be a condition of the employment of any young person or woman under this extended exception that there shall be a cubic space of at least four hundred feet for every young person and woman so employed.

This Order shall come into effect on 27th November, 1883, and shall continue in force until revoked.

W. V. Harcourt.

Whitehall, 22nd November, 1883.

Schedule.

The Making of Pork Pies.

THE FAIRS ACT, 1873.

SOUTH BRENT FAIRS.

IN pursuance of the above-mentioned Act, I, the Right Honourable Sir William Vernon Harcourt, one of Her Majesty's Principal Secretaries of State, hereby notify as follows:

1. By Memorial, dated the 10th day of October, 1883, a representation has been duly made to me by Mr. George H. E. Rundle, as owner, that in virtue of Letters Patent granted in 1556 (3 and 4 Philip and Mary) to Sir William Petre, his heirs and assigns for ever, a Weekly Market and two Fairs have been annually held in the parish of South Brent, in the Stanborough and Coleridge Petty Sessional Division of the county of Devon, and that it would be for the convenience and advantage of the public that an Annual Cattle Market or Fair should be held there on the last Tuesday in November, and that the Weekly Market authorized by the Letters Patent to be held on the Wednesday in the last week of November be changed to the Tuesday in that week, during the other weeks in the year, the Weekly Market to remain as it is.

2. On the 24th day of December, 1883, I shall take the aforesaid representation into consideration, and all persons are to intimate, before that day, any objection they may desire to offer to the abolition of the said Fair.

W. V. Harcourt.

Whitehall, November 23, 1883.

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 3rd proximo, at one o'clock, for Treasury Bills to be issued under the Act 40 Vic., cap. 2, to the amount of £1,731,000.

2. The Bills will be in amounts of £1,000, £5,000, or £10,000. They will be dated the 7th day of December, 1883, 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 4th 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 Friday, the 7th proximo.

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

Treasury Chambers, November 23, 1883.

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 Burgesses of the borough of Carnarvon, in the county of Carnarvon, being the Urban Sanitary Authority for the said borough, 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 borough.

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

Given under the Seal of Office of the Local Government Board this 23rd day of November, 1883.



Hugh Owen,

Secretary,

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

Civil Service Commission, November 27, 1883.

THE Civil Service Commissioners hereby give notice, that the following Regulations have been approved by the Lords Commissioners of Her Majesty's Treasury, viz.:—

SPECIAL REGULATIONS (Supplementary to the General Regulations issued 8th April, 1872, and amended by subsequent notices in the London Gazette), respecting Open Competitive Examinations for Assistant Examinerships in the Patent Office.

N.B.—*These Regulations are liable to alteration for future Examinations.*

I. The limits of age for these situation are 21 and 25, and Candidates must be of the prescribed age on the first day of the Competitive Examination.

II. At the Competitive Examinations exercises will be set in the following subjects only:—

1. Précis.
2. Geometry (Elementary and Practical).

3. Mechanical Drawing.

4. Mechanics and Mechanism,

5. Chemistry.

6. Electricity and Magnetism,

7. Hydrostatics, Hydraulics, and Pneumatics.

Candidates must pass to the satisfaction of the Civil Service Commissioners in one of the subjects numbered 4 and 5 according to the nature of the situation vacant, i.e., according as the duties to be performed render a knowledge of Mechanics and Mechanism, or of Chemistry absolutely necessary. The remaining subjects are optional.

III. No Candidate can be admitted to the competition who has not previously satisfied the Civil Service Commissioners that he possesses the requisite amount of proficiency in the following subjects:—

1. Handwriting.

2. Orthography.

3. Arithmetic (to Vulgar and Decimal Fractions).

4. English Composition.

With this view, Preliminary Examinations in these subjects will be held at such times and places as the Commissioners may appoint.

Application for permission to attend one of these Preliminary Examinations must be made in the writing of the Candidate, at such times and in such manner as may be fixed by the Commissioners.

IV. A fee will be required from each Candidate attending the Examination, according to the scale laid down, under the Order in Council of 22nd March, 1879, by notice in the London Gazette of 29th April, 1881.

The Civil Service Commissioners further give notice, that an Open Competition for Assistant Examinerships in the Patent Office will be held in London, under the above Regulations, on Wednesday, the 19th December, 1883, and following days.

A Preliminary Examination will be held in London on Saturday, the 15th December, 1883.

The number of situations to be filled will be the number vacant at the time of the Examination. The number now vacant is six.

No person will be admitted to the Preliminary Examination from whom the Secretary, Civil Service Commission, has not received, on or before the 8th December, an application in the handwriting of the Candidate on a prescribed form, which may be obtained from the Secretary at once.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Britannia Permanent Benefit Building Society, of 18, Grainger-street, Newcastle-on-Tyne.

BY an Order made by the Vice-Chancellor Sir James Bacon in the above matter, dated the 17th November, 1883, on the petition of Robert Scott Hopper, of 18, Grainger-street, Newcastle-on-Tyne, Gentleman, a creditor of the above-named Society, it was ordered that the said Society be wound up by the High Court of Justice under the provisions of the Companies Acts, 1862 and 1867.

Pattison, Wigg, and Co., 11, Queen Victoria-street, London, E.C., Solicitors for the said Petitioner.

AVERAGE PRICE of Wheat, Barley, and Oats per Quarter (Imperial Measure), as received from the Inspectors and Officers of Excise at each of the undermentioned Towns during the week ended Saturday, the 24th of November, 1883

| Towns. | Wheat. | Barley. | Oats. |
|-------------------------|--------|---------|-------|
| | s. d. | s. d. | s. d. |
| London ... | 42 4 | 31 9 | 20 6 |
| Uxbridge ... | 47 1 | ... | 23 0 |
| Chelmsford ... | 41 3 | 36 7 | 19 11 |
| Colchester ... | 41 3 | 35 4 | 20 4 |
| Romford ... | 40 5 | 34 11 | 18 3 |
| Maldon ... | Nil. | ... | ... |
| Saffron Walden ... | 37 6 | 32 3 | 19 0 |
| Braintree ... | 39 11 | 36 3 | ... |
| Hertford ... | 39 1 | 35 3 | ... |
| Royston (Herts.) ... | 40 2 | 33 5 | ... |
| Hitchin ... | 40 11 | 33 9 | 24 10 |
| Bishops Stortford ... | 38 10 | 36 1 | ... |
| Aylesbury ... | ... | 31 9 | 21 0 |
| Newport Pagnell ... | 36 6 | 26 0 | ... |
| Oxford ... | 42 0 | 32 11 | ... |
| Banbury ... | 37 4 | 27 0 | 19 11 |
| Bicester ... | 41 5 | ... | ... |
| Warminster ... | 40 0 | 34 4 | 21 1 |
| Devizes ... | 44 0 | 28 5 | 19 0 |
| Salisbury ... | 40 11 | 33 0 | 20 7 |
| Marlborough ... | 41 0 | ... | ... |
| Swindon (Wilts) ... | 39 10 | 26 10 | 22 6 |
| Reading ... | 44 2 | 36 5 | 20 3 |
| Abingdon ... | ... | 34 9 | ... |
| Didcot ... | 40 0 | ... | ... |
| Hungerford ... | 41 8 | 27 4 | 18 5 |
| Newbury (Berks) ... | 43 9 | 32 3 | ... |
| Wallingford ... | 43 9 | 39 4 | 19 0 |
| Guildford ... | 46 3 | 38 0 | ... |
| Farnham (Surrey) ... | 45 8 | 35 0 | 20 0 |
| Kingston (Surrey) ... | Nil. | ... | ... |
| Croydon (Surrey) ... | 43 2 | ... | ... |
| Reigate ... | 43 4 | ... | 20 7 |
| Maidstone ... | 44 9 | 39 8 | ... |
| Canterbury ... | 43 7 | 39 8 | ... |
| Dartford ... | Nil. | ... | ... |
| Ashford (Kent) ... | 43 1 | 32 0 | 19 10 |
| Rochester (Kent) ... | 44 7 | 37 8 | ... |
| Tenterden ... | 45 0 | ... | 20 6 |
| Tunbridge ... | Nil. | ... | ... |
| Chichester ... | 43 4 | 33 7 | ... |
| Lewes ... | 43 11 | ... | 23 3 |
| Hayward's Heath ... | 42 8 | ... | 18 10 |
| Brighton ... | 42 11 | 30 9 | 19 3 |
| Horsham ... | 43 7 | 35 2 | 20 2 |
| Winchester ... | 41 11 | 33 3 | 21 1 |
| Andover ... | 40 10 | 29 11 | 19 9 |
| Basingstoke ... | 42 8 | 29 5 | 19 3 |
| Fareham ... | 41 11 | 33 3 | 19 0 |
| Newport (Hants) ... | 42 0 | ... | ... |
| Ringwood ... | 42 0 | 35 10 | ... |
| Southampton ... | 44 0 | 33 3 | ... |
| Blandford ... | 41 8 | ... | ... |
| Bridport ... | 40 0 | 32 7 | ... |
| Dorchester (Dorset) ... | 38 9 | 31 2 | ... |
| Shaftesbury ... | 36 0 | 29 6 | ... |
| Wareham ... | ... | 33 5 | ... |
| Plymouth ... | 41 6 | 29 10 | ... |
| Totnes ... | Nil. | ... | ... |
| Tavistock ... | 40 0 | 30 0 | ... |
| Exeter ... | 40 7 | ... | ... |
| Kingsbridge ... | ... | 29 3 | ... |
| Barnstaple ... | Nil. | ... | ... |
| Truro ... | 38 10 | 24 9 | 18 6 |
| Launceston ... | ... | 29 10 | 18 8 |
| Penzance ... | 38 10 | 21 3 | 18 11 |
| Bristol ... | 37 6 | ... | ... |

| Towns. | Wheat. | Barley. | Oats. |
|-----------------------------|--------|---------|-------|
| | s. d. | s. d. | s. d. |
| Taunton ... | 40 0 | 37 6 | ... |
| Bridgewater ... | 39 5 | 36 4 | ... |
| Frome ... | Nil. | ... | ... |
| Bath ... | 38 9 | 26 1 | ... |
| Yeovil ... | 38 11 | 28 10 | 19 1 |
| Monmouth ... | Nil. | ... | ... |
| Chepstow ... | 38 9 | 38 9 | ... |
| Newport (Mon.) ... | 37 11 | ... | 19 9 |
| Gloucester ... | 39 8 | 28 7 | 18 6 |
| Cirencester ... | 39 1 | 30 10 | 18 0 |
| Tewkesbury ... | 38 10 | 28 7 | ... |
| Shrewsbury ... | 40 8 | 32 3 | 21 4 |
| Bridgenorth ... | 37 7 | 34 7 | 22 9 |
| Market Drayton ... | 42 1 | 30 3 | 21 11 |
| Hereford ... | 38 5 | 27 7 | ... |
| Wolverhampton ... | 41 7 | 30 10 | ... |
| Barton-on-Trent ... | 40 9 | 35 1 | 22 8 |
| Worcester ... | 38 6 | 26 2 | ... |
| Chester ... | 39 1 | ... | 19 10 |
| Derby ... | 39 2 | ... | 21 7 |
| Chesterfield ... | Nil. | ... | ... |
| Coventry ... | 39 0 | 28 1 | 20 6 |
| Birmingham ... | 42 0 | ... | ... |
| Rugby ... | ... | 30 0 | 17 0 |
| Stratford-on-Avon ... | 39 5 | 29 11 | 19 9 |
| Leicester ... | 40 9 | 31 1 | 20 11 |
| Loughborough ... | 40 4 | 27 3 | 19 11 |
| Melton Mowbray ... | 35 11 | 24 8 | 19 6 |
| Oakham ... | Nil. | ... | ... |
| Northampton ... | 38 7 | 30 8 | 21 1 |
| Peterborough ... | 37 8 | 27 11 | 18 7 |
| Kettering ... | 37 11 | 23 10 | 18 7 |
| Bedford ... | 38 9 | 33 4 | ... |
| Luton (Bedford) ... | 38 7 | 35 4 | ... |
| Huntingdon ... | ... | 29 10 | ... |
| St. Ives (Hunts.) ... | 38 6 | 34 1 | 19 9 |
| St. Neots (Hunts.) ... | 38 5 | 30 5 | 18 8 |
| Cambridge ... | 38 7 | 34 9 | 18 7 |
| Ely (Cambridge) ... | 38 10 | 35 7 | 18 5 |
| Wisbeach ... | 38 5 | 27 3 | 18 9 |
| Ipswich ... | 41 3 | 34 5 | ... |
| Woodbridge ... | 41 0 | 34 3 | ... |
| Sudbury (Suffolk) ... | 40 3 | 33 2 | ... |
| Hadleigh (Suffolk) ... | ... | 33 1 | ... |
| Stowmarket ... | 39 5 | 32 6 | 22 6 |
| Bury St. Edmunds ... | 39 4 | 33 3 | 20 8 |
| Beccles ... | 40 6 | 33 4 | ... |
| Bungay ... | 39 6 | 33 2 | ... |
| Halesworth ... | 40 3 | 34 8 | 25 0 |
| Framlingham ... | 40 8 | 33 0 | ... |
| Eye (Suffolk) ... | 38 8 | 32 7 | ... |
| Norwich ... | 38 7 | 32 7 | 24 5 |
| Yarmouth (Norfolk) ... | 40 6 | 32 10 | ... |
| Lynn ... | 38 11 | 32 2 | 21 11 |
| Watton (Norfolk) ... | 40 7 | 33 9 | ... |
| Diss ... | 39 3 | 34 2 | ... |
| East Dereham ... | 39 8 | 30 7 | ... |
| Harleston (Norfolk) ... | 39 11 | 34 1 | ... |
| Holt (Norfolk) ... | 40 1 | 30 5 | 20 0 |
| Fakenham ... | 39 1 | 30 11 | ... |
| North Walsham (Norfolk) ... | 40 0 | 31 0 | ... |
| Lincoln ... | 42 1 | 34 8 | 20 10 |
| Gainsborough ... | 40 8 | 29 4 | ... |
| Brigg ... | 39 5 | 29 9 | 21 5 |
| Louth ... | 36 9 | 28 4 | 16 9 |
| Boston ... | 38 3 | 27 4 | 18 7 |
| Sleaford ... | 40 7 | 30 2 | 20 4 |
| Stamford ... | 39 3 | 33 7 | 21 4 |
| Spalding ... | 38 4 | ... | ... |
| Grantham ... | 39 2 | 26 7 | 18 11 |
| Nottingham ... | 40 10 | 27 3 | 18 3 |
| Newark ... | 40 2 | 34 2 | ... |

| Towns. | Wheat. | | Barley. | | Oats. | |
|--------------------------|--------|-----|---------|-----|-------|-----|
| | s. | d. | s. | d. | s. | d. |
| Mansfield ... | ... | ... | 29 | 0 | 17 | 9 |
| Worksop ... | 41 | 3 | 31 | 11 | ... | ... |
| Ulverstone ... | 40 | 10 | ... | ... | ... | ... |
| Preston (Lancashire) ... | 38 | 3 | ... | ... | 18 | 6 |
| Warrington ... | 39 | 2 | 31 | 4 | 20 | 6 |
| Manchester ... | 40 | 2 | ... | ... | 20 | 3 |
| Garstang ... | 39 | 7 | ... | ... | ... | ... |
| Kendal ... | Nil. | ... | ... | ... | ... | ... |
| Carlisle ... | 46 | 2 | ... | ... | 22 | 8 |
| Fenrith ... | 45 | 9 | 33 | 4 | 26 | 6 |
| Egremont (Cumb'land) ... | Nil. | ... | ... | ... | ... | ... |
| Newcastle-on-Tyne ... | 33 | 0 | 33 | 7 | 22 | 4 |
| Alnwick ... | 42 | 7 | 29 | 9 | ... | ... |
| Berwick ... | 40 | 0 | 28 | 4 | 24 | 10 |
| Durham ... | Nil. | ... | ... | ... | ... | ... |
| Stockton-on-Tees ... | 37 | 2 | 26 | 11 | ... | ... |
| Darlington ... | 38 | 1 | 26 | 1 | ... | ... |
| Sunderland ... | 34 | 11 | 23 | 9 | ... | ... |
| York ... | 44 | 0 | 31 | 11 | 18 | 5 |
| Leeds ... | 42 | 8 | 32 | 8 | 20 | 1 |
| Wakefield ... | ... | ... | 32 | 6 | 18 | 6 |
| Bridlington ... | 31 | 9 | 25 | 3 | 16 | 7 |
| Beverley ... | Nil. | ... | ... | ... | ... | ... |
| Howden ... | Nil. | ... | ... | ... | ... | ... |
| Sheffield ... | 44 | 3 | ... | ... | ... | ... |
| Hull ... | 39 | 10 | ... | ... | 16 | 8 |
| New Malton ... | 39 | 11 | 25 | 9 | 16 | 2 |
| Bedale ... | 44 | 9 | 29 | 11 | 19 | 6 |
| Knaresborough ... | 40 | 11 | ... | ... | ... | ... |
| Northallerton ... | 38 | 6 | 25 | 2 | ... | ... |
| Ripon ... | 43 | 4 | 28 | 7 | 23 | 4 |
| Doncaster ... | 40 | 3 | 30 | 5 | 19 | 0 |
| Goole ... | Nil. | ... | ... | ... | ... | ... |
| Snaith ... | ... | ... | 33 | 10 | ... | ... |
| Easingwold ... | Nil. | ... | ... | ... | ... | ... |
| Scarborough ... | 32 | 6 | 25 | 2 | 16 | 4 |
| Selby ... | 38 | 6 | 34 | 6 | 15 | 9 |
| Thirsk ... | ... | ... | 29 | 2 | 18 | 0 |
| Penistone ... | 36 | 2 | ... | ... | 20 | 8 |
| Denbigh ... | ... | ... | 30 | 8 | ... | ... |
| Wrexham ... | 39 | 10 | 33 | 10 | ... | ... |
| Carnarvon ... | ... | ... | ... | ... | 17 | 3 |
| Haverfordwest ... | ... | ... | 27 | 2 | 16 | 7 |
| Carmarthen ... | ... | ... | 34 | 2 | ... | ... |
| Cardiff ... | 37 | 8 | ... | ... | ... | ... |
| Cardigan ... | ... | ... | ... | ... | 21 | 0 |
| Brecon ... | 37 | 6 | 27 | 3 | 17 | 7 |
| Montgomery ... | Nil. | ... | ... | ... | ... | ... |

NOTICE is hereby given, that a separate building, named the Wesleyan Chapel, situate at Hazel Grove, in the parish of Bosden, in the county of Chester, in the district of Stockport, being a building certified according to law as a place of religious worship, was, 12th November, 1883, 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 Chapel, now disused.—Witness my hand this 14th day November, 1883.

Francis Williams Johnson, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Wesleyan Chapel, situate at High-street, Attercliffe, in the parish of Sheffield, in the county of York, in the district of Sheffield, being a building certified according to law as a place of religious worship, was, on the 12th day of November, 1883, 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, 1883.

Joseph Spencer, Superintendent Registrar.

NOTICE is hereby given, that the Poor Man's Friendly Society, Register No. 13, held at Bow Brickhill, in the county of Buckingham, is dissolved by instrument, registered at this office, the 21st day of November, 1883, unless within three months from the date of the Gazette in which this advertisement appears, proceedings be commenced by a member or other person interested in or having any claim on the funds of the Society to set aside such dissolution, and the same be set aside accordingly.

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

28, Abingdon-street, Westminster,
the 21st day of November, 1883.

NOTICE is hereby given, that the Queen Adelaide Benevolent Society, Register No. 499, held at the Queen Adelaide Inn, Sneinton, in the county of Nottingham, is dissolved by instrument, registered at this office, the 21st day of November, 1883, unless within three months from the date of the Gazette in which this advertisement appears, proceedings be commenced by a member or other person interested in or having any claim on the funds of the Society to set aside such dissolution, and the same be set aside accordingly.

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

28, Abingdon-street, Westminster,
the 21st day of November, 1883.

In the High Court of Justice.—Chancery Division.
In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Llansamlet Smelting Company Limited.

BY an Order made by Mr. Justice Pearson in the above matter, dated the 19th day of November, 1883, on the petition of the Reverend William Henry Bloxsome, of Mawgan Rectory, Helston, in the county of Cornwall, Clerk in Holy Orders, it was ordered that the voluntary winding up of the above-named, the Llansamlet Smelting Company Limited, be continued, but subject to the supervision of the Court; and any of the proceedings of the said voluntary winding-up might be adopted as the Judge should think fit.

Ingle, Cooper, and Holmes, 20, Thread-needle-street, City, Solicitors for the said Petitioner.

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 Electric Motor Syndicate Limited.

BY an Order made by Vice-Chancellor Bacon in the above matters, dated the 17th day of November, 1883, on the petition of Alexander Browne, of Leconfield, Highbury New Park, in the county of Middlesex, Civil Engineer, it was ordered that the voluntary winding up of the Electric Motor Syndicate Limited be continued, but subject to the supervision of this Court.—Dated this 26th day of November, 1883.

Beall and Co., 46, Queen Victoria-street, E.C., Solicitors for the Petitioner.

RECEIPTS into and PAYMENTS out, of the EXCHEQUER, between the 1st April, 1883, and the 24th November, 1883.

| REVENUE AND OTHER RECEIPTS. | Estimate for the Year 1883-4. | Total Receipts into the Exchequer from | | EXPENDITURE AND OTHER PAYMENTS. | Estimate for the Year 1883-4. | Total Issues out of Exchequer to meet Payments from | |
|---|-------------------------------------|---|---|--|-------------------------------------|--|---|
| | | 1st April, 1883, to 24th November, 1883. | 1st April, 1882, to 25th November, 1882. | | | 1st April, 1883, to 24th November, 1883. | 1st April, 1882, to 25th November, 1882. |
| Balance on 1st April, 1883 :— | £ | £ | £ | EXPENDITURE. | £ | £ | £ |
| Bank of England | — | 5,787,523 | 4,937,455 | Permanent Charge of Debt | 28,973,531 | 18,554,121 | 19,531,575 |
| Bank of Ireland | — | 1,185,207 | 1,039,130 | Interest, &c., of Debt, not forming part of the Permanent Charge | 725,000 | 361,033 | 355,687 |
| | | 6,972,730 | 5,976,585 | Other Charges on Consolidated Fund | 1,640,000 | 1,074,870 | 1,070,439 |
| REVENUE. | | | | Supply Services | 55,097,698 | 32,605,201 | 34,257,187 |
| Customs... .. | 19,749,000 | 12,733,000 | 12,706,000 | | 86,486,229 | | |
| Excise | 26,765,000 | 17,675,000 | 17,576,000 | | | | |
| Stamps | 11,510,000 | 7,290,000 | 7,445,000 | | | | |
| Land Tax and House Duty | 2,825,000 | 765,000 | 715,000 | | | | |
| Property and Income Tax | 10,265,000 | 3,766,000 | 2,876,000 | | | | |
| Post Office | 7,740,000 | 4,790,000 | 4,770,000 | | | | |
| Telegraph Service | 1,750,000 | 1,145,000 | 1,105,000 | | | | |
| Crown Lands | 380,000 | 235,000 | 235,000 | | | | |
| Interest on Advances for Local Works and on Purchase Money of Suez Canal Shares... .. | 1,185,000 | 715,256 | 720,437 | | | | |
| Miscellaneous | 4,380,000 | 2,916,598 | 3,190,877 | | | | |
| REVENUE | 86,549,000 | 52,030,854 | 51,339,314 | | | | |
| Total including Balance | | 59,003,584 | 57,315,899 | EXPENDITURE | | 52,595,225 | 55,214,888 |
| | | | | | | | |
| OTHER RECEIPTS. | | | | OTHER PAYMENTS. | | | |
| Advances, under various Acts, repaid to the Exchequer | | 1,571,182 | 1,539,649 | Advances, under various Acts, issued from the Exchequer | | 1,204,732 | 645,359 |
| | | | | Exchequer Bills, more paid off than issued | | — | 11,500 |
| | | | | Indian Loan Annuity, Redemption in part | | 1,000,000 | — |
| | | | | | | 54,799,957 | 55,871,747 |
| | | | | | | | |
| | | | | Balances : | | 4,595,107 | 2,160,324 |
| | | | | { Bank of England | | 1,179,702 | 823,477 |
| | | | | { Bank of Ireland | | | |
| Totals | | 60,574,766 | 58,855,548 | Totals | | 60,574,766 | 58,855,548 |

Treasury, November 27, 1883.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, in the Week ended 24th November, 1883, conformably to the Act of the 45th and 46th Victoria, cap. 37.

| | | | | | | QUANTITIES SOLD. | | AVERAGE PRICE. | |
|--------|-----|-----|-----|-----|-----|------------------|------|----------------|----|
| | | | | | | Qrs. | Bus. | s. | d. |
| Wheat | ... | ... | ... | ... | ... | 80,102 | 2 | 40 | 5 |
| Barley | ... | ... | ... | ... | ... | 180,072 | 2 | 32 | 10 |
| Oats | ... | ... | ... | ... | ... | 16,137 | 5 | 19 | 7 |

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1879 to 1882.

| Corresponding Week in | | | | | | QUANTITIES SOLD. | | | | | | AVERAGE PRICE. | | | | | |
|-----------------------|-----|-----|-----|-----|-----|------------------|------|---------|------|-------|------|----------------|----|---------|----|-------|----|
| | | | | | | WHEAT. | | BARLEY. | | OATS. | | WHEAT. | | BARLEY. | | OATS. | |
| | | | | | | Qrs. | Bus. | Qrs. | Bus. | Qrs. | Bus. | s. | d. | s. | d. | s. | d. |
| 1879 | ... | ... | ... | ... | ... | 38,580 | 3 | 79,041 | 2 | 5,393 | 2 | 46 | 7 | 38 | 10 | 20 | 6 |
| 1880 | ... | ... | ... | ... | ... | 46,010 | 6 | 84,542 | 6 | 5,852 | 2 | 44 | 5 | 33 | 6 | 21 | 5 |
| 1881 | ... | ... | ... | ... | ... | 52,490 | 7 | 92,535 | 1 | 8,266 | 0 | 45 | 4 | 33 | 6 | 19 | 11 |
| 1882 | ... | ... | ... | ... | ... | 52,158 | 4 | 91,502 | 6 | 6,367 | 7 | 40 | 11 | 34 | 4 | 20 | 4 |

Commercial Department, Board of Trade,
November 24, 1883.

R. GIFFEN.

AN ACCOUNT showing the Quantities of certain kinds of Agricultural Produce Imported into the United Kingdom in the Week ended 24th November, 1883.

| | | | | | | | | | | Quantities. | |
|--------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------------|---------|
| Animals living :— | | | | | | | | | | | |
| Oxen, Bulls, Cows, and Calves | ... | ... | ... | ... | ... | ... | ... | ... | ... | Number | 9,027 |
| Sheep and Lambs | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 16,936 |
| Swine | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 247 |
| Dead Meat :— | | | | | | | | | | | |
| Bacon | ... | ... | ... | ... | ... | ... | ... | ... | ... | cwts. | 50,679 |
| Beef, salted and fresh | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 16,806 |
| Hams | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 10,013 |
| Meat unenumerated, salted and fresh | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 615 |
| " " preserved | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 9,686 |
| Pork, salted (not Hams) and fresh | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 7,460 |
| Mutton, fresh | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 11,093 |
| Poultry and Game (including Rabbits) | ... | ... | ... | ... | ... | ... | ... | ... | ... | Value £ | 20,154 |
| Butter and Butterine | ... | ... | ... | ... | ... | ... | ... | ... | ... | cwts. | 48,284 |
| Cheese | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 29,800 |
| Eggs | ... | ... | ... | ... | ... | ... | ... | ... | ... | Great Hundred | 140,648 |
| Lard | ... | ... | ... | ... | ... | ... | ... | ... | ... | cwts. | 9,113 |
| Vegetables :— | | | | | | | | | | | |
| Onions, raw | ... | ... | ... | ... | ... | ... | ... | ... | ... | Bushels | 89,922 |
| Potatoes | ... | ... | ... | ... | ... | ... | ... | ... | ... | cwts. | 63,572 |
| Unenumerated | ... | ... | ... | ... | ... | ... | ... | ... | ... | Value £ | 6,332 |
| Corn, Grain, Meal, and Flour :— | | | | | | | | | | | |
| Wheat | ... | ... | ... | ... | ... | ... | ... | ... | ... | cwts. | 831,609 |
| Barley | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 375,892 |
| Oats | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 268,702 |
| Pease | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 48,944 |
| Beans | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 62,159 |
| Maize | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 270,100 |
| Wheat Meal and Flour | ... | ... | ... | ... | ... | ... | ... | ... | ... | " | 146,529 |

Statistical Office, Custom House, London,
November 26, 1883.

S. SELDON,
Principal.

COTTON STATISTICS ACT, 1868.

RETURN of the Number of BALES of COTTON Imported and Exported at the Various Ports of the United Kingdom during the Week and 47 Weeks ended 22nd November, 1883.

| Ports. | | | | IMPORTS. | | | | | | EXPORTS. | | | | | |
|-------------------------------------|-----|-----|-----|-----------|------------|--------------|-----------|----------------|-----------|-----------|------------|--------------|-----------|----------------|---------|
| | | | | American. | Brazilian. | East Indian. | Egyptian. | Miscellaneous. | TOTAL. | American. | Brazilian. | East Indian. | Egyptian. | Miscellaneous. | TOTAL. |
| Week ended 22nd November, 1883. | | | | | | | | | | | | | | | |
| Liverpool | ... | ... | ... | 78,955 | 11,444 | ... | 11,312 | 4,509 | 106,220 | 1,499 | ... | 1,348 | ... | 190 | 3,037 |
| London | ... | ... | ... | ... | ... | 5,472 | ... | 81 | 5,553 | ... | ... | 3,330 | ... | 36 | 3,366 |
| Hull | ... | ... | ... | 2,017 | ... | ... | ... | ... | 2,017 | 2,230 | ... | 100 | ... | ... | 2,330 |
| Other Ports | ... | ... | ... | ... | ... | ... | ... | ... | ... | 481 | ... | 213 | 15 | 31 | 740 |
| Total | ... | ... | ... | 80,972 | 11,444 | 5,472 | 11,312 | 4,590 | 113,790 | 4,210 | ... | 4,991 | 15 | 257 | 9,473 |
| 47 Weeks ended 22nd November, 1883. | | | | | | | | | | | | | | | |
| Liverpool | ... | ... | ... | 2,277,325 | 251,186 | 376,678 | 189,877 | 49,373 | 3,144,439 | 76,794 | 2,869 | 102,530 | 5,172 | 7,088 | 194,453 |
| London | ... | ... | ... | 62 | ... | 263,676 | 1,290 | 6,909 | 271,937 | 11 | ... | 237,164 | 170 | 1,567 | 238,912 |
| Hull | ... | ... | ... | 21,795 | ... | 269 | 833 | 121 | 23,018 | 49,032 | 7,291 | 17,885 | 2,298 | 113 | 76,619 |
| Other Ports | ... | ... | ... | 12,634 | ... | 18 | ... | 371 | 12,423 | 27,032 | 79 | 8,203 | 314 | 2,442 | 38,070 |
| Total | ... | ... | ... | 2,311,216 | 251,186 | 640,641 | 192,000 | 56,774 | 3,451,817 | 152,869 | 10,239 | 365,782 | 7,954 | 11,210 | 548,054 |

Dated November 23, 1883.

R. GIFFEN,
Commercial Department, Board of Trade.

THE LONDON GAZETTE, NOVEMBER 27, 1883.

5667

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 17th day of November, 1883.

PRIVATE BANKS.

| Name, Title, and Principal Place of Issue. | | | | Average Amount. |
|---|----------------------|-------------------------------------|---------------|-----------------|
| Ashford Bank | Ashford ... | Pomfret and Co. | £ | 8950 |
| Aylesbury Old Bank | Aylesbury ... | Cobb and Co. | | 15580 |
| Baldock Bank and Baldock and Biggleswade Bank | Biggleswade ... | Wells, Hogge, and Co. | | 13907 |
| Barnstaple Bank | Barnstaple ... | Marshall and Co. | | 2588 |
| Bedford Bank | Bedford ... | Barnard and Co. | | 23513 |
| Bicester and Oxfordshire Bank and Oxford Bank | Bicester ... | Tubb and Co. | | 12710 |
| Boston Bank | Boston ... | Garfit and Co. | | 37896 |
| Broseley and Bridgnorth and Bridgnorth and Broseley Bank | Broseley ... | Pritchard and Co. | | 8835 |
| Buckingham Bank | Buckingham ... | Bartlett, Parrott, and Co. | | 13711 |
| Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank | Bury St. Edmunds ... | Oakes, Bevan, and Co. | | 22865 |
| Banbury Bank | Banbury ... | J. C. and A. Gillett and Co. | | 12341 |
| Banbury Old Bank | Banbury ... | Cobb and Son | | 13157 |
| Bedfordshire Leighton Buzzard Bank | Leighton Buzzard ... | Bassett, Son, and Co. | | 22126 |
| Brecon Old Bank | Brecon ... | Wilkins and Co. | | 18511 |
| Brighton Union Bank | Brighton ... | Hall and Co. | | 15128 |
| Burlington and Driffield Bank | Burlington ... | Harding and Co. | | 470 |
| Cambridge Bank | Cambridge ... | Mortlock and Co. | | 9788 |
| Cambridge and Cambridgeshire Bank | Cambridge ... | Messrs. Fosters | | 40204 |
| Canterbury Bank | Canterbury ... | Hammond and Co. | | 14281 |
| Colchester Bank | Colchester ... | Round, Green, and Co. | | 9318 |
| Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh Suffolk Bank | Colchester ... | Mills and Co. | | 21020 |
| City Bank, Exeter | Exeter ... | Milford and Co. | | 6505 |
| Craven Bank | Settle ... | Birkbeck, Robinson, and Co. | | 44496 |
| Derby Bank | Derby ... | Samuel Smith and Co. | | 13475 |
| Darlington Bank, Durham Bank, and Stockton-on-Tees Bank | Darlington ... | Backhouse and Co. | | 59201 |
| Devonport Bank | Devonport ... | Hodge and Co. | | 1800 |
| Dorchester Old Bank and Dorsetshire Bank | Dorchester ... | Williams and Co. | | 27287 |
| East Cornwall Bank | Liskeard ... | Robins, Foster, and Co. | | 46280 |
| East Riding Bank | Beverley ... | Beckett and Co. | | 48187 |
| Essex Bank and Bishop's Stortford Bank | Chelmsford ... | Sparrow, Tufnell, and Co. | | 29760 |
| Exeter Bank | Exeter ... | Sanders and Co. | | 12762 |
| Farnham Bank | Farnham ... | Knight and Sons | | 4858 |
| Faversham Bank | Faversham ... | Hilton and Co. | | 4735 |
| Godalming Bank | Godalming ... | Mellersh and Co. | Not received. | |
| Grantham Bank | Grantham ... | Hardy and Co. | | 11447 |
| Hull Bank and Kingston-upon-Hull Bank | Hull ... | Smith Brothers and Co. | | 15264 |
| Huntingdon Town and County Bank | Huntingdon ... | Veasey and Co. | | 17260 |
| Harwich Bank | Harwich ... | Cox, Cobbold, and Co. | | 3208 |
| Hertfordshire, Hitchin Bank | Hitchin ... | Sharples and Co. | | 21188 |
| Ipswich Bank | Ipswich ... | Bacon and Co. | | 12032 |
| Ipswich and Needham Market Bank, Suffolk, Hadleigh Bank, Manningtree and Mistley Bank, and Woodbridge Bank | Ipswich ... | Gurneys, Alexanders, and Co. | | 34787 |

| Name, Title, and Principal Place of Issue. | | | | | Average Amount. |
|---|--------------------|---------------------------------|-----|-------|-----------------|
| | | | | | £ |
| Kentish Bank | Maidstone ... | Wigan, Mercer, and Co. ... | ... | 13888 | |
| Kington and Radnorshire Bank ... | Kington ... | Davies and Co. ... | ... | 19843 | |
| Kendal Bank... .. | Kendal ... | Wakefield, Crewdson, and Co.... | ... | 44792 | |
| Leeds Bank | Leeds ... | Beckett and Co ... | ... | 74376 | |
| Leeds Union Bank | Leeds ... | W. Williams Brown and Co. ... | ... | 31290 | |
| Leicester Bank | Leicester... | T. and T. T. Paget ... | ... | 15134 | |
| Lewes Old Bank | Lewes ... | Molineux and Co. ... | ... | 15592 | |
| Lincoln Bank | Lincoln ... | Smith, Ellison, and Co.... | ... | 72810 | |
| Llandovery Bank, Lampeter Bank, } and Llandilo Bank ... | Llandovery ... | D. Jones and Co. ... | ... | 20109 | |
| Lymington Bank | Lymington ... | St. Barbe and Co. ... | ... | 1111 | |
| Lynn Regis and Lincolnshire Bank... | Lynn Regis ... | Gurneys and Co. ... | ... | 20779 | |
| Lynn Regis and Norfolk Bank ... | Lynn Regis ... | Jarvis and Co. ... | ... | 7375 | |
| Macclesfield Bank | Macclesfield ... | Brocklehurst and Co. ... | ... | 4985 | |
| Miners' Bank | Truro ... | Willyams and Co. ... | ... | 13383 | |
| Monmouth Old Bank | Monmouth ... | Bromage and Co. ... | ... | 1446 | |
| Newark Bank | Newark ... | Samuel Smith and Co. ... | ... | 12121 | |
| Newark and Sleaford Bank, and } Sleaford and Newark Bank ... | Sleaford ... | Handley, Peacock, and Co. ... | ... | 23970 | |
| Newbury Bank | Newbury ... | Sloccock, Matthews, and Co. ... | ... | 8179 | |
| Newmarket Bank | Newmarket ... | Hammond and Co ... | ... | 10114 | |
| Norwich and Norfolk and Fakenham } Banks | Norwich ... | Gurneys, Birkbecks, and Co. ... | ... | 60976 | |
| Naval Bank, Plymouth | Plymouth ... | Harris, Bulteel, and Co. ... | ... | 11295 | |
| New Sarum Bank | Sarum ... | Pinckney Brothers ... | ... | 2908 | |
| Nottingham Bank | Nottingham ... | Samuel Smith and Co. ... | ... | 26164 | |
| Oswestry Bank and Oswestry Old Bank | Oswestry ... | Croxon and Co.... | ... | 6181 | |
| Oxford Old Bank | Oxford ... | Parsons and Co. ... | ... | 22944 | |
| Old Bank, Tonbridge, Tonbridge and } Tonbridge Wells Old Bank, Ton- bridge and Tonbridge Wells and } Sevenoaks Bank | Tonbridge ... | Beechings and Co. ... | ... | 10895 | |
| Oxfordshire Witney Bank | Witney ... | Gilletts and Clinch ... | ... | 3626 | |
| Pease's Old Bank, Hull, the Hull } Old Bank and Beverley Bank ... | Hull ... | Pease and Sons ... | ... | 45430 | |
| Penzance Bank | Penzance ... | Batten and Co. ... | ... | 5018 | |
| Reading Bank | Reading ... | Simonds and Co. ... | ... | 16914 | |
| Reading Bank | Reading ... | Stephens, Blandy, and Co. ... | ... | 14926 | |
| Richmond Bank | Richmond ... | Roper and Co. ... | ... | 5203 | |
| Royston Bank | Royston ... | Fordham and Co. ... | ... | 6148 | |
| Rye Bank | Rye ... | Curteis, Pomfret, and Co. ... | ... | 4748 | |
| Saffron Walden and North Essex Bank | Saffron Walden ... | Gibson, Tuke, and Co. ... | ... | 15318 | |
| Salop Bank | Shrewsbury ... | Burton, Lloyd, and Co.... | ... | 2128 | |
| Scarborough Old Bank | Scarborough ... | Woodall and Co. ... | ... | 16685 | |
| Shrewsbury Old Bank and Shrews- } bury and Ludlow Bank ... | Shrewsbury ... | Rocke, Eyton, and Co. ... | ... | 14557 | |
| Sittingbourne and Milton Bank ... | Sittingbourne ... | Vallance and Co. ... | ... | 1305 | |
| Southampton Town and County Bank | Southampton ... | Maddison, Atherley, and Co. ... | ... | 5255 | |
| Stamford and Rutland Bank | Stamford ... | Eaton, Cayley, and Co. ... | ... | 8789 | |
| Tavistock Bank | Tavistock ... | Gill, Morshead, and Co. ... | ... | 7256 | |
| Thornbury Bank | Thornbury ... | Harwood and Co. ... | ... | 4793 | |
| Thrapston and Kettering Bank, } Northamptonshire... .. | Thrapston ... | Eland and Eland ... | ... | 7055 | |
| Tring Bank and Chesham Bank ... | Tring ... | Butcher and Sons ... | ... | 8785 | |
| Towcester Old Bank... .. | Towcester ... | Hewitt and Moxon ... | ... | 3967 | |
| Uxbridge Old Bank | Uxbridge ... | Hull, Smith, and Co. ... | ... | 4023 | |
| Wallingford Bank | Wallingford ... | Hedges, Wells, and Co. ... | ... | 2177 | |
| Warwick and Warwickshire Bank ... | Warwick .. | Greenway and Co. ... | ... | 14252 | |

| Name, Title, and Principal Place of Issue. | | | | Average Amount. |
|--|------------------|------------------------------------|-----|-----------------|
| | | | | £ |
| Wellington Somerset Bank ... | Wellington ... | Fox Brothers and Co. ... | ... | 4433 |
| West Riding Bank, Wakefield, and Pontefract Bank ... | Wakefield ... | Leatham, Tew, and Co. ... | ... | 29229 |
| Whitby Old Bank ... | Whitby ... | Simpson, Chapman, and Co. ... | ... | 7543 |
| Winchester, Alresford, and Alton Bank | Winchester ... | Bulpett and Co. ... | ... | 6169 |
| Weymouth Old Bank and Dorchester Bank ... | Weymouth ... | Eliot, Pearce, and Co. ... | ... | 9459 |
| Wisbech and Lincolnshire Bank ... | Wisbech ... | Gurney and Co. ... | ... | 24113 |
| Wiveliscombe Bank ... | Wiveliscombe ... | W. Hancock and Son ... | ... | 1415 |
| Worcester Old Bank and Tewkesbury Old Bank ... | Worcester ... | Berwick, Lechmere, and Co. ... | ... | 28418 |
| Yarmouth and Suffolk Bank, and Halesworth and Suffolk Bank | Yarmouth ... | Gurneys, Birkbeck, and Co. ... | ... | 31082 |
| Yarmouth, Norfolk, and Suffolk Bank | Great Yarmouth | Sir E. H. K. Lacon, Bt., & Co. ... | ... | 7212 |

JOINT STOCK BANKS.

| Name, Title, and Principal Place of Issue. | | | | Average Amount. |
|--|-------------------|-----|-----|-----------------|
| | | | | £ |
| Bank of Westmorland ... | Kendal ... | ... | ... | 11894 |
| Barnsley Banking Company Limited ... | Barnsley ... | ... | ... | 6305 |
| Bradford Banking Company Limited ... | Bradford ... | ... | ... | 85578 |
| Bank of Whitehaven Limited ... | Whitehaven ... | ... | ... | 26569 |
| Bradford Commercial Banking Company Limited | Bradford ... | ... | ... | 16718 |
| Burton, Uttoxeter, and Ashbourne Union Bank Limited... | Burton-upon-Trent | ... | ... | 28803 |
| Cumberland Union Banking Company Limited ... | Carlisle ... | ... | ... | 33295 |
| Coventry Union Banking Company ... | Coventry ... | ... | ... | 8605 |
| County of Gloucester Banking Company Limited | Cheltenham ... | ... | ... | 56366 |
| Carlisle and Cumberland Banking Company Limited | Carlisle ... | ... | ... | 23559 |
| Carlisle City and District Bank Limited ... | Carlisle ... | ... | ... | 19120 |
| Derby and Derbyshire Banking Company Limited ... | Derby ... | ... | ... | 10296 |
| Darlington District Joint Stock Banking Company Limited | Darlington ... | ... | ... | 7990 |
| Gloucestershire Banking Company Limited ... | Gloucester ... | ... | ... | 106489 |
| Halifax Joint Stock Banking Company Limited... | Halifax ... | ... | ... | 17833 |
| Huddersfield Banking Company Limited ... | Huddersfield ... | ... | ... | 26050 |
| Hull Banking Company Limited ... | Hull ... | ... | ... | 30440 |
| Halifax Commercial Banking Company Limited ... | Halifax ... | ... | ... | 9967 |
| Halifax and Huddersfield Union Banking Company Limited | Halifax ... | ... | ... | 17835 |
| Knaresborough and Claro Banking Company Limited ... | Knaresborough ... | ... | ... | 20165 |
| Lancaster Banking Company ... | Lancaster ... | ... | ... | 64591 |
| Leicestershire Banking Company Limited... | Leicester... | ... | ... | 48209 |
| Lincoln and Lindsey Banking Company Limited... | Lincoln ... | ... | ... | 52429 |
| Leamington Priors and Warwickshire Banking Company Limited ... | Leamington Priors | ... | ... | 8066 |
| Ludlow and Tenbury Bank ... | Ludlow ... | ... | ... | 4829 |
| Moore and Robinson's Nottinghamshire Banking Company Limited ... | Nottingham ... | ... | ... | 30174 |
| Nottingham and Nottinghamshire Banking Company | Nottingham ... | ... | ... | 24593 |
| Northamptonshire Union Bank Limited ... | Northampton ... | ... | ... | 43749 |
| Northamptonshire Banking Company Limited ... | Northampton ... | ... | ... | 12906 |
| North and South Wales Bank Limited ... | Liverpool ... | ... | ... | 59526 |
| Pares's Leicestershire Banking Company Limited | Leicester... | ... | ... | 35242 |
| Sheffield Banking Company Limited ... | Sheffield ... | ... | ... | 26366 |
| Stamford, Spalding, and Boston Banking Company Limited | Stamford ... | ... | ... | 47590 |

| Name, Title, and Principal Place of Issue. | | | | | | Average Amount. |
|--|---------------|-----|-----|-----|-----|-----------------|
| | | | | | | £ |
| Stuckey's Banking Company, Bristol Somersetshire Bank, and Somersetshire Bank | Langport | ... | ... | ... | ... | 224035 |
| Sheffield and Hallamshire Banking Company | Sheffield | ... | ... | ... | ... | 17065 |
| Sheffield and Rotherham Joint Stock Banking Company Limited | Sheffield | ... | ... | ... | ... | 28859 |
| Swaledale and Wensleydale Banking Company Limited | Richmond | ... | ... | ... | ... | 47985 |
| Wolverhampton and Staffordshire Banking Company | Wolverhampton | ... | ... | ... | ... | 8513 |
| Wakefield and Barnsley Union Bank | Wakefield | ... | ... | ... | ... | 11045 |
| Whitehaven Joint Stock Banking Company | Whitehaven | ... | ... | ... | ... | 25270 |
| Wilts and Dorset Banking Company Limited | Salisbury | ... | ... | ... | ... | 70773 |
| West Riding Union Banking Company Limited | Huddersfield | ... | ... | ... | ... | 29531 |
| Worcester City and County Banking Company Limited | Worcester | .. | ... | ... | ... | 678 |
| York Union Banking Company Limited | York | ... | ... | ... | ... | 71466 |
| York City and County Banking Company Limited | York | ... | ... | ... | ... | 86496 |
| Yorkshire Banking Company Limited | Leeds | ... | ... | ... | ... | 115032 |

J. S. PURCELL, Registrar of Bank Returns.

Inland Revenue Office, November 24, 1883.

NOTICE is hereby given, that Tuesday, the 4th day of December next, at half-past ten o'clock A.M., has been fixed by their Lordships the Judicial Committee of Her Majesty's Privy Council, for hearing the matter of the petition of James Childs, of Cedar Lea, Clapham Common, in the county of Surrey, Major (retired), 3rd Battalion Royal Fusiliers, for a prolongation of the term of the Letters Patent granted to him on the 7th day of December, 1869, for an "invention of improvements in the manufacture of bread and biscuits," number 3540.

Wilson, Bristows, and Carpmal, 1, Copthall-buildings, E.C., Solicitors for the said Petitioner.

In the Matter of Letters Patent granted to Michael Radcliffe Ward, of Northumberland-street, Strand, in the county of Middlesex, for the invention of "improvements in or connected with tram, rail, and road cars, and other vehicles, and in machinery for driving same by electricity," bearing date the 31st day of January, 1883, No. 539.

NOTICE is hereby given, that the said Michael Radcliffe Ward has applied by petition to the Commissioners of Patents according to the Statute in that case made and provided, for leave to file in the Office of the Commissioners of Patents for Inventions a Disclaimer and Memorandum of Alteration of certain parts of the specification and title of the said Letters Patent; and that any person intending to oppose such application must leave particulars in writing of their objections to such proposed Disclaimer and Memorandum of Alteration with the Attorney-General's Clerk of the Patents, at Room No. 549, in the Royal Courts of Justice, London, within twenty-one days from the date of the London Gazette in which this notice is published. And notice is hereby also given, that after the expiration of the said twenty-one days no objection will be received or entertained, and the Attorney-General will proceed to a hearing.—Dated this 27th day of November, 1883.

J. Henry Johnson, 47, Lincoln's-inn-fields, London, Agent for the said Michael Radcliffe Ward.

Board of Trade.—Session 1884.

Ventnor Pier and Esplanade.

(Sale and Transfer of Undertaking, Property, and Rights of the Ventnor Pier and Esplanade Company; Dissolution of that Company; Tolls and Charges; Confirmation of Agreements; Amendment of Order.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 22nd day of December next, for a Provisional Order (hereinafter called "the Order"), under the provisions of the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act 1861 Amendment Act, for all or some of the following purposes:—

To authorise the Ventnor Pier and Esplanade Company (hereinafter called "the Company") to sell, and a Company to be formed under the name of the Ventnor Pier Company, Limited, or under some other name (hereinafter called "the New Company"), to purchase, and to transfer to, and vest in, or provide for the transfer to, and vesting in, the new Company, at such price or for such consideration, and on and subject to such terms and conditions, as have been or may be agreed upon between the Company and the new Company, or as may be provided by the Order, of the undertaking, works, real and personal property, rights, powers, and privileges of the Company, and to provide for the discharge of the debts and liabilities, the distribution of assets, and the winding-up of the Company, and to confer on the Company and the new Company all powers necessary for or in relation to the matters aforesaid.

[To enable the new Company to carry on the undertaking of the Company; and to maintain, alter, and extend the same within the limits of deviation referred to in section 21 of the Ventnor Pier and Esplanade Order, 1870; and within those limits to exercise all or any of the rights, powers, authorities, and privileges of the Company, and all such further powers, rights, authorities, and privileges as may be deemed necessary or expedient for or in relation to any of the foregoing matters; and to levy and recover tolls, rates, duties, rents, and charges, for or in relation to the use of the undertaking

and works of the Company; and to alter existing tolls, rates, duties, rents, and charges.

To empower the Company and the new Company from time to time to enter into and carry into effect any contracts or agreements touching the matters aforesaid; and to confirm, and, if thought fit, to alter and vary any such contract or agreement which may have been or which during the progress of the Order may be entered into.

To alter, amend, vary, or repeal, so far as may be necessary for the purposes of the Order, all or some of the powers and provisions of the Ventnor Pier and Esplanade Order, 1870.

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 will be deposited for public inspection with the clerk of the peace for the county of Southampton, at his office at Winchester, in that county; and with the clerk of the peace for the Isle of Wight, at his office at Newport, Isle of Wight; and on or before the same date a copy of such notice, as published as aforesaid, will be deposited at the office of the Board of Trade, Whitehall Gardens, London.

Printed copies of the draft Order will, on and after the 22nd day of December next, be furnished at the offices of the undersigned to all persons applying for the same, at the price of one shilling for each copy.

Dated the 16th day of November, 1883.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, London, Solicitors for the Order.

In Parliament.—Session 1884.

North London Tramways Company.

(Extension of Time for Construction of Tramways; Powers to use Steam and other Mechanical Power upon the Company's Tramways within the Parishes of St. John at Hackney, otherwise Hackney, and St. Mary, Stoke Newington; Additional Capital; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament next session by the North London Tramways Company (hereinafter called "the Company") for leave to bring in a Bill for the following, or some of the following, objects, that is to say:—

To extend the time limited by "The North London Tramways Act, 1882," for the construction of the tramways and works by that Act authorized.

To empower the Company, and all other persons and companies for the time being working or using the undertaking of the Company, or any part thereof, to work and use by steam and any other mechanical or motive power, in addition to or in substitution for animal power, such portions of the Company's tramways as are authorized to be laid in or along Stamford Hill, in the parish of St. John at Hackney, otherwise Hackney, and Seven Sisters'-road and Green-lanes, in the parish of St. Mary, Stoke Newington, all in the county of Middlesex.

To authorize the Company, for the purposes of the Bill, and for the general purposes of their undertaking, or either, to raise further moneys by the creation of new shares or stock, with or without a preferential dividend or other rights or privileges attached thereto, and by borrowing on mortgage, or by all or any of those means.

To alter or amend the provisions of "The North London Suburban Tramways Order, 1879,"

"The North London Tramways Act, 1882," and "The North London Tramways Act, 1883," so far as may be necessary for effecting the objects aforesaid.

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, 1883.

Sutton and Ommanney, 3 and 4, Great Winchester-street, London, E.C., Solicitors for the Bill.

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

Board of Trade—Session 1884.

Dudley, Sedgley, and Wolverhampton Tramways Provisional Order.

(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.)

APPPLICATION is intended to be made to the Board of Trade, 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 Provisional Order will vary or extinguish all rights and privileges which would interfere with the objects of the Order, 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 draft Provisional Order will be deposited at the Board of Trade on or before the 22nd day of December, 1883, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, may be obtained on application at the office of Messrs. G. J. Hanly and Co., Parliamentary Agents, 27, Great George-street, Westminster, S.W., at the price of one shilling per 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 January, 1884, and copies of their objections must at the same time be sent to the Promoters; 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 10th day of November, 1883,

H. C. Barker, 8, Union-court, Old Broad-street, London, E.C., Solicitor for the proposed Provisional Order.

C. J. Hanly and Co., 27, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1884.

Bury Improvement.

(Extension of Municipal Borough; Extension of Jurisdictions, &c.; 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; Power to Make and Maintain a Railway in the Parish of Bury and County of Lancaster to connect the Bury Gasworks with the Lancashire and Yorkshire Railway; Compulsory Purchase of Lands; Levying of Tolls; Provisions as to Maintenance of Railway and Agreements with Lancashire and Yorkshire Railway Company; Further Provisions as to Appointment of Auditor and the Supply of Gas; Recovery of Gas Rates and Rents, Gas Fittings, &c.; Purchase of Lands by Agreement in connection with Waterworks Undertaking; Extension of Time for completion of the Ogden Reservoir; Power to increase the Water Rate within the Limits of Supply; Street Improvements; Powers as to Streets, Buildings, Sewers, Sanitary Matters, Infectious Disease, Hospitals, Burial of Dead, and other Powers for prevention of the spread of Infection; Powers as to Licensing Hawkers, &c.; further Provisions as to the Police Stations, Special Constables, Bicycles, Betting, Indecent Notices, and Police Matters; Regulation and Licensing of Dancing Rooms and places of Public Amusement, Bye-laws, Penalties, and Procedure; Additional Borrowing Powers, Creation and Issue of Stock and other Financial Provisions; Water Annuities, Levying and Consolidation of Rates; further Provisions as to Auditors; Amendment, Repeal, and Incorporation of Acts, and other purposes.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Bury, in the county Palatine of Lancaster, being also the Urban Sanitary Authority for the borough (hereinafter called the Corporation), intend to apply to Parliament in the next Session for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following purposes, that is to say:—

To alter, extend, and enlarge for municipal, sanitary, local government, educational, and all other purposes, the boundary of the municipal borough of Bury, in the county of Lancaster (hereinafter called the "existing borough") and to include in and incorporate within the borough as proposed to be extended—

The existing municipal borough.

On the Westerly side of the existing Borough of Bury.

(a.) The whole of the township of Elton, in the parish of Bury and county of Lancaster, situate on the western side of the existing borough boundary; (b) so much of the township of Tottington Lower End, in the parish of Bury and county of Lancaster, as is comprised in the following limits, viz.:—Commencing at the present westerly extremity of the borough at Boltholt Print Works, and proceeding along the southerly boundary of the township of Tottington Lower End, in a westerly direction to the south-east side of Four Lane Ends, thence

crossing to the north side of Four Lane Ends, and proceeding in an easterly direction along the north side of and including Long-lane to the north-west side of Lower Walshaw and along the line of existing fences at the north of Lower Walshaw to Booth-lane, thence for about 2 chains in a northerly direction along the west side of Booth-lane to a road on the east side leading to Cop Thorns, thence along the north side of the said road and the north side of Cop Thorns, and continuing on the line of existing fences, and on the north-west side of the Lamb Inn across the high road from Tottington to Bury, and along a footpath at the south-easterly side of Beechwood, and continuing in a straight line to a junction with the said township boundary at Kirklees Brook, at a point being the present north-westerly extremity of the borough of Bury.

On the North-westerly side of the existing Borough of Bury.

So much of the township of Elton, in the parish of Bury and county of Lancaster, as is comprised in the following limits, that is to say, commencing at the aforesaid north-westerly extremity of the existing borough of Bury at Kirklees Brook, and proceeding in a northerly direction at the east side of a farm known as Hopkinson's, to a line parallel with Brandlesholme-road at a distance of about 4 chains to the west therefrom, and along the said line to the east side of Brandlesholme Hall to a point 3 chains to the north of Wood-road-lane, thence crossing Brandlesholme-road and continuing parallel to the said lane, at a distance of 3 chains to the north therefrom, to a footpath leading from Longsight to Wood-road-lane, thence in a straight line and along an existing fence to the road leading to Daub Hole, and continuing in a northerly direction along and including the said road to the north of a farm known as Daub Hole, and along the southern boundary of the Ramsbottom Local Board district to the easterly boundary of the said township of Elton in the centre of the bed of the River Irwell, and thence in a southerly direction along the said township boundary to its junction with the existing borough boundary at the Canal Feeder Aqueduct, near Burr's Mill, thence along the existing borough boundary to the aforesaid north-westerly extremity at Kirklees Brook.

On the Northerly side of the existing Borough of Bury.

So much of the township of Walmersley-cum-Shuttleworth, in the parish of Bury, and county of Lancaster, as lies south of the district of the Ramsbottom Local Board, and north of the existing borough of Bury, and as is bounded on the east side thereof by a line as follows, viz.:—Commencing at the south-east extremity of the Ramsbottom Local Board district at Oldfield, and proceeding in a southerly direction along the east side of Walmersley Old Road to a footpath about 2 chains to the south of Snake Hole Slack, thence along the said footpath to the east of Mount Pleasant and to the west of White Wall, and continuing in a straight line to the west of Wood to a junction with the westerly boundary of a detached portion of the township of Birtley-cum-Bamford, thence continuing in a

southerly direction along the said township boundary to its junction with the northerly extremity of the township of Bury.

On the South-easterly side of the existing Borough of Bury.

So much of the hamlet of Unsworth, in the township of Pilkington, in the parish of Prestwich-cum-Oldham, and county of Lancaster, as lies on the right bank of the river Roche, and including the bed of such river to the centre thereof co-extensive with the said portion of such hamlet.

On the South-westerly side of the existing Borough of Bury.

So much of the parish and township of Radcliffe, known as Warthfold, as lies outside the limits of the existing borough of Bury, and being such portion of the district of the Radcliffe Local Board as lies on the left bank of the River Irwell, including the bed of such river to the centre thereof co-extensive with Warthfold aforesaid,

hereinafter referred to as the "added district."

To detach and sever the added district from the district and jurisdiction of the Rural Sanitary Authority of the Bury Union and the Radcliffe Local Board, 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.

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 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 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.

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.

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 Parlia-

ment 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.

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.

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.

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 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.

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.

To exempt the lands, houses, hereditaments, and property within the added district, from all 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 Lancaster, and any 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 Lancaster, 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.

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.

To make provision, if thought expedient, for the repayment of the monies 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.

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 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.

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, 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.

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.

To authorise the Corporation to make and maintain the railway and works hereinafter described, or some part or parts thereof respectively, with all needful approaches, sidings, and other works connected therewith respectively, for the carriage of coals and other materials to and from their gasworks at Elton, in the parish

of Bury, and county of Lancaster, or for such other purposes as the Bill may define or Parliament may sanction (that is to say):—

A railway to be wholly situate in the township of Elton, in the parish of Bury, in the county of Lancaster, commencing by a junction with the Lancashire and Yorkshire Railway, at a point 5 chains or thereabouts east of the centre of the bridge over the said railway carrying the road from Deardens to the Manchester, Bolton, and Bury Canal Reservoir, and terminating at a point on the west side of the canal feeder bridge over Olive-street, otherwise Mucklow-street, within the gasworks' premises, of the Corporation at Elton aforesaid, which said intended railway and the works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be wholly situate in the township of Elton and parish of Bury, in the county of Lancaster.

To provide for the user of the said railway and the regulation of the traffic thereon, and to make such other provisions with reference to the matters aforesaid as the Bill may provide or Parliament may sanction.

To empower the Corporation to enter upon, purchase, take, and use, temporarily or permanently, by compulsion or otherwise, and to hold all such lands, houses, and other property in the parish aforesaid, as may be necessary or convenient for the purpose of the said intended railway and works, and to vary and extinguish all rights and privileges connected with the lands, houses, and property so to be taken, which would interfere with or prevent the carrying into execution of any of the purposes of the Bill.

To authorise the Corporation to alter or otherwise interfere with, temporarily or permanently, the levels of the streets or portions of streets, and to alter or otherwise interfere with, temporarily or permanently, the line and levels of, or to stop up, appropriate, and extinguish all rights of way over the whole or any part of any highway, streets, or places within the parish aforesaid which it may be necessary or convenient to alter or otherwise interfere with.

To empower the Corporation to deviate laterally from the lines of the railway and works hereinbefore described, to the extent shown upon the plans hereinafter mentioned, or as may be provided by the Bill, and to deviate vertically from the levels shown upon the sections hereinafter mentioned, to such extent as will be provided by the Bill.

To exempt the Corporation from the provisions of section 92 of "The Lands Clauses Consolidation Act, 1845," in respect of all or some of the properties to be acquired under the Bill.

To authorise the Corporation to appropriate to all or any of the purposes of the Bill other than sewage works, gas works, or works for the manufacture and conversion of residual products, any lands vested in them at the passing thereof.

To levy tolls, rates, and charges in respect of the proposed railway and works; to alter existing tolls, rates, and charges; and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

To enable the Corporation on the one hand,

and the Lancashire and Yorkshire Railway Company on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the construction, maintenance, working, use, and management of the railway, or some part or parts thereof, the supply of working and rolling stock, plant, and machinery thereto, the appointment, payment, and removal of officers and servants to be employed thereon, and the payments to be made and the conditions to be performed with respect to such construction, maintenance, working, use, and management.

To provide that the said railway and works when completed shall for all purposes whatsoever be deemed part of the gas undertaking of the Corporation.

To repeal, alter, and amend sections 58 and 66 of the Bury Gas Act, 1857, and to provide that the Corporation shall themselves appoint the auditor by section 58 of that Act directed to be appointed, and that the whole of the profits (if any) realised by the Corporation upon the sale and manufacture of gas, after making the several payments directed by section 66 of the said Act shall be paid over in aid of the Bury General Rate, instead of being applied as provided by that section.

To empower the Corporation, upon such terms and conditions as they may prescribe, to supply gas gratuitously to hospitals, infirmaries, public baths or washhouses, or to any other institutions maintained out of the public rates, or by voluntary subscriptions within the borough, and if the Corporation shall so determine, to supply gas gratuitously for any other purpose within the borough.

To empower 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 in relation to the manufacture, supply, and distribution of gas, and the utilisation and conversion of residual products, to authorise the Corporation to manufacture, sell, purchase, hire, or let for hire, or otherwise deal in meters, stoves, and fittings, and other apparatus, articles, and things, for or in relation to the production, supply, and consumption of gas, whether for lighting or heating purposes.

To provide that all gas pipes, gas meters, and fittings furnished by the Corporation, to any person or body of persons shall, unless and until paid for, remain the property of the Corporation, and be exempt from legal process.

To authorise the Corporation to require a deposit or other security from any person requiring gas before supplying the same, and to empower the Corporation to refuse to supply gas to persons in certain cases.

To empower the Corporation to purchase by agreement, or to take on lease additional lands, houses, and buildings, situate in the township of Musbury, in the parish of Bury, and in the township of Haslingden, in the parish of Whalley, in the county of Lancaster, in order to prevent the streams communicating with the waterworks of the Corporation from being polluted, and generally for the purpose of protecting the said waterworks.

To extend the period limited by the Bury Improvement Act, 1872, for the construction of the Ogden Reservoir on the Ogden Brook, situate wholly in the townships of Musbury, in the parish of Bury, and Haslingden, in the parish of Whalley, in the county of Lancaster, by that Act authorised.

To alter and amend Section 55 of the Bury and Radcliffe Waterworks Act, 1853, and Section 33 of the Haslingden and Rawtenstall Waterworks Act, 1853, and to empower the Corporation to increase the scale of charges for water supplied by them within their water limits.

To empower the Corporation to assess and levy, for fire and other purposes, a public water rate upon the owners of dwelling-houses and other buildings and premises within their water limits, in the parishes of Whalley, Bury, Radcliffe, Bolton-le-Moors, Prestwich-cum-Oldham, and the extra-parochial places of Henheads and Dunnockshaw, in the county of Lancaster.

To confer upon the Corporation further powers with reference to streets, buildings, sanitary matters, and for the improvement and good government of the borough, and the prevention of obstructions and nuisances therein, and especially with respect to the following matters and things (that is to say):—

The partial exemption of railway companies from new street expenses, and for this purpose to amend Section 173 of the Bury Improvement Act, 1872.

The appropriation, use, and disposal of old materials in streets and courts.

The appropriation of parts of new streets to form carriage-ways and footways, and for this purpose to amend Section 88 of the Bury Improvement Act, 1846.

The construction and repair of bridges.

The removal and alteration of pipes, tubes, wires, and other apparatus connected with telegraphic, pneumatic, telephonic, electric, and other purposes.

The repair of streets not being highways, and the stopping up of highways.

To prohibit the use of any portable or moveable steam-engine in any street, or on any building land, or unfinished building within a distance of 50 yards of any street.

To prohibit the erection of projections in streets.

The erection of buildings or commencement of building operations in unformed streets or on land converted into front land by improvements made by the Corporation.

The improvement of street lines.

The position, construction, providing, cleansing, emptying, covering, improving, examination, inspection, demolition, and alteration of and the control by the Corporation over the workmanship, materials, foundations, elevation, height, drainage, back yards, open spaces, ventilation, and sanitary arrangements of and other provisions with reference to buildings, privies, waterclosets, ashpits, middens, slopstones, sinks, sewers, cesspools, and drains.

The lighting and ventilation of and the securing of proper means of ingress and egress to and from public buildings and places of public entertainment and resort, whether temporary or permanent, and for securing the safety and stability thereof.

The construction of fireplaces, flues, ovens, and furnaces.

The erection and removal of wooden buildings.

The construction of drains, intercepting tanks, and connections with sewers and drains.

The approval and disapproval of plans and sections, the scale to which and the material on which they shall be drawn, and to limit the time during which and the conditions on which such approval shall operate.

Notice of intention to lay out new streets.
 Definition of new buildings.
 Erection of urinals and other conveniences.
 The prevention of lock-up shops being used for habitation.
 Damages caused to footways by excavation.
 To extend the period for instituting legal proceedings.
 To provide that undertakings or agreements with the Corporation shall bind successive owners.
 Contributions by Corporation to private street works.
 To compel sinks and slopstone pipes to be disconnected from drains and sewers.
 To enable statues and fountains, cabmen's rests or shelters, or other work of an ornamental character or public utility to be erected.
 To provide for the fencing of vacant or waste lands.
 To make regulations with respect to the occupation of buildings or parts of buildings extending or partially extending over any privy, cesspool, midden, or ashpit.
 The prevention of burning of bricks and other offensive matters and things.
 To prevent the spilling of coals, lime, and other articles on the public roads.
 To provide that sections 116 to 119 (both inclusive) of "The Public Health Act, 1875," shall extend and apply to all articles intended for the food of man, sold or exposed, deposited or prepared for sale within the borough, and that the medical or other officer of the Corporation may inspect and examine all such articles, and for that purpose open any box or other receptacle containing any such articles, and to empower Justices to order such articles, when condemned by the medical or other officer of the Corporation, to be destroyed.
 To make further and better provision for the prevention of infection from disease within the borough, and for that purpose to confer all or some of the following among other powers upon the Corporation:—
 (a.) To provide temporary shelter or house accommodation for the members of a family in which infectious disease has appeared, and also to provide temporary hospitals or wards.
 (b.) To provide or contract for the providing of nurses for attendance upon diseased persons.
 (c.) To compel cowkeepers and others to furnish a list of their customers in certain cases.
 To empower the Corporation either to require any owner or occupier to cleanse and disinfect any house or part of a house or any articles therein, or themselves to cleanse and disinfect such house, part of a house, and articles, and for that purpose to remove any such articles, and to recover the expenses attending such cleansing, disinfecting, and removal from the owner or occupier, or to make other provision for defraying the expenses thereof.
 To prohibit, if thought so expedient, the removal of the body of any person dying from infectious disease from any hospital or place of temporary accommodation as aforesaid, except for the purpose of immediate burial, and to provide for the immediate burial of the body of any person dying from an infectious disease, and for the recovery of the expenses thereof.

To regulate the removal and the mode of conveyance for the purpose of interment of the body of any person who has died of an infectious disease, and for the recovery of the expenses thereof.
 To prevent the use of public conveyances for the removal of the bodies of persons who may have died from infectious disease.
 To compel under a penalty common lodging-house keepers to give the notice required by section 84 of the Public Health Act, 1875.
 To authorise the Corporation to grant and revoke licenses to hawkers for the sale of marketable commodities.
 To authorise the Corporation to construct police stations for the confinement of persons taken into custody.
 To authorise the appointment as special constables of persons appointed or employed by the Corporation as keepers of parks or in or about any public market.
 To authorise the Corporation to regulate the riding, driving, or propelling of bicycles, tricycles, velocipedes, or other similar mechanical contrivances within the borough.
 To prevent the assembling of persons for betting or other like purposes in the streets within the borough.
 To authorise the apprehension of persons committing aggravated assaults without a warrant.
 To prohibit the exhibition or delivery to any person within the borough of any obscene, indecent, or offensive bill, paper, or notice.
 To make provision in case any person charged with an offence shall refuse to disclose his name, and to enable a judge of any court or a justice to act, notwithstanding he may be liable to any charge under the Acts relating to the borough, or may be a member of the Corporation.
 To make provision with respect to street musicians and singers, and dogs found at large or without muzzles, or for the confining or muzzling of dogs within the borough; to authorise the detention and sale of such dogs, and to provide for the recovery of the expenses of such detention and sale.
 To authorise justices to order the delivery of goods wrongfully detained if under the value of £15.
 To empower the Corporation to regulate, inspect, or license all dancing-rooms, music halls, and places of public resort or entertainment, and the keepers or managers thereof respectively.
 To empower the Corporation to make and enforce bye-laws in respect of all or some of the matters and things mentioned or referred to in this notice, and to impose penalties for the breach of such bye-laws.
 To make provision with reference to the form and service of notices, bye-laws, and other documents, the authentication thereof, destruction of notice boards, prosecution of offenders, and recovery of penalties, street works, and private improvement expenses for securing transient offenders, evidence of appointment, or authority of officers and others, power of entry, power to execute works in default of persons liable, power for occupier to execute works in default of owner, penalty for obstructing the execution of works or exercise of power, tender of amends, and the protection of members and officers.

To authorise the Corporation to borrow money for the purposes of their gas and water undertakings or for any municipal or sanitary purpose or street improvements, or for the widening of Bury Bridge, or for other the purposes of the intended Act, and to charge the same on the borough fund and rate, the district fund, and general district rate, the gas and water undertakings of the Corporation, the estates rate, revenue 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 authorise the Corporation to apply money borrowed or authorised to be borrowed under former Acts to all or any of the purposes of the intended Act.

To authorise and provide for the consolidation and conversion into one stock of the various loans, mortgages, and other securities raised or granted, or hereafter to be raised or granted, by the Corporation under their present statutory powers, or under the powers of the intended Act, or any Act now or hereafter in force within the borough, and to authorise the creation and issue for that purpose of consolidated or other stock (redeemable or irredeemable) upon and subject to such terms and conditions as may be prescribed or provided for by the intended Act, and to provide for the transfer of stock by deed or in books, and to make provision with reference to the repayment of the said existing loans, mortgages, or other securities, and the sinking funds applicable thereto, and to extend the periods for such repayment, and to make other provisions as to or in lieu of sinking funds.

To authorise the Corporation to raise, by the creation and issue of such consolidated or other stock as aforesaid, the whole or any part of the moneys which they are now or may by the intended Act or hereafter be authorised to raise.

To charge the said stock upon the borough fund and rate, the district fund, general rate, and general district rate, the gas and water undertakings of the Corporation, the estates, lands, property, tolls, rates, rents, charges, and other revenues belonging to or leviable by the Corporation or any of such securities.

To authorise the investment of trust funds in the said stock, and to exempt the Corporation from liability in respect of notice of any trust affecting such stock, and to declare such stock to be personal estate.

To empower the Corporation to enter into and carry into effect arrangements with persons holding mortgages, annuities, debentures, and other securities of the Corporation for the exchange or conversion thereof for or into the said stock, and to empower holders with limited interests to enter into any such arrangements.

To make provision with reference to the exemption from stamp duty in respect of the issue and transfers of the said stock on such terms and subject to such payments by way of composition for stamp duty as may be prescribed or authorised by the intended Act.

To empower the Corporation to enter into arrangements with the Bank of England or other Banking Corporation or banker for carrying into effect the provisions of the intended Act with reference to the creation, issue, and transfer of stock under the intended Act, the management thereof, the payment of dividends thereon, and keeping of books and accounts in relation thereto.

To make provision for the granting of stock certificates with coupons entitling the bearer to

the dividends, and for the transfer of stock by the delivery of stock certificates.

To provide for the formation of a fund for the purposes of paying the dividends and extinction of stock, and for contributions to such fund from the several funds, accounts, revenues, tolls, rents, and rates of the Corporation.

On the sale of lands or property of the Corporation charged with the said stock or other securities, to free such lands and property from such charge.

To repeal the proviso to Section 93 of the Bury Improvement Act, 1872, and to make further provisions with reference to the payment or redemption by agreement of the Bury Waterworks Annuities, and the conversion of the same into stock.

To authorise the Corporation to levy tolls, rates, rents, and charges: to increase or vary existing tolls, rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, rents, and charges, and to make further and better provision for the recovery thereof by instalments or otherwise; and to empower the Corporation to consolidate and amalgamate tolls, rates, and charges, or to charge all or some of the matters that are not now chargeable on the borough rate or general district rate exclusively, on one or other of such rates, and to empower the Corporation to levy and collect the borough rate, and to extend or amend the provision of the Municipal Corporations Act, 1882, in relation to the making, levying, and collection of the borough rates, to authorise the making of rates prospectively or retrospectively, an alteration of the incidence of rating, especially with reference to railways, canals, tithes, rent charges, agricultural lands, market gardens, and nursery grounds; to empower the Corporation to allow discount on payment of rates, to rate premises not in the poor rate books, and to rate premises at a higher or lower value than that in the poor rate books, and to make other provisions with reference to the making, levying, and collection of rates and charges.

To vary all or some of the provisions contained in the Acts, Provisional Orders, orders or sanctions hereinafter mentioned, or some of them, with reference to the payment of the sums borrowed or authorised to be borrowed under the said Acts, Provisional Orders, orders or sanctions, or any of them, and to make provision for a sinking fund or funds, and if need be to provide a sinking fund with a uniform term in which all or any of the sums borrowed or to be borrowed, either under those Acts or the Bill, shall be repaid.

To make provision for the distribution of the existing debt of the Corporation over the various funds or revenues of the Corporation, and to define and declare the funds or revenues liable to such debt, or upon which the same shall attach or be charged.

To make further provisions as to the appointment of a paid auditor or paid auditors of the accounts of the Corporation.

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.

The Bill will or may incorporate with itself, with or without alterations, such of the provisions as may be deemed expedient of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Waterworks Clauses Acts, 1847 and

1863," "The Gasworks Clauses Act, 1847," "The Public Health Act, 1875," "The Towns Improvement Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Commissioners Clauses Act, 1847," "The Local Loans Act, 1875," and "The Municipal Corporations Act, 1882," and will or may, so far as may be necessary, alter, amend, extend, and repeal the provisions of "The Bury Improvement Act, 1846," "The Bury Gas Act, 1857," "The Bury Gas Act, 1866," "The Bury Waterworks Act, 1846," "The Bury and Radcliffe Waterworks Act, 1853," "The Bury and Radcliffe Waterworks Act, 1858," "The Haslingden and Rawtenstall Waterworks Act, 1853," "The Haslingden and Rawtenstall Waterworks Act, 1856," "The Haslingden and Rawtenstall Waterworks Act, 1858," "The Haslingden and Rawtenstall Waterworks Act, 1864," "The Bury Improvement Act, 1872," "The Local Government Board's Provisional Orders Confirmation (No. 5) Act, 1882," and the Act 1 and 2 Will. 4, cap. 60, and any other Act or Acts relating to the Lancashire and Yorkshire Railway and its undertaking, and any other Act relating directly or indirectly to the Corporation, and of any and every other Act which will interfere with any of the objects of the Bill.

The Bill will or may enable the Corporation to carry the provisions of the Bill into effect as the Local Board of Health or Urban Sanitary Authority of the borough under and according to the provisions of the Public Health Acts, and as the Municipal Authority under and according to the provisions of the Municipal Corporations Acts, but in both cases with such modifications as the Bill may contain, and will authorise the Corporation for all or any of the purposes of the Bill, to make and enforce bye-laws and regulations, and to enter into and fulfil contracts and agreements, and will and may confirm any such contract or agreement which may have been entered into prior to the passing of the Bill.

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 Bury, at his office at Bury, and with the Clerk of the Guardians of the Bury Union, at his office at Parson's-lane, Bury, and with the Clerk of the Radcliffe Local Board, at Radcliffe, in the county of Lancaster.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed railway and works, and the lands, houses, and property in, through, or under which they will be respectively made, or which may be taken therefor, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and property, and also an Ordnance map, with the line of the said railway delineated thereon so as to show its general course and direction, and a copy of this notice as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November, 1883, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, 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 and extra-parochial place in or through which the works will be respectively made, or in which any lands to be taken are situate, and a copy of this notice, published as aforesaid, will be deposited in the case of each such parish with the parish

clerk thereof, at his residence, and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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 9th day of November, 1883.

Frederick Bull, Town Clerk, Bury, Lancashire.

Lewin, Gregory, and Anderson, 23 King-street, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Bute Docks, Cardiff.

(Water Supply.)

(Power to Construct Conduits, Reservoirs, Waterworks, &c.—Diversion of Water from River Rumney, &c.—Compensation Water.—Protection of Works and Prevention of Fouling, Waste, &c. of Water; Penalties; Acquisition of Lands and Easements; Power to take part only of Properties; Variation of Lands Clauses Consolidation Acts; Stopping up, &c., of Streets, &c.; Temporary Occupation of Lands; Deviation, Sale, Supply, and Use of Water in and for Docks, &c.; Rates and Charges; Byelaws and Regulations; Contracts and Agreements with Local Authorities and other parties; 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 Most Honourable John Patrick Crichton Stuart, Marquess of Bute and Earl of Dumfries, K.T., his heirs and assigns, and the Trustees of the Will of the late Marquess of Bute and their assigns (hereinafter called "the Undertakers") for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following among other purposes, that is to say:

To empower the Undertakers to construct, maintain, and use the conduits or lines of pipes, dams or weirs, reservoirs, and road of access hereinafter mentioned, together with all necessary and proper embankments, walls, reservoirs, pounds, filtering beds, dams, sluices, weirs, culverts, channels, wells, tanks, engines, pipes, buildings, machinery, roads, approaches, and other works, and conveniences for the effectual construction, maintenance, and use of the said intended works or incidental thereto, and for collecting, filtering, and impounding water, and conveying and distributing the same to, and at and in the docks, works, and property of the Undertakers and other places within the parish of Saint Mary the Virgin, Cardiff, and the parish of Roath, both in the county of Glamorgan, that is to say:

A conduit or line or lines of pipes (to be called "Conduit No. 1"), commencing at a point in the parish of Roath, in the county of Glamorgan, at or near the north-east corner of the Roath Dock of the Bute Docks at Cardiff, authorised by the Bute Docks Act 1882, and now in course of construction, and which point is 220 feet or thereabouts south-eastward of the centre of the outfall basin of the Cardiff main sewer, belonging to the Corporation of Cardiff, in the parish of Roath, in the county of Glamorgan, and terminating in the parish of Llanedeyrn (otherwise Llanedarne) in the said county, in the field numbered on the Ordnance Map (scale 1 inch = 1 mile) 647 in that parish, on the Glamorganshire side of the river Rumney, at or near a point 320

feet or thereabouts north-eastward from the place where the stream called Nant Glan-dulas falls into the said river.

A conduit or line or lines of pipes (to be called "Conduit No. 2"), commencing by a connection with Conduit No. 1, at or near the point hereinbefore described as the termination of that conduit, and terminating at or near a point in the said river Rumney 450 feet or thereabouts north-eastward of the bridge carrying across the said river the footpath from Mill Farm, in the parish of St. Mellons, in the county of Monmouth, to the public road leading from Pen-y-lan to Pen-y-groes, in the county of Glamorgan.

A conduit or line or lines of pipes (to be called "Conduit No. 3"), commencing by a connection with Conduit No. 1, at or near the point hereinbefore described as the termination of that conduit, and terminating at or near a point in the said river Rumney 560 feet or thereabouts southward of the south-east corner of the farmhouse known as Gorswg, in the said parish of Llanedeyrn (or Llanedarne).

A dam or weir (to be called "Dam No. 1") across the said River Rumney, commencing in the parish of Llanedeyrn (or Llanedarne) on the Glamorganshire side of the said river, at or near a point 350 feet or thereabouts north-eastward of the bridge carrying across the said river the footpath from Mill-farm, in the parish of St. Mellons, to the public road leading from Pen-y-lan to Pen-y-groes, and terminating in the parish of St. Mellons, on the Monmouthshire side of the said river, at or near a point 400 feet or thereabouts southwards of the south-west corner of the mill known as Llan Rumney Corn Mill, in that parish.

A reservoir (to be called "Reservoir No. 1") situate upon the said River Rumney, commencing at a point 670 feet or thereabouts northward of the point hereinbefore described as the point of commencement of Dam No. 1, and terminating at that dam.

A dam or weir (to be called "Dam No. 2") across the said River Rumney, commencing in the parish of Llanedeyrn (or Llanedarne) on the Glamorganshire side of the said river, at or near a point 640 feet or thereabouts southward of the south-east corner of the farmhouse known as Gorswg, in that parish, and terminating in the parish of St. Mellons, on the Monmouthshire side of the said river, at or near a point 1010 feet or thereabouts northwards of the south-west corner of the mill known as Llan Rumney Corn Mill, in that parish.

A reservoir (to be called "Reservoir No. 2") situate upon the said River Rumney, commencing at a point 800 feet or thereabouts northward of the point hereinbefore described as the point of commencement of Dam No. 2, and terminating at that dam.

A road of access to the said dams or weirs commencing by a junction with the public road leading from Pen-y-groes to Llanedeyrn (or Llanedarne), at the point of junction with that public road, of the occupation road leading to Gorswg Farmhouse, all in the parish of Llanedeyrn (or Llanedarne), and terminating at or near the point hereinbefore described as the point of commencement of Dam No. 1.

The said conduits, or lines of pipes, and the said dams or weirs, reservoirs, and road of access, and the works and conveniences connected therewith, and the lands, houses, and

other property which will be taken for the purposes thereof, will be and are situate in the several parishes of Roath and Llanedeyrn (or Llanedarne), in the county of Glamorgan, and the parish of St. Mellons, in the county of Monmouth.

To enable the Undertakers to take, divert, abstract, and collect into, or by means of the said conduits or lines of pipes, dams or weirs, reservoirs and works, and to impound, appropriate, sell, supply and use, for the purposes of, and in connection with, the docks, works, and undertaking of the Undertakers at Cardiff, and for the other purposes of the Bill, the waters of the river Rumney and of the brooks and streams contributory thereto, and of any brooks, springs, or streams shown on the deposited plans hereinafter mentioned, or on the line of, or near, or which can be intercepted by means of any of the said intended works, or on, in, or under any lands to be taken for the purposes of such works, which waters now flow into or along the said river Rumney, and thence into the Bristol Channel and the sea.

To make provision with respect to the quantity and amount (if any) of compensation water to be given by the Undertakers for the benefit or protection of parties interested in, or using the said waters, in respect of the proposed taking, diverting, abstracting, sale, supply, use, and appropriation thereof, under the powers of the Bill, and to provide that such compensation water shall be in lieu of any other compensation to such parties for such taking, diversion, abstraction, sale, supply, use, and appropriation.

To make proper provisions, regulations, and byelaws for the protection of the works and property and water of the Undertakers, and to prevent the fouling, waste, or misuse of water, and to impose penalties in respect thereto.

To empower the Undertakers to acquire, compulsorily or by agreement, and to enter upon, take, and use temporarily or permanently all such lands, houses, buildings, streams, springs, waters, and other property as may be necessary or convenient for the said intended works and supply, and to take and acquire easements of, in, or under, through, or over any lands, houses, buildings, streams, springs, waters, and other property, and to enable and require the owners of and other parties interested in any such lands, houses, buildings, streams, springs, waters, and other property to grant and convey any such easements, without requiring the Undertakers to purchase the whole of their interest in such lands, houses, buildings, streams, springs, waters, and other property; and to vary the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869 with respect thereto, and with respect to purchasing the whole of any house, building, or manufactory where part only thereof is required for the purposes of the undertaking.

To cross, stop up, open, break up, appropriate, alter and divert, temporarily or permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, drains, gas and water pipes, and telegraphic and telephonic and other electric apparatus in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, open, break up, or appropriate, alter, or divert for the purposes of the said intended works and of the Bill.

To authorise the temporary occupation and use of lands and other property, for the purposes of the construction and maintenance of the said intended works and of the Bill, and to incorporate therewith, with such variations and amendments as may be proper or requisite, all 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, or to make other provisions with reference thereto.

To empower the Undertakers to deviate in the construction of the said intended works from the lines and levels thereof delineated on the deposited plans and sections hereinafter mentioned to such an extent as will be defined on the plans or be prescribed by the Bill.

To empower the Undertakers to sell, supply, and use, for the purposes of and in connection with their docks, works, and undertaking, and for the use of steam engines and other machinery belonging to themselves or to their lessees and tenants, and of the warehouses, wharfs, sheds, docks, basins, cranes, lifts and other works in and about the Bute Docks, and the ships and steam, and other vessels frequenting and using the same, and for hydraulic power and such other purposes as may be necessary or desirable, or as may be prescribed by the Bill, the waters so to be taken, diverted, abstracted, and collected as aforesaid; and to provide and supply by means of steam or other force the pressure necessary for supplying hydraulic power, and to levy, charge, and recover rates, rents, and charges for the supply, sale, and use of water and hydraulic power, and to alter existing rates, rents, and charges; and to confer, vary, or extinguish exemptions from or to compound for rates, rents, and charges, and to make bye laws and regulations for the use and supply of water and hydraulic power.

To enable the Undertakers on the one hand, and their lessees and tenants, or any local, road, sanitary, or public authority, or body, Company, Corporation, or person on the other hand, to enter into and carry into effect, contracts and agreements for the supply, by the Undertakers to such lessees, tenants, or local, road, sanitary, or public authority, Company, Corporation, or person, of water in bulk, or otherwise for any public, sanitary, trading, or other purposes; and to authorise all such parties to apply their respective funds and moneys, and to raise further moneys for the purposes of any such contracts or agreements, and to sanction and confirm any such contracts or agreements already made, or which may be made with respect to the matters aforesaid.

To declare that the said intended works shall be part of the general undertaking of the Undertakers, and to empower the Undertakers to appropriate and apply any funds or money belonging to their trust estate, for the construction and maintenance of such works, and for the purposes of the Bill.

To repeal, extinguish, vary, or modify all existing powers, rights, privileges, and exemptions, which would or could in any manner impede or interfere with the carrying into effect of any of the objects and purposes of the Bill, and to confer, vary, or extinguish all other necessary powers, rights, privileges, and exemptions.

To incorporate with and to extend, and make applicable to the objects and purposes of the Bill, all or some of the powers and provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and "The Waterworks Clauses Acts, 1847 and 1863," with such modifications, alterations, and exceptions as may be provided in the Bill.

To alter, amend, repeal, vary, or enlarge, so far as may be necessary or expedient for the purposes of the Bill, all or some of the provisions of the following local or personal Acts of

Parliament, that is to say—1 Will. IV., cap. 133, 4 Will. IV., cap. 19, relating to the Bute Ship Canal Docks and works at Cardiff, in the county of Glamorgan, and the Bute Docks Act, 1865, The Bute Docks Act, 1866, The Bute Docks Act, 1874, The Bute Docks Act, 1882, and all other Acts relating to the Bute Docks and the Undertakers, and any Act or Acts recited or mentioned in any of the before-mentioned Acts.

Plans describing the lines and situation of the said intended works, and the lands, houses, and other property which may be taken for the purposes thereof and the works and conveniences connected therewith, and sections describing the levels of the said intended works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and copies of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff, in that county; and with the Clerk of the Peace for the county of Monmouth, at his office in Usk, in that county; and 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, on or before the said 30th day of November, 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 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, 1883.

Dated this 15th day of November, 1883.

| | |
|---|----------------------------------|
| <i>Farrer and Co.</i> , 66, Lincoln's- inn-Fields, | } Solicitors for the Bill. |
| <i>L. V. Shirley</i> , Cardiff, | |
| <i>Grahames, Currey, and Spens</i> , 30, Great George-street, Westminster, | Parliamentary Agents. |

In Parliament—Session 1884.

Levels of Caldicot and Wentlooge.

(Compulsory Commutation of Liability to make and maintain Sea Defences and other works; Powers to Limited Owners; Powers to Commissioners to make new and maintain existing works; Acquisition of Lands by Agreement; Temporary Occupation of Lands; Power to hold or sell Forfeited and Superfluous Lands; Borrowing Money; Levying Rates; Division of Level into Districts, for purpose of making and maintaining new and existing roads; Constitution of Sub-Commissioners or other executive bodies and Officers for Districts; Powers to Vestries and Road Authorities as to such making and maintenance to contribute and levy rates and borrow money therefor; Confirmation of Agreements; Incorporation of Acts; Amendment of Acts.)

APPPLICATION is intended to be made to Parliament in the next Session thereof, by the Commissioners of Sewers for the Levels of the Hundreds of Caldicot and Wentlooge, in the county of Monmouth (who are hereinafter referred to as the Commissioners), for leave to bring in a Bill for the following or some of the following among other purposes:—

1. To make provision for the compulsory commutation of the obligation and liability of the owners of lands within the Levels of the Hundreds of Caldicot and Wentlooge (hereinafter

referred to as "The Level"), to make, renew, maintain, and repair sea walls, banks, embankments, groynes, and other defences against the sea, watercourses, sewers, drains, and other works within the Level, whether such liability arise by reason of ownership, frontage, tenure, custom, prescription, covenant, or otherwise; and to empower the Commissioners to require such owners (including in that expression all persons having limited interests, who under the provisions of the Lands Clauses Consolidation Act, 1845, are enabled to sell and convey lands), and to empower such owners, to make such commutation in consideration of a gross sum or an annual rent-charge, or partly in one way and partly in the other, and generally upon such terms and conditions as may be agreed on between the Commissioners and such owners, or as may be settled by arbitration, or defined by the Bill, or prescribed by Parliament.

2. To authorise the application of purchase and compensation money paid into the Bank of England, under the provisions of any Act of Parliament and of Trust Funds, to the commutation of such liability.

3. To make provision for the recovery of any rent-charges and gross sums payable in respect of such commutation, and to make such rent-charges and sums a first charge on the lands exonerated from such liability; and to confer on the Commissioners in respect thereof the powers and remedies of a mortgagee with power of sale, and to authorise the Commissioners to enter on and let any such lands for the recovery of such rent charges and the interest on such sums.

4. To confer on the Commissioners all necessary powers for the construction and maintenance of new works, and for the maintenance and repair of existing works, including the purchase of lands by agreement, and the entry on, and the temporary occupation of lands; and to enable them to create and accumulate a reserve fund for such purposes.

5. To empower the Commissioners to hold lands which already have been, or hereafter may become, forfeited for non-fulfilment of such liability, or otherwise acquired, and to sell the same or any part or parts thereof by auction or private contract, and subject to any general or special conditions, or to let the same, and to provide for the application of the purchase money therefor and the rents thereof.

6. To repeal and re-enact with or without alteration, and, if thought fit, to consolidate the provisions now in force with respect to the assessing, levying, collecting, and payment of rates and taxes.

7. To alter, extend, and amend, or to repeal, and make other provisions with respect to the borrowing powers of the Commissioners, and to enable them from time to time to borrow moneys by mortgage, debenture stock, debentures, or annuities, and to charge the moneys borrowed on all or any of the rates, rents, and taxes for the time being leviable by or payable to them.

8. To divide or to make provision for the dividing of the said Level, or any part or parts thereof, from time to time, or at any time, into districts, for the purpose (therein or in any part thereof) of the making and maintaining of new, and the altering, regulating, and maintaining of existing roads, drives, footways, and bridges (hereinafter referred to generally as roads), not being public highways nor repairable *ratione tenuræ*.

9. To provide for the appointing within any or every such district of a Road Committee or other body, surveyor or surveyors, waywarden or waywardens, or other officer or officers, for

the making, maintaining, and supervision roads, with all or any of the powers and liabilities attaching by law to surveyors of highways, and such other powers as may be deemed expedient for securing such making, maintenance, and supervision, and generally for carrying into effect all or any of the powers of the intended Act, and to provide for the salaries or remuneration to be paid to such officers.

10. To authorise for the purposes of the intended Act the acquisition by agreement of lands, easements, and hereditaments, and the right of entry on lands, and the occupation thereof either temporarily or permanently, and the procuring thereof of road materials.

11. To authorise the sale, lease, letting, or exchange of lands not required for the purposes of the Act, and particularly lands, whether waste or otherwise, situate at the sides of, and used with or for the purposes of such roads, and not required for the purposes thereof.

12. To authorise vestries or other the road authorities of any parishes or areas within or adjoining the said Level, to enter into and fulfil agreements for the making and maintaining of such new roads, and the maintaining, altering, and varying of such existing roads, and either wholly or in part, and upon such terms, payment (annual or in gross), and conditions as may be agreed on; and for those purposes or any of them to levy rates and taxes, and to raise money on the security thereof, and of any other rates from time to time leviable by them respectively.

13. To provide for the assessing and levying of rates, taxes, contributions, and charges on the owners, lessees, and occupiers thereof, and upon all persons and Corporations in respect of any lands, property, rights, or interests which may be benefited by the carrying into execution the powers of the intended Act, or any of them for the purpose of defraying the costs, charges, and expenses of obtaining the intended Act, and of carrying the same into execution, and to provide for the apportioning between all or any one or more of the districts of costs, charges, and expenses incurred in any district or districts.

14. The Bill will contain all such powers and provisions as may be deemed expedient for the assessing, levying, and enforcing payment of such rates, taxes, contributions, and charges; and for the exempting of any lands, hereditaments, persons, and Corporations, wholly or partially, from the payment thereof, or of any portion thereof respectively; and for the altering and varying from time to time of such assessments and levies.

15. To authorise agreements with such owners, lessees, and occupiers, persons and Corporations, with respect to the apportionment and payment of the composition for, and the exemption from, such rates, taxes, contributions, and charges.

16. To authorise the raising from time to time of such sums of money as may be necessary for all or any of the purposes of the intended Act, on the credit and security of the rates, taxes, contributions, and charges to be levied and received thereunder for all or any of the purposes of the intended Act from time to time.

17. The powers of the intended Act, so far as they relate to roads, will or may be conferred on the Commissioners, or a committee or committees thereof, or on Commissioners to be constituted by, or appointed and elected under the powers of, the intended Act, or on officers to be from time to time appointed by some one or more of such bodies.

18. To vary and extinguish all rights and privileges which will interfere with the full exe-

cution of any of the powers of the intended Act, and to confer other rights and privileges.

19. The Bill will incorporate with itself, and if deemed expedient with variations, the provisions, or such of the provisions as may be thought necessary of the following Acts, namely:—"The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Land Drainage Act, 1861;" "The Commissioners Clauses Act, 1847;" "The Local Loans Act, 1875;" and will also alter, repeal, and amend such provisions as may be thought necessary of all Acts, directly or indirectly relating to the Commissioners, or to the said Level and the Charter of the Commissioners.

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, 1883.

H. Stafford Gustard, Usk, Solicitor.

Dyson & Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Abercarn and Newbridge Gas and Water.

(Dissolution and Reincorporation of Abercarn and Newbridge Gas and Water Company Limited; Compulsory Purchase of Lands and Springs and Waters; Continuance of Existing and Construction and Maintenance of New Works, &c.; Supply of Gas and Water in Mynyddyslwyn and Llanhilleth Parishes; Rates, Rents, &c.; Agreements for Sale of Gas and Water to other Corporate Bodies and Persons; Amendment and partial Repeal of the Risca and Pontymister Gas Act, 1867, &c.)

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

1. To dissolve the Abercarn and Newbridge Gas and Water Company Limited (hereinafter called "the Limited Company"), and to cancel or annul their memorandum and articles of Association, and to provide for their winding up.

2. To incorporate into a Company (hereinafter called "the Company") the proprietors of the Limited Company, or some of them, with or without other persons and corporations.

3. To vest in the Company all the undertaking, works, lands, buildings, property, stock, plant, interest, rights, powers, privileges, easements, licenses, and agreements and benefits of licenses and agreements of the Limited Company.

4. To declare, define, and regulate the undertaking, capital, and borrowing powers, and to make provision for the regulation and management of the affairs and proceedings of the Company, and to authorise them to raise money by the creation and issue of shares and stock (ordinary or preferential or both), and by borrowing on mortgage or otherwise, and to create and issue debenture stock.

5. To authorise and empower the Company to continue, maintain, alter, improve, enlarge, extend, and renew or discontinue works for the manufacturing and storing 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 and hereditaments, or some of them, or some part or parts thereof respectively, all which lands or hereditaments are situate in the hamlet of Clawrplwyf, in the parish of Mynyddyslwyn, in the county of Monmouth (that is to say):—

Certain lands belonging to, and in the occupation of the Limited Company, containing 1 rood and 27 perches or thereabouts, situate at Abercarn, in the hamlet of Clawrplwyf, in the parish of Mynyddyslwyn, in the county of Monmouth, bounded on the north by the site of an old tramway or siding of the Great Western Railway Company, and by lands of the Right Honourable Lady Llanover, in the occupations of James Delves, William Taylor, and William Horton, on the east by lands of Lady Llanover, in the occupations of the said James Delves, William Taylor, and William Horton, an occupation road to the said lands of the Limited Company, and lands of Lady Llanover, in the occupations of Hannah Davies, Sarah Jones, and William Jones, on the south by the river Ebbw, and on the west by the site of the said old tramway or siding of the Great Western Railway Company, and upon those lands, or some of them, to manufacture gas, and to manufacture, convert, utilise, and distribute such materials and residual products as aforesaid, and to store gas, and erect houses and other buildings.

6. To authorise the Company to make and maintain in the county of Monmouth the Water Works and other works and conveniences following, or some of them, or some part or parts thereof (that is to say):—

(a) An aqueduct, conduit, or line of pipes (No. 1) wholly in the hamlet of Mynyddmaen, in the said parish of Mynyddyslwyn, commencing at or near the spring (being one of the springs known as "the Pant Springs") which rises in the Pant Valley, in the said parish of Mynyddyslwyn, at a point about 31 chains north-eastward from the north-eastern corner of the Pant Farm Homestead, and terminating at or near the spring (being another of the springs known as "the Pant Springs") which rises in the said Pant Valley at a point about 29 chains north-eastward from the said north-east corner of the Pant Farm Homestead, together with a cistern or collecting tank at the commencement of such aqueduct, conduit, or line of pipes (No. 1).

(b) An aqueduct, conduit, or line of pipes (No. 2) wholly in the said hamlet of Mynyddmaen, in the said parish of Mynyddyslwyn, commencing at or about the termination, as hereinbefore described, of the intended aqueduct, conduit, or line of pipes (No. 1), and terminating at or near the spring (being another of the springs known as the "the Pant Springs") which rises in the said Pant Valley at a point about 24 chains north-eastward from the said north-eastern corner of the Pant Farm Homestead, together with a cistern or collecting tank at the commencement of such aqueduct, conduit, or line of pipes (No. 2).

(c) An aqueduct, conduit, or line of pipes (No. 3) wholly in the said hamlet of Mynyddmaen, in the said parish of Mynyddyslwyn, commencing at or about the termination, as hereinbefore described, of the intended aqueduct, conduit, or line of pipes (No. 2), and terminating at or near the spring (being another of the springs known as the "Pant Springs") which rises in the said Pant Valley at a point about 18 chains north-eastward from the said north-eastern corner of the Pant Farm Homestead, together with a cistern or collecting tank at the commencement of such aqueduct, conduit, or line of pipes (No. 3).

- (d) An aqueduct, conduit, or line of pipes (No. 4) wholly in the said hamlet of Mynyddmaen, in the said parish of Mynyddyslwyn, commencing at or about the termination, as hereinbefore described, of the intended aqueduct, conduit, or line of pipes (No. 3), and terminating in the reservoir next hereinafter described, together with a cistern or collecting tank at the commencement of such aqueduct, conduit, or line of pipes (No. 4).
- (e) A reservoir (being about 20 yards square) wholly in the said hamlet of Mynyddmaen, in the said parish of Mynyddyslwyn, adjoining and on the northernmost side of the Nantgawney Brook, at or about 13 chains to the north-eastward of the said north-eastern corner of the Pant Farm Homestead.
- (f) An aqueduct, conduit, or line of pipes (No. 5) wholly in the said hamlet of Mynyddmaen, in the said parish of Mynyddyslwyn, commencing at the reservoir hereinbefore described, and terminating at the parish road from Hafodyrynys to Abercarn at a point about 1 chain northward from the eastern end of the bridge over the Monmouthshire Canal, and about 7 chains south-westward from the south-western corner of the Pant Farm Homestead.
7. 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, and to incorporate with the Bill the provisions of the Railways Clauses Consolidation Act, 1845, with reference to roads and the temporary occupation of lands.
8. To enable the Company to collect, impound, take, use, divert, and appropriate, for the purposes of their undertaking, all such streams and waters as will or may be intercepted by the proposed new works, or as may be found in, upon, or under any lands for the time being, belonging to the Company, or which they may acquire under the Bill, or over or in respect of which they have or may acquire easements, and especially the springs in the parish of Mynyddyslwyn aforesaid, known as "The Pant Springs," the waters of which flow directly or derivatively into the Nantgawney Brook, the Monmouthshire Canal of the Great Western Railway Company, the River Ebbw, the River Usk, the River Severn, and the Bristol Channel.
9. To authorise and empower the Company to purchase and take by compulsion or agreement, and to take leases or grants of, or to take by compulsion or agreement, easements over lands, houses, springs, streams, waters, and other hereditaments in the parish of Mynyddyslwyn aforesaid, or elsewhere, within their limits of supply for the purposes of the intended works or of the Bill, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters, and hereditaments.
10. To enable the Company to supply gas and water for public and private purposes to and within the parishes of Mynyddyslwyn and Llanlilleth, both in the county of Monmouth, or some part or parts thereof respectively.
11. To repeal, vary, or amend so much of the Risca and Pontymister Gas Act, 1867, as authorises or empowers the Risca and Pontymister Gas Company to supply gas within the parish of Mynyddyslwyn.
12. To authorise the Company to lay down,

make, and maintain, and from time to time renew, in the parishes aforesaid in connection with their works, or for any purposes of their undertaking, all necessary and convenient approaches, embankments, roads, ways, tunnels, adits, tanks, filtering beds, dams, sluices, filters, gauges, outfalls, channels, conduits, drains, mains, pipes, pillars, pumps, engines, machinery, works, and conveniences for storing and distributing gas and water, and for obtaining, collecting, and filtering water, and for carrying into effect the objects and purposes of the Bill.

13. To empower the Company to open, break up, 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 aforesaid, or either of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the Company, for, or in connection with the supply of gas and water, or either of them, or of the Bill.

14. To authorise and empower the Company to demand, and take, and recover rates, rents, and charges differential, or otherwise, for the supply of gas and water, and for the sale or hire of gas and water meters, fittings, and apparatus, and to confer, vary, or extinguish exemptions from the payment of any such rates, rents, and charges.

15. To authorise and empower the Company to take hold and use patent rights or licenses, or authorities under letters patent, for the use of inventions relative to the manufacture, conversion, utilisation, or distribution of gas, and of such materials and residual products as aforesaid, and for the filtering and purification of water.

16. To authorise and empower the Company to purchase and acquire on lease collieries and work and raise coal, and to deal in, sell, and dispose of gas coal, coke, lime, peat, oil, tar, chemicals, and residual and manufactured products, or any other material or substance used in, or arising, or to be made and obtained from or in the manufacture of gas, or by the combination of any of the above-mentioned matters either with each other or with other substances, and to carry on the business usually carried on by Gas Companies or by Companies or persons dealing in any of the matters and things aforesaid, and to manufacture, purchase, or hire, and supply gas or other meters, fittings, stoves, engines, or other apparatus.

17. To authorise the Company to supply water by meter, and to sell water-meters, fittings, and other apparatus, or let water-meters on hire.

18. To make special provision for the protection of the waterworks property, and water supply of the Company, and for defining and regulating such supply, and for the preventing of frauds on the Company, and for imposing penalties in respect of all or any such matters.

19. To authorise the Company to sell and dispose of, or let on lease from time to time any land, houses, and property, for the time being belonging to the Company.

20. To enter into and carry into effect contracts and arrangements for the supply of gas with any Local Board of Health, urban or rural sanitary authority, or other local authority, and the trustees of any turnpike, or other road, or any highway board, or any surveyor of any highway, and any railway company, and any other companies, bodies, or persons, and to vary, suspend, or rescind any such contract or arrangement, and to enter into and carry into effect other contracts or arrangements in lieu thereof, or in addition thereto, and to confer all necessary powers in that behalf upon

all such authorities, boards, trustees, surveyors, companies, bodies, and persons, and to enable them to apply, for the purpose of any such contract or arrangements, any funds or moneys which they have raised, or may raise under any Act of Parliament, or otherwise.

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

Notice is hereby also given, that, on or before the 30th day of November instant, 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 under the powers of the Bill, 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 Monmouth, at his office at Usk, in that county, and with the parish clerk of the parish of Mynyddyslwyn aforesaid at his residence. Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 14th day of November, 1883.

C. R. Lyne, Newport, Mon., Solicitor for the Bill.

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

In Parliament.—Session 1884.

Belfast Street Tramways Extensions.

(Construction of Additional Tramways; Abandonment of Part of Authorised Tramways; 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 bring in a Bill for effecting the objects, or some of the objects, hereinafter mentioned (that is to say):—

To authorise the Belfast Street Tramways Company (in this notice called "the Company") to construct and maintain 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.

The tramways proposed to be authorised by the Bill are as follows:—

Mount Pottinger Extension.

A tramway (No. 1) commencing in Newtownards-road at the termination of the Company's existing tramway in that road by a junction therewith, passing thence in an easterly direction along Newtownards-road, across Connswater-bridge, and terminating in Newtownards-road at a point opposite the Hollywood-road.

Tramway No. 1 will be a single line except in the following instance:—

Between points respectively about 88 yards and about 22 yards westward from its termination.

Tramway No. 1 will pass from, through, or into the following parishes and townlands, viz.:—

The townland of Ballymacarret, parish of Knockbreda, and the townland of Ballyhackamore, parish of Holywood, all in the county of Down.

Ormeau-road (Ballynafoy) Extension.

A tramway (No. 2) commencing in Ormeau-road by a junction with the Company's existing tramway in that road at its termination, passing thence southward along Ormeau-road, and ter-

minating in that road at the junction therewith of the old and new Newtownbreda-roads.

Tramway No. 2 will be a single-line, except in the following instances, where it will be a double line:—

From its commencement to a point about 44 yards southward therefrom.

Between two points respectively about 44 yards north and about 44 yards south of the centre of the northern gate of Ormeau Park.

Between two points about 25 yards southward, and about 105 yards southward from the centre of Hay Park-avenue.

From a point opposite Saint Jude's Church to a point about 88 yards southward therefrom.

From a point opposite the centre of Rosetta-avenue to a point about 88 yards southward therefrom.

Between two points respectively about 110 yards and about 22 yards northward from the termination of the tramway.

Tramway No. 2 will pass through or into the following parishes and townlands, viz.:—

The townland of Malone Lower, in the parish of Shankill, in the county of Antrim, and the townland of Ballynafoy, and the townland of Galwally, in the parish of Knockbreda, in the county of Down.

Royal-avenue Lines.

A tramway (No. 3) commencing by junctions with the Company's existing lines in York-street at points about 20 yards north-eastward from the south-west corner of York-street at its junction with Donegall-street, passing thence southward along York-street, across Donegall-street, and along Royal-avenue, across Castle-place, into and along Donegall-place, and terminating therein by junctions with the Company's existing tramways at points about 20 yards southward from the centre of Castle-street.

Tramway No. 3 will be a double line for its entire length.

A tramway (No. 4) commencing by junctions with the Company's existing line in Donegall-street, at points about 20 yards northward from the northern corner of Royal-avenue and passing thence southward along Donegall-street and Royal-avenue, and terminating therein at points about 20 yards southward from the northern corner of Royal-avenue.

Tramway No. 4 will be a double line for its entire length.

A tramway (No. 5) commencing at points in Royal-avenue, about 55 yards northward from the lamp standard and safety crossing at the west end of Castle-place, passing thence southward along Royal-avenue and the western end of Castle-place, and terminating therein at points about five yards northward from the aforesaid lamp standard and safety crossing.

Tramway No. 5 will be a double line for its entire length.

A Tramway No. 6 commencing at the western end of Castle-place, at a point about five yards southward from the lamp standard and safety crossing at the western end of Castle-place, passing thence southward across the western end of Castle-place into and along Donegall-place, and terminating therein at a point about 30 yards southward from the centre of Castle-street.

Tramway No. 6 will be a double line for its entire length.

A Tramway No. 7, commencing by junctions with the Company's existing lines in Castle-place, at points about 55 yards eastward from the lamp standard and safety crossing at the western end of Castle-place, passing thence in a westerly direction along Castle-place, and terminating

therein at points about 5 yards eastward of the aforesaid lamp standard and safety crossing.

Tramway No. 7 will be a double line for its entire length.

A tramway No. 8, commencing by a junction with the Company's existing lines in Castle-place, at a point about 55 yards eastward from the lamp standard and safety crossing at the western end of Castle-place, passing thence in a north-westerly direction along Castle-place and Royal-avenue, and terminating therein at a point about 55 yards northward from the aforesaid lamp standard and safety crossing.

Tramways Nos. 3, 4, 5, 6, 7, and 8 will be wholly in the townland of Townparks, in the parish of Shankill, in the county of Antrim.

Crumlin-road Extension.

A tramway No. 9 commencing by a junction with the Company's existing tramways in that road at their termination, passing thence in a westerly direction along Crumlin-road, and terminating therein at a point opposite Leopold-street

Tramway No. 9 will be a single line, except between the following points, where it will be a double line:—

From its commencement to a point opposite the centre of Agnes-street.

From a point opposite the centre of Silvio-street to a point about 88 yards westward therefrom.

Between two points about 22 yards and about 110 yards eastward from the termination of the tramway.

Tramway No. 9 will pass from, through, or into the following townlands and parishes, viz.:—

The townland of Townparks and the townland of Edenderry, both in the parish of Shankill and county of Antrim.

Doubling of Crumlin-road Line.

A tramway (No. 10) commencing by a junction with the Company's existing line in Crumlin-road at a point opposite the centre of Carlisle-street, passing thence in a westerly direction along Crumlin-road, and terminating therein by a junction with the Company's existing lines at a point opposite the centre of Fairview-street.

Tramway No. 10 will be a double line throughout, and will be entirely situate in the townland of Townparks and parish of Shankill, in the county of Antrim.

Falls-road Line.

Tramway No. 11, commencing by a junction with the Company's existing line of tramway in Wellington-place at a point about 30 yards east of the Cooke Statue in College-square, passing along Wellington-place, into and in a northerly direction along College-square East, into and along College-square North, New Durham-street, Divis-street, and the Falls-road, and terminating in that road at a point about 60 yards to the westward of the entrance to the Falls Public Park.

Tramway No. 11 will be a single line except in the following instances in which it will be a double line:—

From the commencement to a point about 50 yards therefrom.

From a point about 80 yards south-east of Galway-street to a point opposite Galway-street.

From a point opposite Boundary-street to a point about 80 yards west thereof.

From a point opposite Lemon-street to a point about 80 yards south-west thereof.

From a point opposite Leeson-street to a point about 80 yards south-west thereof.

From a point about 250 yards south-west of Grosvenor-street to a point about 330 yards south-west of the same street.

From a point about 100 yards south-west of

Broadway to a point about 180 yards south-west thereof.

From a point about 40 yards north-east of Blackstaff-lane to a point about 40 yards south-west thereof.

From a point opposite the entrance to Railway View Cottage to a point about 80 yards south-west thereof.

From a point about 40 yards east of the entrance to the Falls Public Park, to a point about 40 yards to the west thereof.

Tramway No. 11 will pass through the townlands of Townparks, Edenderry, and Ballymurphy, all in the parish of Shankill, in the county of Antrim.

Doubling of Existing Tramways.

Tramway No. 12, a double line, wholly in Antrim-road, otherwise Duncairn-street, commencing and terminating by junctions with the Company's existing tramways in that road or street, at points respectively opposite the centre of Annesley-street, and opposite the entrance to St. James's Church.

Tramway No. 13, a double line, wholly in the said Antrim-road, otherwise Duncairn-street, commencing and terminating by junctions with the Company's existing tramways in that road or street, at points respectively opposite the centre of Brookvale-avenue, and opposite the entrance gate to Dunmore House.

Tramway No. 14, a double line wholly in Antrim-road, commencing and terminating by junctions with the Company's existing tramway in that road at points respectively about 250 yards south of the centre of Buttermilk-lane, and opposite the centre of Buttermilk-lane.

Tramway No. 15, a double line commencing at the centre of the bridge carrying Great Victoria-street over the Blackstaff River, and terminating by a junction with the Company's existing tramway at a point opposite the Windsor Station of the Central Railway.

Tramways Nos. 12, 13, and 14 will be situate in the townlands of Skegoneill and Townparks, in the parish of Shankill, in the county of Antrim.

Tramway No. 15 will be situate in the townlands of Malone Lower and Townparks, in the parish of Shankill, in the county of Antrim.

To authorise the Company, for the purposes of the intended Tramways Nos. 10, 12, 13, 14, and 15, to take up and remove and to appropriate to and use in the construction of such intended tramways such portions of their existing tramways as lie between the respective points of commencement and termination of such intended tramways.

To authorise and empower the Company 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.

To enable the Company, 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.

To enable the Company 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.

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 Company from the payment of the whole or some part of any highway, or other rate or assessment, in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways or works may be laid.

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.

To reserve to the Company the exclusive right of using on the proposed tramways and works carriages with flange wheels or other wheels especially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

To prohibit, except by agreement with the Company or upon terms to be prescribed by the Bill, the use of the proposed tramways and works by persons or corporations other than the Company, with carriages with flange wheels or other wheels especially 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 and works with such carriages, and to confer all necessary powers in that behalf on all such other persons and corporations.

To make provision for regulating the passage of traffic (whether of the Company 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 Company and the respective street authorities, or either of them, or the Lord-Lieutenant in Council, 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.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this notice as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Company.

To enable the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish mentioned in this notice, and maintain so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To enable the Company and the Mayor, Alder-

men, and Burgesses of the borough of Belfast, or 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.

To extend and apply to the tramways and works to be authorised by the Bill the powers and provisions, or some of the powers and provisions, of the Belfast Street Tramways Acts, 1872, 1873, 1875, and 1880, and, so far as may be necessary for the purposes of the Bill, to amend or repeal the provisions or some of the provisions of those Acts or some of them.

To authorise the Company to abandon and remove the rails and materials of so much of the existing tramways in Victoria-street, Great Edward-street, and Cromac-street, in the parish of Shankill, in the county of Antrim, as lies between the junction of Ann-street with Victoria-street, and the junction of Cromac-street with Ormeau-avenue, being so much of Tramway No. 1 authorised by the Belfast Street Tramways Act, 1872, as lies between the commencement thereof in Victoria-street opposite Police-square and the junction of Ann-street with Victoria-street, and so much of Tramway No. 5, authorised by the same Act, as lies between the commencement thereof and junction with the aforesaid Tramway No. 1 opposite Police-square and the junction of Ormeau-avenue with Cromac-street.

To empower the Company to apply their existing funds, or any moneys which they have power to raise, to all or any 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.

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

And the 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 the Bill will, so far as may be necessary or deemed expedient, repeal, amend, alter, or extend, all or some of the provisions of the local and personal Acts, viz.—The Belfast Street Tramways Act, 1872; the Belfast Street Tramways Act, 1873; the Belfast Street Tramways Act, 1875; the Belfast Street Tramways Act, 1878; the Belfast Street Tramways Act, 1880; and any other Act or Acts relating to the Company.

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 Antrim, at his office at Belfast, and with the Clerk of the Peace for the county of Down, at his office at Downpatrick, and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes from, in, through, or into which the proposed tramways and works will be made or pass, will, on or before the same day, be deposited for public inspection with the Clerks of each of the following Unions, viz., as

regards the parishes of Shankill and Holywood, and the bed and shore of the River Lagan, with the Clerk of the Poor Law Union of Belfast (within which Union the said parishes are included), at his office at Belfast; and as regards the parish of Knockbreda, with the Clerk of the Poor Law Union of Lisburn (within which Union the last-mentioned parish is situate), at his office at Lisburn.

Each such deposit will be accompanied by a copy of this notice, as published in the Dublin 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, 1883.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, London, E.C., Solicitors for the Bill.

Board of Trade.—Session 1884.

Quorndon, Mountsorrel, and Barrow Gas. Provisional Order.

(Maintenance of existing Gas Works; Change of Name of Company; Manufacture and Storing of Gas and Residual Products; Extension and Definition of Limits of Supply; Power to Break up Streets, &c.; Levying of Rates and Charges; Regulation and Increase of Capital; Additional Lands; Incorporation of Acts.)

NOTICE is hereby given, that the Quorndon and Mountsorrel Gas, Coke, and Coal Company (Registered), 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):—

1. To authorise the Company, under the name of "The Quorndon, Mountsorrel, and Barrow Gas Company," to maintain and continue, and from time to time enlarge, alter, and repair the gas works now belonging to, and occupied by the Company, with all the machinery and apparatus connected therewith, and to manufacture and store gas, the said Works being situated on lands belonging to, and occupied by the Company, containing by admeasurement 3 roods and 7 perches or thereabouts, situate in the parish township or place of Quorndon, in the county of Leicester, bounded on the north by the river Soar, on the east by land belonging to William Edward John Basil Farnham, Esq., on the south, partly by the public highway leading from Leicester to Loughborough, and partly by property belonging to Mrs. Ann Greaves and Mr. John Sleath Smith respectively, and on the west partly by property belonging to the said Ann Greaves, and partly by property belonging to Mr. Joshua Johnson Farthing.

2. To supply gas subject to the provisions of the "Gas Works Clauses Act, 1847," and the "Gas Works Clauses Act Amendment Act, 1871," within the limits of the district to be defined by the Order as comprising the townships, parishes, or places of Quorndon, Mountsorrel, North Mountsorrel, South and Barrow-upon-Soar, all in the County of Leicester (but not comprising any part of the townships or places of Woodhouse and Woodhouse Eaves, in the said parish of Barrow-upon-Soar), and to levy rents, rates, and charges for such supply.

3. 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 pavement of the several streets, roads, highways, lanes, passages, bridges, and other places within the townships, parishes, or places aforesaid, and to remove,

divert, or alter, either temporarily or otherwise, any sewers, drains, 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.

4. To enable the Company to acquire and hold patent rights and licenses in relation to the manufacture or distribution of gas, or the production by any means of artificial light (except electricity), and to purchase, sell, rent, let, hire, or otherwise deal in gas engines, stoves, heating or cooking apparatus, with all requisite fittings, machinery, and conveniences for fixing or using the same, and whether for public or private purposes, and, if requisite, to alter and adapt for any of the aforesaid purposes the mains, pipes, machinery, works, and plant of the Company.

5. To define and regulate the existing capital of the Company, and to raise additional capital by the creation of new ordinary or preference shares, and by loan, and to authorise the Company to create and issue Debenture Stock.

6. To purchase and hold any other lands which the Company may require for the general purposes of their undertaking exclusive of manufacturing purposes.

7. 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, 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 Leicester, at his office at Leicester, and in the Private Bill Office of the House of Commons.

8. 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 copies will be supplied to all persons applying for the same at the offices of Messrs. Woolleys, Beardsley, and Bosworth, Solicitors, Loughborough, in the county of Leicester, or of Messrs. Williamson, Hill, and Co., Solicitors, 13, Sherborne-lane, London, E.C., on payment of one shilling for each copy.

9. The Provisional Order, when granted by the Board of Trade, will be published in the same local newspaper as this Notice, and a printed copy thereof will be deposited for public inspection with the Clerk of the Peace for the county of Leicester, at his office at Leicester aforesaid, and copies will be supplied to all persons applying for the same at the offices, and on the terms before mentioned.

10. Every or any 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, at the office aforesaid, on or before the 15th day of January next ensuing, and copies of any such objections must at the same time be also sent to the Solicitors of the Promoters, or to the agents acting on their behalf as undermentioned, and in forwarding to the Board of Trade any such representation or objection, the objectors or their agents must state that a copy of the same has been forwarded to the promoters or their solicitors or agents.

Dated this 12th day of November, 1883.

Woolleys, Beardsley, and Bosworth, Loughborough, Solicitors.

Williamson, Hill, and Co., 13, Sherborne-lane, London, E.C., Agents.

In Parliament.—Session 1884.

Manchester Ship Canal.

(Incorporation of Company; Acquisition, compulsorily or by agreement, of Undertakings, Estate, and Rights of Company of Proprietors of the Mersey and Irwell Navigation and of the Bridgewater Navigation Company (Limited) including the Mersey and Irwell Navigations and the Runcorn and Latchford, the Manchester and Salford Junction, the Duke of Bridgewater's and the Runcorn and Weston Canals; Power to deepen and improve parts of Rivers Mersey and Irwell; New Ship Canal from near Old Quay Docks, Runcorn, to Manchester, with Low-water Channel thereto from Garston and subsidiary Low-water Channel to Stanlow Point, secured by Training Walls; Training Wall to River Weaver and to Ellesmere Port; Docks at Manchester and Warrington; Diversion of Waters of Rivers Mersey, Irwell, and Weaver, 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 Railways, Deviation of Railways of London and North Western and Great Western Railway Companies, and of Cheshire Lines Committee, and of the Bridgewater Canal; New Roads; Abandonment of portions diverted, and of portions rendered useless, of Rivers Mersey and Irwell and Runcorn and Latchford Canal; Interference with Roads and Bridges; Compulsory Purchase of Lands, Houses, and Property; 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; Agreements with said Railway Companies and Committee, and Corporations; Traffic Arrangements with Railway, Canal, and Navigation Companies; Transfer of Undertaking of Company to a Trust in certain events; Payment of Interest out of Capital; Costs of Bill of 1883; 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 vesting in, the Company of the undertakings known as the Mersey and Irwell Navigations, and all or some of the lands, easements, canals (including the Runcorn and Latchford Canal, and the Manchester and Salford Junction Canal), cuts, trenches, locks, weirs, sluices, passages, bridges, arches, feeders, backwaters, foreshore, docks, basins, quays, warehouses, wharves, and buildings, and all other the estate, real and personal property, rights (including the right to levy tolls), powers, and privileges of the Company of Proprietors of the Mersey and Irwell Navigation, whether vested in or possessed by them, or in or by any person or persons, trustee or trustees, on their behalf, or in or by the Bridgewater Navigation Company (Limited) as their successors or assigns, upon such terms as may have been or may be agreed on between the Company and the said proprietors and the said Bridgewater Navigation Company, or as in default of agreement may be settled by arbitration or otherwise defined in the Bill.

3. To enable the Company to acquire, compulsorily or by agreement, the undertakings, or

any part or parts of the undertakings known as the Duke of Bridgewater's Canals, and the Runcorn and Weston Canal, together with the branch canals connected therewith respectively, vested in or belonging to the Bridgewater Navigation Company (Limited), and all lands, foreshore, docks, basins, quays, warehouses, buildings, wharves, works, and conveniences, goodwill and other property and effects belonging to or occupied by that Company, or possessed by or vested in any person or persons, trustee or trustees, for or on behalf of such Company, 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 the estate, lands, buildings, real and personal property, rights, easements, powers, and privileges granted to or possessed by or vested in the said Navigation Company, or by or in any person or persons, trustee or trustees, for or on behalf of that Company.

4. 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 by or on behalf of the Company on the other hand, touching any of the foregoing matters.

5. 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.—A training wall, commencing in the bed of the estuary of the River Mersey at a point in or adjoining the township and parish of Eastham, in the county of Chester, about 5 furlongs and 6 chains (measured in a south-westerly direction) from the lighthouse at Garston, and thence proceeding in a south-easterly, easterly, and north-easterly direction in, over, and upon the bed of the said estuary to and terminating in the said estuary at a point in or adjoining the township of Widnes, in the parish of Prescott, in the county of Lancaster, at the western end of the north pier of the central span of the bridge carrying the London and North Western Railway over the River Mersey at or near Runcorn Gap.

Number 2.—A training wall, commencing in the bed of the River Mersey, or of the estuary thereof, at a point in or adjoining the township of Widnes, in the parish of Prescott, in the county of Lancaster, at the eastern end of the said north pier of the said bridge at or near Runcorn Gap, and thence proceeding in an easterly direction in, over, and upon the bed of the River Mersey or of the said estuary, for a distance of about 1 mile to and terminating at a point in the bed of the River Mersey or of the estuary thereof, in or adjoining the township and parish of Runcorn, in the county of Chester, about 4 furlongs and 3 chains from the western end of the north

pier of the Old Quay Docks measured in a north-easterly direction, and about 7 chains from the left bank of the said river measured in a north-westerly direction.

Number 3.—A training wall commencing in the bed of the estuary of the River Mersey at a point in or adjoining the township and parish of Eastham, in the county of Chester, about 7 furlongs and 1 chain (measured in a south-westerly direction) from the lighthouse at Garston, and thence proceeding in a south-easterly and easterly direction in, over, and upon the bed of the said estuary for a distance of about 4 miles and 6 furlongs to and terminating at a point in the said estuary, in or adjoining the township and parish of Ince, in the county of Chester, about 32 chains east of a point situate about 7 furlongs and 6 chains from Oglet Perch, near Oglet Point, measured along an imaginary straight line drawn therefrom across the said estuary to the lighthouse at Ince.

Number 4.—A training wall, commencing in the bed of the estuary of the River Mersey at a point in or adjoining the township and parish of Ince, in the county of Chester, east of and about 33 chains from the termination of Work No. 3, and thence proceeding in an easterly and south-easterly direction in, over, and upon the bed of the said estuary and the bed of the River Weaver to and terminating at a point in the township and parish of Frodsham, in the county of Chester, on the left bank of the River Weaver, about 26 chains south of the southerly end of the bridge over the Weston Canal of the River Weaver Navigation, known as the Weston Marsh Turnbridge.

Number 5.—A training wall, commencing in the bed of the estuary of the River Mersey at the termination of Work No. 3, and thence proceeding in a south-westerly direction in, over, and upon the bed of the said estuary, for a distance of about 2 miles 1 furlong and 8 chains to and terminating in or adjoining the township of Stanlow (extra-parochial), in the county of Chester, at the northern side of the low-water channel, near Stanlow Point, at a point distant about 10 chains from the northern extremity of Stanlow Point, measured in a north-westerly direction therefrom.

Number 6.—A training wall, commencing in the bed of the estuary of the River Mersey at the commencement of Work No. 4, and thence proceeding in a south-westerly direction in, over, and upon the bed of the said estuary, for a distance of about 2 miles 2 furlongs and 6 chains, to and terminating in or adjoining the township of Stanlow (extra-parochial), in the county of Chester, at the northern side of the said low-water channel, near Stanlow Point, at a point distant about 16 chains from the northern extremity of Stanlow Point, measured in a north-easterly direction therefrom.

Number 7.—A training wall commencing in the bed of the estuary of the River Mersey, at the termination of Work No. 5, and thence proceeding in a south-westerly, westerly, north-westerly, and westerly direction, in, over, and upon the bed of the said estuary for a distance of about 3 miles 4 furlongs and 9 chains to and terminating at a point in the said estuary in or adjoining the township of Hooton, in the parish of Eastham, in the county of Chester, situate about 7 furlongs and 5 chains from Hooton Hall, measured

along an imaginary straight line drawn from the north-west corner thereof to the lighthouse at Garston.

Number 8.—The forming of a low-water channel, to commence in the bed of the estuary of the River Mersey, at a point in or adjoining the township and parish of Eastham, in the county of Chester, at and between the western extremities of Works No. 1 and No. 3, and to proceed thence to the south of and along Works No. 1 and No. 2 to and to terminate at a point in the bed of the River Mersey, or of the estuary thereof, in or adjoining the township and parish of Runcorn, in the county of Chester, at or near the commencement of Work No. 10 hereinafter described.

Number 9.—The forming of a low-water channel, to commence in the bed of the estuary of the River Mersey, at a point in or adjoining the township and parish of Ince, in the county of Chester, at and between the northern extremities of Works No. 5 and No. 6, and to proceed thence between those works to and to terminate at a point in the bed of the said estuary, in or adjoining the township of Stanlow (extra-parochial), in the county of Chester, at the southern extremities of those works by a junction with the said low-water channel near Stanlow Point.

Number 10.—A new navigable canal or channel, commencing in the said township of Runcorn, in and out of the River Mersey, at a point on the left bank of that river, about 4 furlongs and 6 chains north-east of the western end of the north pier of the Old Quay Docks, measured along that bank, and terminating in the township and parish of Grappenhall, in the county of Chester, at a point near the junction of Bradshaw-lane with the road leading from Thelwall to Latchford, known as Thelwall-road.

Number 11.—A new navigable canal or channel, commencing at the termination of work No. 10, and terminating in the townships of Salford and Stretford, in the parish of Manchester, in the county of Lancaster, 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 and between the commencement and termination of this work 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.

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, Whitby, Stoke, Stoke (detached), Whitby, Great Stanney (extra-parochial), Stanlow (extra-parochial), Ince (parish and township), Frodsham (parish and township), Frodsham (detached No. 1), Frodsham Lordship, Frodsham Lordship (detached No. 1), Frodsham Lordship (detached No. 2), Frodsham Lordship (detached No. 3), Frodsham Lordship (detached No. 4), Frodsham Lordship (detached No. 5), Frodsham Lordship (detached No. 6), Frodsham Lordship (detached No. 7), Frodsham Lordship (detached No. 8), Runcorn (parish and township), Weston, Runcorn (detached), Clifton, Halton, Halton (detached No. 1), Halton (detached No. 2), Halton (detached No. 3), Keckwick, 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 (detached), Flixton (parish and township), Flixton (detached), Manchester (parish and township), Salford, Stretford.

Number 12.—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, and wholly within those townships.

Number 13.—A dock, wholly in the said township of Salford (with an entrance thereto from work No. 11, partly in the said township of Salford, and partly in the township of Pendlebury (detached), in the parish of Eccles, in the county of Lancaster) 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, Trafford-road, the northern boundary of the said lands of the said Manchester Racecourse Company (Limited), and the Salford Cemetery.

Number 14.—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-westerly direction about 34 chains, and there terminating by a junction with that dock.

Number 15.—A conduit or culvert, commencing in the said township of Salford by a junction with the existing watercourse, situate near the said racecourse in Marsh Land, 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, northward 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 16.—A new navigable cut or canal (being a diversion of the Bridgewater Canal), wholly within the township of Barton-upon-Irwell, in the said parish of Eccles, commencing by a junction with that canal

at a point about 144 yards north of the centre of Barton-lane, where it passed under that canal, measured along that canal, thence passing on the easterly side of that canal, crossing Work No. 11 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 17.—The diversion of the present channel and course of the River Mersey, wholly in the township of Woolston-and-Martinscroft, in the parish of Warrington, in the county of Lancaster, by a new cut, commencing at a point about 24 chains south of the western end of Woolston Weir, measured along the right bank of that river, and terminating by a junction with that river at a point about 45 chains from the commencement of the said work, measured along the said right bank.

Number 18.—A new cut (with a lock therein) wholly in the township of Appleton, in the parish of Great Budworth, in the county of Chester, commencing by a junction with Work No. 10, at a point about 1 chain south-west of the western end of the bridge over the Runcorn and Latchford Canal, known as Twenty Step Bridge, measured along that canal, and extending along that canal in a north-easterly direction a distance of about 4 chains, and there terminating.

Number 19.—The diversion of the present channel and course of the River Mersey, wholly in the said township of Warrington by a new cut, commencing at a point about 17 chains below the bridge over that river known as Warrington Bridge, measured along the right bank of the river, and terminating by a junction with the river at a point about 11 chains above the bridge over that river known as Walton Girder Bridge, measured along the right bank of the river. In connection with this work a dam across the bed of the River Mersey in a south-westerly direction, commencing in the township of Latchford, in the said parish of Grappenhall, at a point about 6 chains south of the east end of the girder bridge, carrying the Warrington and Stockport Railway over the River Mersey, near Arpley Station, Warrington, measured along the left bank of the river, and terminating at a point in the said township of Warrington about 11 chains south-west of the west end of the last-mentioned Girder Bridge, measured along the right bank of the river, and wholly within those townships.

Number 20.—A dam across the bed of the River Mersey in a south-westerly direction (with a lock therein), commencing in the said township of Warrington at a point on the right bank of that river, about 24 chains east of the northern end of the said Walton Girder Bridge, measured along the right bank of the river, and terminating in the township of Walton Inferior, in the said parish of Runcorn, at a point on the left bank of the river, about 25 chains east of the southern end of the last-mentioned bridge, measured along the left bank of the river, and wholly within those townships.

Number 21.—A dock or basin with an entrance thereto from Work No. 10, to be constructed partly on lands known as Arpley Meadows, and partly on land adjoining thereto, now forming the bed of the portion

of the river Mersey to be diverted by Work No. 19. These lands are bounded on the west by an imaginary straight line drawn in a southerly direction from a point at the east end of the said girder bridge carrying the Warrington and Stockport Railway over the River Mersey to a point on the left bank of that river about 18 chains east of the southern end of the said Walton Girder Bridge, measured along the said left bank, and on all other sides by the left bank of the said river between the said points. This work will be made, from, through, into, or in, the said townships of Warrington, Latchford, Appleton, and Walton Inferior, or some of them.

Number 22.—A dam, with sluices, wholly in the township of Halton, in the said parish 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 23.—Branch Railway No. 1.—A railway wholly in the said township of Warrington, commencing by a junction with the branch railway of the London and North Western Railway Company which connects the Warrington and Stockport Railway of that Company with the Birkenhead, Lancashire, and Cheshire Junction Railway at the northerly end of the said Walton Girder Bridge, thence proceeding in an easterly direction across Arpley Meadows, for a distance of about 5 furlongs and 5 chains, and there terminating.

Number 24.—Branch Railway No. 2.—A railway wholly in the township of Partington, in the parish of Bowdon, in the county of Chester, commencing by a junction with the Railway No. 2, authorised by "The Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865," and now belonging to the Cheshire Lines Committee, at a point thereon about 17 chains south-east of the south-eastern end of the bridge, carrying that railway over the River Mersey near Partington Station, measured along that railway, thence proceeding in a northerly direction for a distance of about 24 chains, and there terminating.

Number 25.—Branch Railway No. 3.—A railway commencing in the said township of Barton-upon-Irwell, by a junction with the said Railway No. 2, authorised by "The Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865," at a point thereon about 18 chains north-west of the north-western end of the said bridge, carrying that railway over the River Mersey measured along that railway, thence proceeding in a north-easterly direction for a distance of about 26 chains, to and terminating at a point in the said township of Partington. This work will be made from, through, into, or in the said townships of Barton-upon-Irwell and Partington.

Number 26.—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 township of Moore, in the said parish of Runcorn, by a junction with the said main line at a point about 49 chains south-west of the point where the boundary between the said township of Moore and the township of Acton-Grange, in the said parish of Runcorn, crosses the said main line, measured along

the said main line, thence crossing Work No. 10 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 on the said main line, situate south of and near to the high level station at Bank Quay in Warrington. This railway will be made from, through, into, or in the said townships of Moore, Acton-Grange, Walton Inferior, and Warrington, or some of them.

Number 27.—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 Moore, by a junction with that railway about 27 chains south-west of the point where the boundary between the said townships of Moore and Acton-Grange crosses that railway, measured along that railway, thence crossing Work No. 10 by a high level bridge, and terminating by a junction with Deviation Railway No. 1 at a point in the said township of Walton Inferior, about 5 chains from the southern end of the said Walton Viaduct, measured in a south-westerly direction therefrom.

This railway will be made from, through, into, or in the said townships of Moore, Acton-Grange, and Walton Inferior, or some of them.

Number 28. Deviation Railway Number 3.—The diversion of the said Warrington and Stockport Railway by the construction of a deviation railway commencing in the said township of Latchford, by a junction with that railway at a point thereon about 9 chains east of the eastern end of the said girder bridge carrying that railway over the River Mersey near Arpley Station, measured along that railway, thence crossing Work No. 10 by a high level bridge, and terminating in the township of Thelwall, in the parish of Runcorn (detached No. 3) in the county of Chester, by a junction with that railway at a point thereon about 16 chains east of the point where the boundary between the said townships of Thelwall and Grappenhall crosses that railway, measured along that railway.

This railway will be made from, through, into, or in the said townships of Latchford, Grappenhall, and Thelwall, or some of them.

Number 29.—Deviation Railway No. 4.—The diversion of the said Railway No. 2, authorised by "The Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865," by the construction of a deviation railway, commencing in the township of Carrington, in the said parish of Bowdon, by a junction with that railway at a point about 59 chains south-east of the south-east end of Partington Station, measured along that railway, thence crossing Work No. 11 by a high level bridge, and terminating in the said township of Barton-upon-Irwell by a junction with the Liverpool and Manchester Railway of the Cheshire Lines Committee at a point thereon about 9 chains east of the point where the boundary between the said township of Barton-upon-Irwell, and the township of Rixton-cum-Glazebrook, in the said parish of Warrington, crosses that railway measured there along.

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 30.—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 4 chains west of the western end of Flixton Station, measured along that railway, thence crossing over Work No. 11 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 28 chains west of the western 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 31.—Junction Railway.—A railway commencing in the said township of Walton Inferior by a junction with the said branch railway of the London and North Western Railway Company, which connects the said Warrington and Stockport Railway with the said Birkenhead, Lancashire, and Cheshire Junction Railway at a point about 8 chains south of the southern end of the said Walton Girder Bridge, measured along the said branch railway, thence proceeding in a south-westerly direction for a distance of about 49 chains to, and terminating at a point in the said township of Acton-Grange by a junction with the said Deviation Railway No. 2.

This railway will be made, from, through, into, or in the said townships of Acton-Grange and Walton Inferior.

Number 32.—A new road commencing in the said township of Walton Inferior in the public road leading from Chester to Warrington, at or near the "Stag Inn," thence proceeding in a northerly direction, and terminating in the said township of Latchford in the public road running along the left bank of the River Mersey, at a point about 5 chains south-west from the junction of that road with the Wilderspool Causeway measured along that road. This road will be made from, through, into, or in the said townships of Walton Inferior, Warrington, and Latchford, or some of them.

And the Bill will or may authorise the Company to stop up so much of the said road from Chester to Warrington as lies between the said "Stag Inn" and a point about 36 chains north-east of the said "Stag Inn" measured along the said road.

Number 33.—A new road, commencing in Ackers-lane, about 14 chains south (measured along Ackers-lane) from the point where Ackers-lane crosses on the level the said Warrington and Stockport Railway, thence proceeding alongside Work No. 10 to and terminating in Common-lane at a point therein about 18 chains south-east (measured along Common-lane) of the said level crossing.

Number 34.—A new road, commencing at the junction of Ackers-lane with the old course of Common-lane, thence proceeding in a southerly direction, crossing Work No. 10 by means of a swing bridge, to and terminating by a junction with the new road last described, at a point therein about 8 chains east of its said commencement.

And the Bill will or may authorise the Company to stop up so much of Ackers-lane as lies between two points respectively about 6 chains and 16 chains south of the said level crossing, measured along Ackers-lane, and so much of Common-lane

as lies between two points respectively about 9 chains and 21 chains south-east of the said level crossing measured along Common-lane.

Number 35.—A new road, commencing in the Knutsford and Warrington-road at a point about 6 chains south-east (measured along that road) from the point where the said road crosses on the level the said Warrington and Stockport Railway, thence proceeding in a westerly direction to and terminating in the public road leading from Hunt's-lane to Latchford Station, at a point about 5 chains south (measured along that road) from the point where that road crosses on the level the said railway.

And the Bill will, or may, authorise the Company to stop up so much of the said Knutsford and Warrington-road as lies between a point about 3 chains north-west measured along that road from the said level crossing on that road, and another point about 9 chains south-east (measured along that road) from the same level crossing.

The foregoing Works Nos. 33, 34, and 35, will be made wholly in the said township of Latchford.

Number 36.—A new road, commencing in the said township of Grappenhall in the said public road leading from Thelwall to Latchford, at a point distant about 1 chain east (measured along that road) of Morris Brook Farm House, thence proceeding in a westerly direction to and terminating in the said township of Latchford in Cross-lane, at a point about 2 chains (measured along Cross-lane) south of the point where Cross-lane crosses on the level the said Warrington and Stockport Railway.

And the Bill will or may authorise the Company to stop up so much of the said Thelwall and Latchford-road as lies between a point therein about 7 chains east (measured along that road) of the said Morris Brook Farm House and a point on the said Thelwall and Latchford-road, about 3 chains east (measured along that road) of the junction of Cross-lane with that road. This work will be made from, through, into, or in the said townships of Grappenhall and Latchford.

6. To provide for the diversion, extension, or rearrangement, 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.

7. To vest the said deviation railways and the said diverted canal and their respective 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, and the Junction Railway, 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 said diverted canal in the Bridgewater Navigation Company (Limited), 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 and canal of those respective bodies, in lieu of which such deviation and junction railways and diverted canal 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, and to authorise and require the London and North-Western Railway Company, the Great Western Railway Company, and the Cheshire Lines Committee respectively, and the Bridgewater Navigation Company (Limited) to abandon the said portions of railways and canal, in lieu of which such deviation railways and diverted canal are to be constructed, or some parts thereof; and to authorise the Company, on the completion of the said respective deviation railways and the said diverted canal, to remove any parts of the before-mentioned portions of railways and canal; and the Bill will or may provide for the vesting in the Company of the said abandoned portions of railways and canal, or some of them, or some part or parts thereof respectively, on such terms as may be defined by the Bill or prescribed by Parliament.

8. The Bill will or may enable the London and North-Western Railway Company, as to Deviation Railways No. 1 and No. 3, and that Company and the Great Western Railway Company jointly, as to Deviation Railway No. 2 and the Junction Railway, and the Cheshire Lines Committee as to Deviation Railways No. 4 and No. 5, and the Bridgewater Navigation Company (Limited), as to the said diversion of the Bridgewater Canal, 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.

9. To empower the Company to dredge 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 Howley Weir at Warrington.

10. To enable the Company, between the commencement of Work No. 10 and Hunt's Bank in Manchester, to construct and maintain all cuts, channels, locks, weirs, dams, basins, reservoirs, ponds, trenches, pounds, graving docks, lay-byes, gates, sluices, culverts, syphons, by-passes, arches, bridges (fixed or opening), ferries, sewers, drains, embankments, towing-paths, walls, jetties, landing-places, dolphins, moorings, buoys, beacons, lights, groynes, quays, wharves, warehouses, sheds, buildings, engines, pumps, machinery, hydraulic and other lifts and cranes, drops, staithes, tips, 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, and between Howley Weir and Hunt's Bank respectively aforesaid, to remove, alter, lengthen, curtail, raise or lower any cuts, canals, weirs, banks, drains, sluices, locks, channels, water-courses, bridges, arches, culverts, pipes, sewers, and drains, and such other works as it may be necessary or convenient so to deal with in connection with and for the purposes of the works by the said Bill to be authorised.

11. To authorise the Company to divert into the intended new ship canal, channels, cuts, docks, and works, the waters of the Rivers Mersey, Irwell, Weaver, and Bollin, and of the Mersey and Irwell Navigation, the Red Brook, Glazebrook, Marsh Brook, Morris Brook, Bent-lane Brook, Boyle Brook, Salt Eye Brook, Walton Mill Brook, Grange Mill Brook, and Lumb Brook, the Runcorn and Latchford Canal, Butchers' Field Cut, and Stickings Cut, and all other waters under the control of the said Company of Proprietors, or of the Bridgewater Navigation Company (Limited), as their successors or assigns, or to which they, or either of them, 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, and to fill in and level so much of the present course or channel of the River Irwell, between Throstle Nest and its junction with the River Mersey, and of the River Mersey between that point and Woolston Weir, and of the said Runcorn and Latchford Canal, and of the cuts and channels connected therewith respectively, as may be rendered unnecessary by the construction of the intended works, or any of them.

12. To authorise the Company to cross, open, or break up, divert, raise, lower, alter, stop up, or interfere with, either temporarily or permanently (and if permanently to appropriate the site and soil thereof, and to extinguish all rights of way thereover), streets, roads, highways, footpaths, railways, tramways, rivers, streams, watercourses, drains, culverts, sewers, gas and water mains and pipes, telegraphic, telephonic, 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.

13. To authorise the Company between the commencement of Work No. 10 and the termination of Work No. 11, 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 or ferries, and to empower the Company, and the authority in whom any bridge within such limits is vested, or who is liable for the repairs thereof, to enter into and fulfil contracts for or in relation to any matters in this paragraph mentioned, or the construction, maintenance, or repair of any such bridge.

14. The Bill will extinguish all rights of way over, and will or may vest in the Company the site and soil of the portions of roads which they are authorised to stop up, and will

provide for the maintenance and repair of the proposed new roads, and will or may authorise the Company to enter into and fulfil contracts and agreements with the road authority, or any person or persons interested therein with relation to the matters aforesaid, and will or may confirm any agreement which may have been, or which, during the progress of the Bill, may be so entered into, and will or may authorise any such authority for such purpose to apply their funds and rates, and levy new rates.

15. To authorise the Company from time to time to purchase, take on lease, or otherwise acquire, compulsorily or by agreement, lands, houses, buildings, mills, warehouses, sheds, wharves, foreshore, and other property, and easements thereover, thereunder, or in respect thereof, and to vary and extinguish such rights of way, manorial, commonable, and other rights and privileges as it may be necessary or expedient 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, warehouses, mills, yards, wharves, dwelling houses, public houses, shops, stables, workshops, offices, engine-houses, sheds, and portion of the Manchester and Salford Junction Canal, situate in the said township of Manchester, and bounded on the north-westerly side by the River Irwell, on the north-easterly side by Albert-place, on the south-easterly side by Water-street, and on the south-westerly side, by the street leading from Water-street to Prince's Bridge.
- (b) Land, warehouses, yards, dwelling-houses, stables, workshops, offices, engine-houses, sheds, wharves, basins, dockyard, and portion of the said Manchester and Salford Junction Canal, bounded on the north by Quay-street, on the east by Atherton-street, on the south by Charles-street, and on the west by Water-street, and also the portion of the said Manchester and Salford Junction Canal, situate between Charles-street aforesaid, and the Central Station of the Cheshire Lines Committee in Manchester, together with the tunnel through which such canal passes, and all the properties of the Company of Proprietors of the Mersey and Irwell Navigation, and of the Bridgewater Navigation Company (Limited), along the course of the said canal: all which properties are situate within the said township of Manchester.
- (c) Land and buildings known as Pomona Gardens, situate in the said township of Stretford, and bounded on the north by the River Irwell, on the east by the boundary between the said township of Stretford and the township of Hulme, in the said parish of Manchester, on the south by the towing-path of the Bridgewater Canal, and on the west by land occupied by the trustees of the late Duke of Bridgewater as a coal wharf.
- (d) 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.
- (e) Land, buildings, and towing-path situate at Throstle Nest in the said township of Salford, bounded on the southerly and easterly

sides by the River Irwell, on the westerly side by Trafford-road, and on the northerly side by an imaginary line drawn from Trafford-road parallel with and distant about 2 chains north from the right bank of the River Irwell until it strikes the said right bank.

- (f) Land situate in the said township of Stretford, bounded on the northerly and westerly sides by the River Irwell, on the easterly side by Trafford Road, and on the southerly side by an imaginary line drawn from Trafford-road parallel to and distant about 8 chains south of the left bank of the River Irwell, until it strikes the left bank of the said river and land, and parts of bed of River Irwell, situate in the said townships of Salford, Stretford, and Barton-upon-Irwell, or some of them, lying between the left bank of that river and an imaginary straight line drawn from a point on that bank about 18 chains (measured along that bank) above the point where the boundary between the said townships of Barton-upon-Irwell and Stretford strikes the said bank, and another point on the same bank of the said river, about 25 chains below the said point, where the said boundary strikes the said left bank, measured along that bank.
- (g) 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, and land in the same township, situate on the southerly side of the River Irwell, and lying between that river, the road leading from Barton-upon-Irwell to Urmston, an imaginary line, drawn parallel with and about 20 chains to the south of the River Irwell, from the last-mentioned road to Bent-lane and Bent-lane.
- (h) 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.
- (i) Land, buildings, and parts of the beds of the Rivers Mersey and Irwell situate near the junction of those rivers, and lying between 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.
- (j) 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 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

- bank, 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.
- (k) Land parts of bed of River Mersey and river banks bounded on the north-west by an imaginary straight line drawn from a point on the left bank of the River Mersey about 45 chains above the Rixton and Warburton bridge to a point on the same bank about 50 chains below that bridge, and on the south and east by an imaginary line drawn parallel with and about 2 chains to the south of the left bank of the River Mersey, between the said points, the whole of which properties are in the said townships of Warburton and Rixton-cum-Glazebrook.
- (l) Land and river banks in the said township of Rixton-cum-Glazebrook, known as Rixton Leys, the bed of the River Mersey surrounding Rixton Leys, and a strip of land, 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, at the junction of the River Bollin with that River in a westerly direction to a point on the left bank of the River Mersey at the junction of Thelwall Brook with that river, 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 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 junction of the River Bollin with that river, all of which properties are within the said townships of Rixton-cum-Glazebrook, Lymm, Thelwall, and Woolston and Martinscroft, or some of them.
- (m) Land and parts of the bed of the River Mersey, situate in the said township of Woolston and Martinscroft, lying to the south of an imaginary straight line drawn from a point on the left bank of the River Mersey about 10 chains above the junction of Thelwall Brook with that river to another point on the same bank, about 30 chains below the said junction, and between the said line and another line drawn down the centre of the said river between the same points.
- (n) The bed of Woolston New Cut, the towing path thereof, and the locks, lock-houses, and turn-bridges thereon. All of which properties are within the said township of Woolston and Martinscroft, and the township of Poulton-with-Fearnhead, in the said parish of Warrington.
- (o) 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, together with the feeder thereto, commencing at the western end of the said Woolston New Cut, and terminating by a junction with the said Runcorn and Latchford Canal near Latchford Lock, and the land forming the site thereof. 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, Appleton, Walton Inferior, Acton-Grange, Moore, and Runcorn, and the township of Norton and Halton, in the said parish of Runcorn, or some of them.
- (p) Land, warehouses, yards, dwelling-houses, stables, offices, wharves, and sheds situate at Howley Quay, in the said township of Warrington, the property of the Company of Proprietors of the Mersey and Irwell Navigation, and of the Bridgewater Navigation Company (Limited), and constituting the whole of the properties of those Companies at Howley Quay. Also the lock, known as Howley Lock, with cut, lock-house, dwelling-house, and land adjoining, or near thereto, all in the township of Warrington, and the properties of the said Companies or one of them.
- (q) Land and parts of bed of River Mersey lying between an imaginary straight line drawn from a point at the east end of the said girder bridge carrying the said Warrington and Stockport Railway over the River Mersey, to a point on the left bank of that river about 18 chains east of the southern end of the said Walton Girder Bridge, measured along the said left bank, and the said left bank of the said river between the said points, all of which properties are in the said townships of Warrington, Latchford, Appleton, and Walton Inferior, or some of them.
- (r) Lands situate in the said townships of Moore, Acton-Grange, and Walton Inferior, lying between the London and North Western Railway from Crewe to Warrington, the Runcorn and Latchford Canal, and an imaginary straight line drawn from Bob's Turnbridge on the said canal in an easterly direction to and terminating at the pumping station on the said railway, in the said township of Acton-Grange.
- (s) Lands situate in the said townships of Norton and Moore lying between the road leading from Bob's Turnbridge, on the Runcorn and Latchford Canal, to Moore, an imaginary straight line drawn from a point on that road distant about 29 chains (measured along that road) south-east of Bob's Turnbridge in a westerly direction to Old Randle's Turnbridge on the said canal, another imaginary straight line drawn from the said point on the said road to the point

of junction of the boundaries of the said townships of Moore and Norton and the township of Keckwick, in the said parish of Runcorn, and another imaginary straight line drawn from the said point of junction to Old Randle's Turnbridge.

16. 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.

17. 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.

18. 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, cuts, docks, and works of the Company within those limits (except the Ports of Runcorn and Ellesmere), the Harbour and Port of Manchester, and to constitute the Company the Harbour Authority of that harbour and port.

19. To empower the Company 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, to provide, erect, and fit up free or bonded warehouses, depôts, buildings, transit and other sheds, cranes, lifts, staithes, drops, gear, engines, machinery, and other apparatus, 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.

20. To empower the Company, with or without charge, 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, within, or on 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.

21. 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, or from or to any railway, tramway, or siding 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, and to prohibit any persons other than those appointed by the Company from performing such duties or services.

22. 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.

23. 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, railways, tramways, and other works connected therewith or vested in the Company by the intended Act, or in any way forming part of their Undertaking, 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 to remit or compound for any such tolls, rents, rates, duties, and other payments, and to alter existing tolls, rates, and charges.

24. 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.

25. 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, and any channel leading thereto, the speed of vessels navigating the same; the use of docks, locks, lay-byes, bridges, machinery apparatus, ferries, piers, 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 by the Company to be forfeited, 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, lay-byes

clocks, railways, 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.

26. To authorise and require the Company from time to time to pay, or contribute towards, the expenses of the Commissioners for the conservancy of the River Mersey, and 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.

27. To enable the Company on the one hand and the Bridgewater Navigation Company (Limited), the Company of Proprietors of the Rochdale Canal, and the Trustees of the River Weaver Navigation in respect of their navigations, the London and North-Western Railway Company, the Lancashire and Yorkshire Railway Company, and the Manchester, Sheffield and Lincolnshire Railway Company, in respect of their railways and canals, and the London and North-Western and the Great Western Railway Companies in respect of their joint railways, and the Cheshire Lines Committee in respect of their railways and every or any of those Companies, on the other hand, from time to time to enter into and fulfil agreements with respect to 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 a joint Committee or joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement which previously to the passing of the Bill may have been or may be made touching any of the matters aforesaid.

28. 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.

29. 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.

30. 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.

31. To constitute the expenses of and incidental to the promotion of the Manchester Ship Canal Bill of Session 1883 part of the costs of the intended Act, and to authorise the Company to repay with interest all or any of the sums subscribed to the Parliamentary Funds provided to meet such expenses and costs respectively.

32. 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; 32 Geo. II., c. 2, and any other Act directly or indirectly affecting the Bridgewater Canals; 34 Geo. III., c. 78, and any other Act directly or indirectly affecting the Rochdale Canal; 45 Geo. III., c. 4, and any other Act directly or indirectly affecting the Manchester, Bury and Bolton Canal Navigation; 32 Geo. III., c. 84, and any other Acts directly or indirectly affecting the Manchester, Ashton-under-Lyne, and Oldham Canal; 16 and 17 Vict. c. 37, and any other Act directly or indirectly affecting the Runcorn and Weston Canal; 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; 9 and 10 Vict., c. 91, and any other Acts directly or indirectly affecting the Birkenhead, Lancashire, and Cheshire Junction Railway; 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 any other Act directly or indirectly relating to the Great Western Railway Company and their undertaking; "The Liverpool Corporation Waterworks Act, 1880," 5 and 6 Vict., c. 110, and any other Act directly or indirectly relating to or affecting the Conservancy of the River Mersey; and 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; "The Manchester Corporation Waterworks Act, 1879;" 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 training walls, channels, canals, cuts, embankments, docks, railways, roads, and works respectively, and the lands, houses, and property in or through which they will be made, together with an

Ordnance 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 16th day of November, 1883.

Grundy, Kershaw, Saxon, and Samson,
Solicitors, 31, Booth-street, Manchester;
and 57, Chancery-lane, London.

Walmsley and Samuels, Solicitors, St.
Ann's-street, Manchester.

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

In Parliament.—Session 1884.

Ouse (Lower) Improvement.

Aire and Calder Navigation.

Power to Undertakers of Aire and Calder Navigation to Improve Navigation of Lower Part of River Ouse in County of York, and to Execute New Works in connection therewith, and make Diversion of River; Vesting in Undertakers Existing Bed, &c., of River where diverted; Appropriation and Disposal of Materials Dredged, &c.; Power to Divert Waters of River Ouse, &c.; to Take, Lease, and otherwise Dispose of Lands; Power to Supply Machinery for Dredging, Loading, &c.; to Acquire and Supply and License Towing Vessels, &c.; to Take Tolls, Rates, and Charges; to Make Bye-laws; to Provide Buoys, Beacons, and Lights; to Supply Ballast; to Remove Obstructions from River; to Prohibit, or Regulate, or Remove Mooring Chains, Staiths, &c.; to Prevent Obstructing of River; to Appoint Officers, Meters, and Weighers, and River Police; to Remove Vessels impeding Navigation; to Constitute Undertakers the Harbour Authority; Power to Undertakers to Appoint Committees of Management; Application of Funds of Undertakers to purposes of the Bill; Power to Create and Issue Debenture Stock or Funded Debt; Agreements with Board of Trade and Commissioners of Woods, &c.; Abolition or Restriction of Jurisdiction, &c., over River Ouse; Variation of Rights and Privileges; Incorporation and Amendment of General Acts; Application of Harbours Docks and Piers Clauses Act, 1847, to Docks at Goole; Alteration, Amendment, Extension, or Repeal of Local Acts.

NOTICE is hereby given, that application is intended to be made to Parliament, in the

ensuing session, for leave to introduce a Bill (hereinafter called "the Bill") for the following or some of the following among other purposes, that is to say:—

To authorise the undertakers of the navigation of the rivers of Aire and Calder, in the West Riding of the county of York (hereinafter called "the Undertakers"), 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:—

The dredging, scouring, opening, deepening, widening, straightening, shortening, diverting, training, embanking, cleansing, levelling, buoying, lighting, and improving the bed, banks, shores, and channels of the portion of the river Ouse, in the county of York, which extends between an imaginary straight line drawn across that river at a distance of 100 yards below, and parallel to, the south side of the bridge constructed under the authority of the North Eastern Railway Company's (Hull and Doncaster Branch) Act, 1863 (hereinafter called "Skelton Railway Bridge"), carrying the Hull and Doncaster Branch of the North Eastern Railway across the river Ouse from the township of Skelton, in the parish of Howden, in the East Riding of the county of York, to the township of Hook, in the parish of Snaith, in the West Riding of the said county; and another imaginary straight line drawn across the said river, at or near its confluence with the river Trent, from the York Corporation marking post at Faxfleet Ness, on the northern or left bank of the said river, in the parish of Blacktoft, in the East Riding of the county of York, to their marking post at Bosom Cross, on the southern or right bank of the said river, in the parish of Whitgift, in the West Riding of the county of York, which portion of the said river, together with the new channel, hereinafter mentioned, is hereinafter referred to as "the river within the limits of improvement."

A training wall or embankment (to be called "Left Bank Training Wall, No. 1"), commencing at or near a point in the river Ouse, on the left bank thereof, in the parish of Howden, in the East Riding of the county of York, 4 furlongs or thereabouts south-westward from the southern side of Skelton railway bridge, and terminating at or near a point in the said river, on the left bank thereof, in the said parish of Howden, 3 furlongs 9 chains or thereabouts due west of Sand-hall-lodge, which lodge is situate 3 furlongs 1 chain 11 yards or thereabouts south-westward of the clough known as Margery Clough, on the left bank of the said river, in the said parish of Howden.

A training wall or embankment (to be called "Left Bank Training Wall, No. 2"), commencing at or near a point in the river Ouse, on the left bank thereof, in the parish of Howden, in the East Riding of the county of York, 3 chains or thereabouts southward of Sand-hall-lodge, and 3 furlongs 3 chains or thereabouts south-westward of Margery Clough, and terminating at or near a point in the said river on the left bank thereof, in the parish of Blacktoft, in the said East Riding, at or near Blacktoft Staith, and 2 chains or thereabouts east of the eastern end of the Mooring Stage at Blacktoft, in the said parish of Blacktoft.

A training wall or embankment (to be called "Right Bank Training Wall, No. 1"), commencing at or near a point in the river Ouse, in the parish of Snaith, in the West Riding of the county of York, on the right bank of the said river, 3 furlongs 6 chains 11 yards or thereabouts south-westward from the southern side of Skelton Railway Bridge, and terminating at or near a point in the said river, on the said right bank thereof, at or near Murham Staith, in the said parish of Snaith.

A training wall or embankment (to be called "Right Bank Training Wall, No. 2"), commencing at or near a point in the river Ouse, in the parish of Snaith, in the West Riding of the county of York, at or near the north-eastern pier of the Outer Ship Lock at Goole, in the said parish of Snaith, and terminating at or near a point in the said river, on the right bank thereof, at or near the eastern end of the north bank of the Dutch river, at the confluence of that river with the river Ouse at Goole.

A training wall or embankment (to be called "Right Bank Training Wall, No. 3"), commencing at or near a point in the river Ouse, in the parish of Snaith, in the West Riding of the county of York, on the right bank of the said river, 2½ chains or thereabouts south-eastward from Bleak-house at Old Goole, in the parish of Snaith, in the West Riding of the county of York, and terminating at or near a point in the said river, in the parish of Howden, in the East Riding of the county of York, on the left bank of the said river, 1 furlong 6 chains or thereabouts north-westward from the southern point of Goole Ness, and 3 furlongs 8 chains or thereabouts south-westward from Sand-hall-lodge.

A training wall or embankment (to be called "Right Bank Training Wall, No. 4"), commencing at or near a point in the river Ouse, in the parish of Howden, in the East Riding of the county of York, on the left bank of the said river, 2 furlongs 1 chain south-westward of Sand-hall-lodge aforesaid, and 1 furlong 7 chains and 11 yards or thereabouts westward from the clough known as Swinefleet Clough, and terminating at or near a point in the said river Ouse on the right bank thereof at or near the boundary between the township of Whitgift and the township of Ousefleet, in the parish of Whitgift, in the West Riding of the county of York.

A new channel, to form a diversion of part of the present channel and course of the river Ouse, commencing as to the north or left bank thereof, at or near the point hereinbefore described as the termination of "Left Bank Training Wall, No. 1," and as to the south or right bank thereof at or near the point hereinbefore described as the termination of "Right Bank Training Wall, No. 3," and terminating as to the north or left bank thereof at or near the point hereinbefore described as the commencement of "Left Bank Training Wall, No. 2," and as to the south or right bank thereof at or near the point hereinbefore described as the commencement of "Right Bank Training Wall, No. 4," and commencing as to the centre thereof at or near a point in the river Ouse 8 chains 11 yards due north from the point hereinbefore described as the termination of "Right

Bank Training Wall, No. 3," and terminating at or near a point in the river Ouse 8 chains 6 yards due north-east from the point hereinbefore described as the commencement of "Right Bank Training Wall, No. 4."

A flood bank or embankment commencing at or near a point 3 furlongs 7 chains due west from Sand-hall-lodge aforesaid, and terminating at or near a point 5 chains south-westward from Sand-hall-lodge aforesaid.

All which intended works, and the lands, houses, and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, and the land, houses, and other property to be acquired or to vest in the Undertakers under the provisions of the Bill, will be and are situate in the parishes of Howden, Blacktoft, Snaith, and Whitgift, and the district parish of Goole, and the townships of Skelton, Saltmarshe, Cotness, Metham, Yokefleet, Blacktoft, Scalby, Hook, Goole, Swinefleet, Reedness, Whitgift, and Ousefleet, and in the East Riding and the West Riding of the county of York.

To authorise the Undertakers to make and maintain in connection with the said works, and from time to time alter and repair all necessary and convenient entrances, cuts, locks, drains, culverts, arches, walls, embankments, flood banks, piers, jetties, groins, dolphins, moorings, buoys, beacons, lights, tide gauges, staiths, grids, slipways, quays, wharfs, warehouses, sheds, workshops, buildings, cranes, roads, bridges, approaches, rails, works, engines, dredges, steam-tugs, lighters, apparatus, and appliances for the removal of wrecks and other purposes, and for the repair of works and machinery, and other conveniences.

To vest in the Undertakers the portion of the bed, banks, and foreshore of the river Ouse, from which the channel of the said river will be diverted as aforesaid, and to authorise them to fill up and level or otherwise deal with the same, as also to supersede and discontinue the use for the purposes of navigation of the present course or channel of the said river Ouse, from the commencement to the termination of the intended new channel, or so much of the said course or channel as the Undertakers may think fit, or as may be rendered unnecessary by the construction of the said new channel.

To authorise the Undertakers to appropriate the materials dredged or removed from the bed, banks, and foreshore of the river, and proposed new channel and other works, and to deposit the same, if they think fit, within certain areas, to be marked on the deposited plans, and on any portions of the bed, banks, or foreshore of the said river, to be vested in the Undertakers, and such other places as they think proper, or as may be determined by the Bill.

To authorise the Undertakers, with the consent of the owners of the land adjoining, to remove any bend or angle, or shorten the direction or course of the river, and to enter into agreements with owners of land, for the purchase of land, for those purposes, and for any other purposes of the Bill.

To authorise the Undertakers to divert into the intended new channel the waters of the river Ouse, the Dutch river, and rivers Dun, or Don, Aire, Derwent, and Wharfe, which waters flow into the river Humber, and thence into the sea.

To authorise the Undertakers to cross, open, or break up, divert, alter, stop up, remove, or otherwise interfere with, either temporarily or

permanently, buildings, houses, bridges, streets, roads, lanes, highways, passages, footpaths, railways, tramways, ferries, rivers, canals, streams, watercourses, drains, culverts, sewers, flood gates, flood-banks, staiths, piers, jetties, landings, gangways, wharfs, laybys, moorings, groins, grids, slipways, gas and water mains and pipes, telegraphic, telephonic, 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.

To empower the Undertakers to deviate in the construction of the several intended 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, or provided by the Bill.

To authorise the Undertakers from time to time to purchase or take on lease or otherwise acquire lands, houses, buildings, mills, warehouses, sheds, jetties, piers, groins, staiths, landings, gangways, laybys, grids, slipways, moorings, wharfs, foreshore, ferries, stone and other quarries, 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 and in respect of such lands, houses, buildings, mills, warehouses, sheds, jetties, piers, groins, staiths, landings, gangways, laybys, grids, slipways, moorings, wharfs, foreshore, ferries, quarries, and other property, and all such other rights and privileges as it may be necessary or expedient to vary or extinguish for any of the purposes of the Bill, as also to work such ferries and quarries, and convey in such manner as the Undertakers think expedient, the materials gained from such quarries to the places where they are to be used or disposed of for the purposes of the Bill.

To empower the Undertakers 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, or vested in the Undertakers by 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 demise or grant the use or occupation of or easements in and rights over any warehouses, buildings, sheds, wharfs, piers, jetties, groins, landings, gangways, laybys, grids, slipways, moorings, ferries, quarries, yards, cranes, machines, or other conveniences belonging to or provided by them.

To exempt the Undertakers 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 entirely, or to such extent as may be provided by the Bill, and to make other provisions in respect thereto.

To authorise the Undertakers to provide (with or without charge for the hire, use, or supply thereof), steam and other cranes, barges, lighters, trucks, gear, machinery, slipways, appliances, and labour for the discharging, unloading, removal, and loading of cargo from or into vessels in the river Ouse, or on the works of the Undertakers, 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, re-

moval, or loading in such circumstances and cases as they think fit.

To authorise the Undertakers to build, purchase, hire, let, and charge for the use of tug-boats, or other towing power, and to license tug-boats and other towing power, and the masters thereof, and to prohibit on the river, within the limits of improvement, the use of any tug-boat or towing power not licensed by or not being commanded by a master licensed by the Undertakers, and to suspend and revoke such licenses.

To authorise the Undertakers from time to time to fix, alter, demand, take and recover (whether as regards vessels or their cargoes) tolls, rates, rents, duties, and other charges for or in respect of the use of the river, and of the mooring, lighting, buoying, and beaconing thereof, and in respect of the landings, piers, jetties, ferries, grids and slipways on the river within the limits of improvement, or any part or parts thereof, and of the new channel and other works to be authorised by the Bill as aforesaid, and for or in respect of all services and labour performed, used, or employed by the Undertakers in connection therewith, and for and in respect of vessels, articles of every description, and animals passing or conveyed to or from or through the river within the limits of improvement, or any part thereof, and for and in respect of articles of every description, and animals loaded or unloaded, and of persons embarking or disembarking on, or on the banks of or on any banks, wharfs, quays, piers, or jetties within or on the sides of the river within the limits of improvement, and to confer exemption from, and from time to time to compound for any such tolls, rents, rates, duties, and other charges, and to alter any existing tolls, rates, rents, duties, and charges.

To empower the Undertakers 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 among others (in addition to the bye-laws which they may be authorised to make under the provisions in The Harbours Docks and Piers Clauses Act, 1847, contained), for the following or any of the following purposes, that is to say: for limiting the maximum dimensions and draft of vessels which shall be entitled to navigate upon the river within the limits of improvements; for regulating the use of slipways and grids; for regulating the supply of ballast to vessels upon the river within the limits of improvement, by themselves and other persons; for regulating the manner in which vessels shall be loaded and discharged on or from the river within the limits of improvement; for regulating the times and manner of paying, and the places for payment of the tolls, rates, and charges, payable to the Undertakers under the provisions of the Bill; for the anchorage, berthing, and removing vessels lying in any part of the river within the limits of improvement, or alongside of wharfs, quays, jetties, piers, ferries, landing-places, slipways, and other works, and regulating the conduct and behaviour of seamen and others upon the river, landing-places, and other works within the said limits; for regulating the conduct of the owners, masters, and crews of vessels with regard to the rate of speed at which they may proceed upon the river within the limits of improvement, and the mode of navigating such vessels; the keeping of advertised times of sailing, and the taking on board and embarking or landing of passengers, animals, and goods; for regulating the towing of vessels on the river within the limits of improvement, the size and number of vessels towed at one

time or in one train, the order and manner in which the towage shall be given, and the duties and conduct of all persons employed on the towing vessels used on the river within the limits of improvement, and with regard to the rate of speed at which such towing vessels may proceed, and to any other matter or thing affecting the safety or convenience of the navigation of the river; for regulating the passage of vessels approaching the works of improvement during their construction or repair, and places where dredging is being done, or where operations for the removal of wrecks or other obstructions are being carried on; for regulating the terms and conditions of granting licenses for steam-tugs or other towing power, and the masters and crews thereof, and the payments to be made for such licenses, and the rates to be charged for the towage of vessels and the hire and use of tug-boats or other towing power; for regulating the conduct of boatmen and others in landing passengers from and putting them on board of all vessels, and from or into ferry boats, and the sufficiency of boats employed for that purpose; and to impose penalties for the breach of by-laws.

To authorise the Undertakers to provide and maintain buoys, beacons, and lights upon, and to light the river within the limits of improvement, and to supply ballast to vessels.

To authorise the Undertakers to remove any obstructions (whether fixed or moveable, including sunken vessels or wrecks and floating timber) to the river within the limits of improvement, and the limits of authority of the harbour master, and to sell the same for securing of expenses.

To authorise the Undertakers to regulate, and if they think fit, to prohibit or allow under conditions the placing of any mooring chains in the river within the limits of improvement, and order the repair, abatement, or removal, or setting back of any jetty, wharf, quay, or pier, landing, gangway, staiths, piles, mooring chains, or other obstructions or nuisances within those limits, by the owner or occupier thereof, and to order the owner or occupier of any waterways, causeways, stairs, landings, gangways, staiths, jetties, piers, landings, or other projections injurious to the navigation of the river within the said limits, to remove or shorten the same, and to authorise the Undertakers themselves to repair, abate, remove, or shorten, or set back such wharfs, quays, piers, staiths, piles, mooring chains, waterways, causeways, stairs, or other projections or nuisances, or to acquire such jetty, wharf, quay, or pier by agreement, and to recover the expenses occasioned to them from any of the above causes from the owner or occupier aforesaid, or to purchase the same by agreement.

To prohibit the discharging or throwing from any vessel, or from the shore, or other place, of any ballast, cinders, ashes, rubbish, earth, dirt, mud, soil, or other solid matter, into the river within the limits of improvement, or the placing thereof upon any shore or ground below high-water mark, and to impose penalties upon any person so doing.

To authorise the Undertakers to appoint a Committee of Management for carrying out the purposes of this Act, a harbour master and other officer, whose authority shall extend over the river within the limits of improvement, or as may be fixed by the Bill.

To constitute the Undertakers the harbour authority within such limits, and authorise them to appoint meters and weighers, landing and

pier and jetty masters, and other officers, and to appoint and regulate police, or make arrangements with the police authorities of the East or West Riding of the county of York, for the providing, maintenance, and control of police for watching and securing and protecting the works, trade, and shipping within the limits of improvement, or within such limits as may be prescribed by the Bill.

To authorise the Undertakers or their harbour master to remove and unload vessels obstructing the navigation of the river within the limits of improvement, and to authorise the Undertakers to recover any expenses incurred by them in consequence thereof, and to seize and detain the vessel and loading thereof until such expenses are paid, and to prevent the improper mooring of such vessels, and to impose penalties for offending against any orders of the Undertakers or their harbour master, or landing, or pier, or jetty masters in respect thereto, and for wilfully obstructing or unlawfully passing through the river within the limits of improvement.

To authorise the Undertakers to apply for the purposes of the Bill any funds belonging to them, or which under any Act or Acts relating to their undertaking, they have borrowed or have power to borrow, and to make such amendments in such Act or Acts as may be necessary for that purpose.

To authorise the Undertakers to raise by the issue of debenture stock or funded debt, any moneys which they have borrowed, or are authorised to borrow, by any Act or Acts of Parliament, and to make provision in respect thereof.

To make the works to be authorised by the Bill part of the general undertaking of the Undertakers, and to authorise the Undertakers to use any land acquired or vested in them under the provisions of the Bill, for the purpose of such general undertaking.

To authorise the Undertakers and the Board of Trade, and Her Majesty's Commissioners of Woods and Forests, or either of them, and any others persons, to enter into agreements for the acquisition by the Undertakers of any portions of the foreshore or bed of the river within the limits of improvement or contiguous thereto, absolutely or for a term of years or otherwise, and on such conditions as may be agreed upon, and to confirm any agreement or agreements made between the said parties for those purposes.

To abolish, alter, or restrict the jurisdictions, powers, rights, and privileges enjoyed or exercised, or claimed to be enjoyable or exercisable, by any corporation, commissioners, trustees, or company, or any person or persons whomsoever, in, over, or affecting the river within the limits of improvement which would in any way interfere or be inconsistent with, the construction, maintenance, management, and regulation of the intended works, or otherwise with the objects and provisions of the Bill.

It is intended by the Bill to vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and to confer other rights and privileges, and to incorporate with itself, subject to such modifications and exceptions as the Bill may provide, the provisions of The Lands Clauses Consolidation Acts, 1845, 1860, and 1869, The Railways Clauses Consolidation Act, 1845, The Harbours Docks and Piers Clauses Act, 1847, and The Removal of Wrecks Act, 1877. It is also intended by the

Bill to apply (with such variations as may be deemed expedient) the provisions of The Harbours Docks and Piers Clauses Act, 1847, and of The Removal of Wrecks Act, 1877, or some of those provisions, to the docks of the Undertakers at Goole, and to authorise the Undertakers to appoint a harbour master and other officers for the management of those docks, and meters and weighers there, and to define the limits within which such harbour master and officers, and meters and weighers may exercise their powers.

It is also intended, so far as may be necessary, to alter, amend, extend, and repeal the provisions of the following among other local Acts, viz.: an Act passed in the 13th year of King George the 1st, intituled "An Act for improving the navigation of the River Ouse, in the County of York," and an Act passed in the 5th year of King George the 2nd, intituled "An Act for rendering more effectual an Act passed in the 13th year of the reign of his late Majesty King George the 1st (intituled 'An Act for improving the navigation of the River Ouse in the County of York'), and any other Act or Acts relating to the trustees appointed by those Acts, or to the Lord Mayor, Aldermen, and Citizens of the City of York, as Conservators of the said River Ouse," an Act passed in the 7th year of King George the 3rd, intituled "An Act for making navigable the River Ouse from below Widdington Ings at or near Linton to the junction of the Rivers Swale and Ure, and for making navigable the said River Swale from the said junction to Morton-bridge, and also the brook running from Bedale into the River Swale, in the County of York," and any other Act or Acts relating to the Commissioners appointed by that Act; The River Humber Conservancy Act, 1852, The Humber Conservancy Act, 1868, and The Humber Conservancy Act, 1871, and any other Act or Acts relating to the Conservancy of the river Humber; 17 and 18 Vict., cap. 211, 26 and 27 Vict., cap. 238, and any other Act or Acts relating to the North Eastern Railway Company; 10 and 11 Will. III, cap. 19; 14 Geo. III, cap. 96; 1 Geo. IV, cap. 39; 9 Geo. IV, cap. 98; 8 and 9 Vict., cap. 172; 9 and 10 Vict., cap. 212; 33 and 34 Vict., cap. 95; 34 and 35 Vict., cap. 195; 41 and 42 Vict., cap. 156; 34 and 35 Vict., cap. 155; 42 and 43 Vict., cap. 90; and 44 and 45 Vict., cap. 80, and any other Act or Acts relating to the Undertakers and their undertaking; 51 Geo. III, cap. 30; 53 Geo. III, cap. 161; 17 and 18 Vict., cap. 9; 24 and 25 Vict., cap. 185; 25 and 26 Vict., cap. 111; 29 and 30 Vict., cap. 163, and any other Acts relating to the level of Hatfield Chase and the drainage thereof; 1 and 2 Geo. IV, cap. 46; 7 Geo. IV, cap. 97; 12 and 13 Vict., cap. 29; 12 and 13 Vict., cap. 75; 10 and 11 Vict., cap. 291; 13 and 14 Vict., cap. 57; 27 and 28 Vict., cap. 77; 37 and 38 Vict., cap. 131, and any other Acts relating to the River Dun Navigation and to the South Yorkshire Railway and River Dun Company; 9 and 10 Vict., cap. 268; 12 and 13 Vict., cap. 81; 35 and 36 Vict., cap. 178; and 37 and 38 Vict., cap. 131, and any other Act or Acts relating to the Manchester Sheffield and Lincolnshire Railway Company; 10 and 11 Vict., cap. 166, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company, and any Acts recited or referred to in any of the foregoing Acts.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections relating to the objects 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 several Clerks of the Peace following, that is to say: with the Clerk of the Peace for the East Riding of the County of York, at his office at Beverley, and with the Clerk of the Peace for the West Riding of the County of York, at his office at Wakefield; 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 works are intended to be made, or within which any lands proposed to be acquired under the powers of the Bill are situate, 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 residence.

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 15th day of November, 1883.

Grahames, Currey and Spens, 30, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Imperial Continental Gas Association.

(Additional Capital; Power to Redeem Debenture Stock and Preference Capital; Power to hold Lands; Amendment of Acts.)

NOTICE is hereby given, that the Imperial Continental Gas Association (herein called the Association) intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to effect all or some of the following, among other purposes, that is to say:—

To empower the Association, for the general purposes of their Undertaking, to raise additional capital by the creation and issue of new stock or shares, with or without a guaranteed or preferential dividend or other special rights or privileges attached thereto, or by borrowing, or by the creation and issue of debenture stock (perpetual or redeemable), or by any of those means, and to purchase and hold, or to cancel and extinguish any of such debenture and preference stock; and so far as may be necessary for the purposes aforesaid to amend, and in part repeal, the existing enactments affecting the capital of the Association, and to authorise the Association to acquire and hold lands in England and the United Kingdom without any license in mortmain; and to make further provision for temporarily closing the register of transfers from time to time; and generally to do all things necessary or incidental to effecting the above objects, or any of them.

The Bill will or may incorporate the whole or parts of the Companies Clauses Consolidation Act, 1845, The Companies Clauses Act, 1863, and the Companies Clauses Act, 1869; and will alter and amend and repeal the necessary provisions of the Imperial Continental Gas Association Acts, 1870, 1878, and 1879, and any other Act directly or indirectly affecting the Association, and will vary and extinguish all existing rights and privileges which would interfere with any of its objects; and confer other rights and privileges.

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 the 15th day of November, 1883.

Maresco Pearce, Solicitor, Abchurch Chambers, Abchurch-yard, E.C.

In Parliament—Session 1884.

South-Eastern Railway (Various Powers).
(New Railways and Works and Acquisition of Lands in the Counties of Kent, Surrey, Sussex and Berks; Taking of Commonable Lands at Tunbridge Wells; Stopping up of Footpaths at Hastings and in the Parish of Croydon; Extension of Time for Completion of Authorised Works and for Purchase of Lands under various Acts; Transfer and Vesting in Company of Undertakings, &c., of Elham Valley Railway Company, and Cranbrook and Pad-dock Wood Railway Company; Constitution of certain Railways, authorised by South-Eastern Railway (New Lines and Widenings) Act, 1882, a Separate Undertaking under Guarantee by the Company; Money Contribution to Piers, &c., and Tramways at Folkestone Undertakings; Agreements with War Department as to Tramway at Lydd, and other Powers and Provisions relating thereto, and to Take and Alter Tolls thereon; Power to Appoint Conservators of River Medway; Exemption of Company's Railway, &c., at St. James Grain and Frindsbury from Provisions of Medway Conservancy Act and Dues, &c., leviable thereunder; Agreements between Company and Medway Conservators; Contribution to Construction and Improvement of Harbour and Pier at Boulogne; Application of Funds and Additional Capital; Levying of Tolls, &c.; Hotel at Port Victoria; Power to take Part only of certain Properties authorised to be taken by South-Eastern Railway (New Lines and Widenings) Act, 1882; Amendment of Acts, and other purposes.)

APPPLICATION is intended to be made to Parliament in the next Session by the South-Eastern Railway Company (hereinafter called "The Company") for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

To empower the Company to make and maintain the several railways hereinafter described, with all necessary and convenient stations, sidings, approaches, works and conveniences connected therewith, and to execute the works and acquire the lands (in which term in this Notice houses and buildings are included), and exercise the powers following (that is to say):—

- (1.) A railway, wholly in the parish of St. Mary, Rotherhithe, in the county of Surrey, commencing by a junction with the railway which connects the London and Greenwich Railway and the North Kent Railway of the Company with the Bricklayers' Arms Branch Railway at the south-western side of the bridge by which the London and Croydon Railway is carried over the said branch railway, or thereabouts, and terminating by a junction with the railway belonging to or claimed by the Company, known as the Up Croydon Line, at or near the Rotherhithe New-road.
- (2.) A railway, wholly in the parish of Tunbridge, in the county of Kent, commencing by a junction with the Sevenoaks and Tunbridge Railway of the Company, at a point thereon $16\frac{1}{2}$ chains or thereabouts from the northern side of the River Medway, measured along the railway in the direction of Sevenoaks, and terminating by a junction with the Tunbridge Wells and Hastings Branch of the Company, at a point thereon $2\frac{1}{2}$ chains or thereabouts from the northern face of the Summer Hill Tunnel, measured along the railway in the direction of Tunbridge.
- (3.) The alteration and raising the level of

Barkham-road, in the parish of Wokingham, in the county of Berks, and the carrying of the said road by a bridge over the Company's railway, and consequent alterations in the levels of adjoining roads. The said alteration and raising will commence opposite the north-eastern end of the Railway Hotel at Wokingham Station, or thereabouts, and terminate at a point 15 yards or thereabouts south-west of Havelock-road; and the Bill will provide for the discontinuance, so soon as the said bridge is made and opened to the public, of the crossing on the level of the railway at that place, and for the extinguishment of all rights of way over such level crossing.

To divert, stop up, and appropriate to the purposes of the Company's undertaking the sites of the following footpaths—

- (1.) So much of the two footpaths in the parish of Holy Trinity, Hastings, in the county of Sussex, leading from Waterworks-road, across the Ashford-rye and Hastings Railway of the Company to Bohemia and to Saint Andrew's Gardens as lies within the boundaries of the said railway, or of the Company's lands and property, and to substitute in lieu thereof in the same parish a footpath commencing at or near the gateway to the road leading from the Company's station yard at Hastings into Waterworks-road, passing underneath the said railway by means of a bridge or tunnel to a point in the fence on the north-western boundary of the said railway, 50 yards or thereabouts north-east of the wicket-gate in the railway fence, across the footpath to Bohemia, thence along the said north-western boundary and terminating at the said wicket-gate.
- (2.) The public footpath in the parish of Croydon in the county of Surrey, commencing at the stile in the Selsdon-road, 180 yards or thereabouts south-east of the bridge which carries the Croydon, Oxted, and East Grinstead Railway over that road, passing into and through land in the occupation of William Hatch, crossing on the level the said Croydon, Oxted, and East Grinstead Railway, and terminating in Sussex-road.
- (3.) The public footpath in the parish of Croydon, commencing at the bridle road leading from the Selsdon-road to Croham Farm, thence passing into and through land belonging to the Governors of the Whitgift Hospital and other land in the occupation of William Hatch, crossing on the level the Woodside and South Croydon Railway, and terminating at its point of junction with the footpath lastly described.

To authorise the Company to deviate laterally from the lines of the intended railways and works to the extent shown on the plans hereinafter mentioned, or as may be provided by the intended Act, 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 public carriage and other roads, highways, streets, courts, passages, footpaths, ways, pipes, telegraphic, electric, and other lines and apparatus, sewers, rivers, canals, streams, bridges, railways, tramways, and subways within the parishes, townships, extra-parochial and other places aforesaid, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the Bill.

To authorise the Company to purchase by

compulsion or agreement and hold lands in the several parishes and places aforesaid, for all or any of the railways, works, and purposes aforesaid; and in addition to the other lands which they will by the intended Act be authorised to acquire, to purchase and acquire by compulsion or otherwise, and to hold for the purpose of enlarging and extending their stations and siding accommodation, and for roads, bridges, and approaches and for other purposes of their undertaking, the lands hereinafter described or referred to, or some of them, that is to say:

(1.) Certain lands in the county of Kent—

In the parish of Gravesend—

- (a.) Lands bounded on the west by the municipal boundary of the parishes of Northfleet and Gravesend, on the south by the South-Eastern Railway, on the east by lands and premises the property of the Right Honourable the Earl of Darnley, John Hart Sankey, and William Bromley, and on the north by the London, Chatham, and Dover Railway and the London-road, all which said lands belong or are reputed to belong to the said Earl of Darnley and are in the occupation of William Fletcher.
- (b.) Lands abutting upon and adjoining the river Thames, including the foreshore of the said river and the private road, quays, wharves and tramways thereon, and bounded on the west by the said municipal boundary, on the south by the said London-road, on the east partly by the main or principal tramways from the tunnel under the said London-road to the said river, and partly by an imaginary straight line drawn from the lime kilns abutting on the said tramways to the said river at a point opposite the division of the "Hit or Miss" public-house and Grove Cottage, on the north by the river Thames; which said lands and premises also belong or are reputed to belong to the said Earl of Darnley, and are respectively in the occupation of William Fletcher, Frederick Summers, William Semark, Thomas Butts, junior, John Draper, Robert Alder, George Jewis, senior, John Lupton, George Jewis, junior, John Webster, Richard Webster, John Butts, Charles Cole, Thomas Edgeley, Joseph Sanders, Luke Lupton, James Jewis, John Bright, William Taylor, and Alfred Turk, or some or one of them.
- (c.) The tunnel communication under the said London-road connecting the lands (a) and (b) lastly hereinbefore described, and belonging or reputed to belong to the said Earl of Darnley, and in the occupation of the said William Fletcher.

In the parish of Tunbridge—

Lands situated over and upon and on each side of the Grove Hill Tunnel of the Company at Tunbridge Wells, extending from the northern face of the said tunnel to the southern face thereof, three acres or thereabouts of such lands being or reputed to be common or commonable lands, and know as "The Grove."

(2.) Certain lands in the county of Surrey—

In the parish of Croydon—

Lands belonging, or reputed to belong, to the Right Honourable Lady Louisa Caroline Ashburton, bounded on the north by the Upper Addiscombe-road, on the east by other lands of the said the Right Honourable Lady Louisa Caroline Ashburton, and on the west by the Woodside and South Croydon Railway, and by lands the property of the Governors of the Whitgift foundation in Croydon.

(3.) Certain lands in the county of Sussex—

In the parish of Saint Leonard—

- (a.) A triangular piece of land bounded on the north-east by lands belonging or reputed to belong to — Eversfield, on the south-west by the railway and lands of the Company, and on the west by lands belonging or reputed to belong to the Misses Briscoe.
- (b.) Lands belonging or reputed to belong to the Misses Briscoe, bounded on the north-east by the lands and property of the Company, on the south by the railway and property of the London, Brighton, and South Coast Railway Company, and on the west by other lands belonging or reputed to belong to the said Misses Briscoe.

To enable the Company to make and carry into effect agreements with Her Majesty's Principal Secretary of State for War, for and with respect to the purchase by the Company upon such terms as may be agreed, or as may be prescribed by the Bill, of the tramway belonging to the said Principal Secretary of State for War, and situated in the parish of Lydd in the county of Kent, and for the vesting in the Company of the said tramway, and to enable the Company, for the purpose of improving and to improve the said tramway, and for that purpose to acquire by compulsion or agreement, either alone or jointly with Her Majesty's Principal Secretary of State for War, certain lands situate in the said parish on both sides of and adjoining the said tramway, or on either side thereof.

To authorise the Company to maintain, work, and use the said tramway, and to levy, demand, and recover tolls, rates, and duties, for or in respect of the use of the said tramway, and to alter the existing tolls, rates, and duties now taken and levied upon or in respect of the said tramway, and to confer exemptions from the payment of such tolls, rates, and duties, and to confer other rights and privileges.

To vary, repeal, or extinguish all existing rights or privileges connected with the lands intended to be purchased or taken under the powers of the intended Act or which would in any manner impede or interfere with the objects thereof, and to confer, vary, and extinguish other rights and privileges.

To empower the Company to purchase or take so much only of any property as they may require for the purposes of the intended Act, without becoming subject to the liability imposed by the 92nd section of the "Lands Clauses Consolidation Act, 1845."

To empower the Company to purchase or take so much only of the lands hereinafter described or referred to, as they may require for the purposes of the South-Eastern Railway (New Lines and Widening) Act, 1882, without becoming subject to the liability imposed by the 92nd section of the "Lands Clauses Consolidation Act, 1845," namely, the lands numbered 2, 8, and 9, in the parish of St. Mary, Lambeth, in the county of Surrey, on the deposited plans referred to in the said Act (Widening No. 2), the lands numbered 104 in the parish of Christ Church, Southwark (Widening No. 3), on the same deposited plans, and the lands numbered 63 and 71 in the parish of St. Saviour, Southwark (Widening No. 4), on the same deposited plans.

To empower the Company from time to time to nominate and appoint two persons as and to be two of the Conservators of the river Medway for executing "The Medway Conservancy Act, 1881;" and, for the purpose of providing for such nomination and appointment, to increase if need be the number of Conservators mentioned in that Act, and so far as may be necessary for effecting

those purposes, to alter and amend Section 17 of that Act, and any other sections or provisions thereof.

To exempt the railway, pier, works, lands, basins, and property of the Company in the parishes of St. James, Grain, and Frindsbury, in the county of Kent, and in the river Medway, from the jurisdiction, powers and authority of the Conservators of the river Medway, and from the powers and provisions of the "Medway Conservancy Act, 1881," and from the tolls, rates, dues, duties, and charges leviable or chargeable thereunder, or otherwise by the said Conservators, including the dues, duties, rates, or charges leviable upon coal and corn, and to make provision for commuting or compounding for such dues, duties, rates, and charges, or any of them, upon such terms as may be agreed upon or as may be prescribed by the Bill.

To extend the time limited by the "South-Eastern Railway Act, 1879," for executing the alteration and widening of the bridge at Hastings, in the county of Sussex, described in Section 7, Sub-section 1, of that Act.

To extend the time limited by the "South-Eastern Railway Act, 1881," for the compulsory acquisition of the lands hereinafter severally described and authorised to be acquired for the several purposes of the said Act specified, which lands are as follows (that is to say):—

1. Lands required for the construction of the railway, referred to as the Northfleet and Snodland Loop in Section 12 of the said Act.
2. Lands required for the construction of the railway, referred to as the Rochester and Chatham Extension in Section 12 of the said Act.
3. The lands required for the widening of the London and Greenwich Railway, in the parish of St. Paul, Deptford, in the county of Kent, authorised by Section 12 of the said Act.
4. The additional lands respectively described in Section 41, Sub-sections (b) and (c), of the said Act.
5. The lands described or referred to in, and authorised to be acquired by, Section 43 of the said Act, and situate in the parish of Hougham, in the county of Kent.

To extend the period limited by the "South-Eastern Railway Act, 1881," for the exercise of all or some of the powers granted by Section 44 of that Act.

To authorise the Company to enter into and carry into effect contracts and agreements with any Company or persons authorised, or to be authorised, to construct a pier and lift, or hoist, or either of them, at Folkestone, in the county of Kent, with reference to the execution of any such work; and to authorise the Company to contribute any sum not exceeding 20,000*l.* towards the cost of constructing any such pier and lift, or hoist, or any of them, either authorised or to be authorised, including the pier and lift, or hoist, authorised by the "Folkestone Pier and Lift Order, 1881."

To extend the time limited by the "Greenwich Dock and Railway Act, 1881," for the compulsory acquisition of lands required for the branch railway described in and authorised by that Act, Section 7, Sub-section (b).

To extend the time limited by the "South-Eastern Railway Act, 1879," for the compulsory acquisition of the several lands described in that Act, Section 13, Sub-sections 1, 2, 3, 4, 5, and 6.

To further extend the time limited by the "South-Eastern Railway Act, 1880," as extended by the "South-Eastern Railway Act, 1881," and

further extended by the "South-Eastern Railway (Various Powers) Act, 1882," for the compulsory purchase of lands for the purposes of the Caterham and Godstone Valley Railway.

To extend the time limited by the "South-Eastern Railway (New Lines and Widening) Act, 1882," for the compulsory purchase of the lands of the Right Honourable the Earl of Romney, the Earl of Courtown, Sir William Hart-Dyke, Baronet, M.P., referred to in Section 36 of that Act, and required for the construction of the Railway (No. 4) by Section 5 of that Act authorised.

To extend the time limited by the "South-Eastern Railway (Various Powers) Act, 1882," within which the Company are required to exercise their option of purchasing the lands referred to in Section 17 of that Act.

To provide for the transfer to and vesting in the Company as may be provided by the intended Act of the respective undertakings of the Elham Valley Railway Company (hereinafter called "The Elham Company"), and of the Cranbrook and Paddock Wood Railway Company (hereinafter called "The Cranbrook Company"), or one of those undertakings, and all powers conferred upon those Companies respectively for the construction, working, and maintenance of the railways and works respectively authorised by the "Elham Valley Light Railway Act, 1881," the "Cranbrook and Paddock Wood Railway Act, 1877," the "Cranbrook and Paddock Wood Railway Act, 1879," and the "Cranbrook and Paddock Wood Railway Act, 1882," with the respective rights, privileges, and authorities, and the obligations and liabilities conferred or imposed by the said Acts respectively upon the Elham Company and the Cranbrook Company with respect to the construction, use, working, and maintenance of the said respective railways and works, and the benefits of all contracts and enactments relating to such construction, use, working, and maintenance, and the execution of works, and the levying of tolls, rates, duties and charges, and to provide for the dissolution of the Elham Company and the Cranbrook Company, or one of them.

To provide for the transfer or release of the deposit fund mentioned in Section 32 of the "Elham Valley Light Railway Act, 1881," and of the respective deposit funds mentioned in the "Cranbrook and Paddock Wood Railway Act, 1877," Section 36, and in the "Cranbrook and Paddock Wood Railway Act, 1862," Section 8.

To authorise the Company from time to time to enter into and carry into effect contracts and agreements with any owners, lessees, and occupiers of lands, for or with respect to a deviation or deviations from the authorised lines and levels through their lands of the railway authorised by the "Elham Valley Light Railway Act, 1881."

To extend the time limited by the "Elham Valley Light Railway Act, 1881," for the compulsory purchase of lands required for the railway by that Act authorised.

To further extend the time limited by the "Cranbrook and Paddock Wood Railway Act, 1877" (as extended by the "Cranbrook and Paddock Wood Railway Act, 1882") for the completion of the railway and works by that Act authorised, except as to those portions thereof which by the "Cranbrook and Paddock Wood Railway Act, 1879," were required to be abandoned, and for the compulsory purchase of lands for the purposes of those railways respectively.

To further extend the time limited by the "Cranbrook and Paddock Wood Railway Act, 1879," as extended by the "Cranbrook and Paddock Wood Railway Act, 1882," for the com-

pulsory purchase of lands required for the purposes of that Act.

To amend all or some of the powers and provisions contained in Section 63 of the "South Eastern Railway Act, 1881," with reference to the hotels thereby authorised, and to enact that such powers and provisions shall, with or without amendment, extend and apply to the hotel or hotels provided, or to be provided, at Port Victoria, in the parish of Saint James Grain, in the county of Kent.

To authorise the Company from time to time to subscribe or contribute to the capital of, or to guarantee the payment of interest upon, the whole or part of the capital of any Company or Companies empowered or to be empowered to make tramways in, at, or between Folkestone, Sandgate, and Hythe, all in the county of Kent; and to enter into and carry into effect agreements for the construction, working, maintenance, and use of any such tramways or any of them.

To empower the Company from time to time to lend and advance to the Chamber of Commerce of Boulogne-sur-Mer, in the Republic of France, or to any other authority of that place, for the purpose of aiding and expediting the construction of the new harbour and pier, or the widening, deepening, extending, enlarging, and improving the existing harbour and pier at Boulogne-sur-Mer, such sum or sums of money as the Company may think fit, not exceeding the sum to be specified in the Bill, at such periods, for such length of time, and upon the security of the said Chamber of Commerce, or of the French Government, or on such security, terms, and conditions as the Company may think fit, or the Bill may prescribe, or as Parliament may think fit.

To provide that so much of the capital authorised to be raised by the "South-Eastern Railway (New Lines and Widenings) Act, 1882," as may be required for the construction and purposes of Railways No. 1 and No. 2, by that Act authorised, may be raised as a separate capital, and to constitute the said Railways No. 1 and No. 2, or any portion thereof respectively a separate undertaking or separate undertakings as to outlay, profits, and revenue; and also to authorise the Company to agree with the proprietors of the said separate capital, as to the payments to be made to them as or in respect of the proportion of revenue, rent, dividend, or interest in lieu thereof to be attributed to such separate undertaking or undertakings out of the receipts arising from the traffic common to the general undertaking of the Company, and to the said separate undertaking or undertakings; and to provide also for the ultimate merging, upon such terms and conditions as may be agreed upon, or as may be prescribed by the Bill, of the said separate capitals and of the said separate undertaking, or any portions thereof respectively, in the general capital and general undertaking respectively of the Company; and to authorise the Company to guarantee or otherwise secure the payment, out of their general revenue or funds, or otherwise, of such annual rent or sum, or other periodical payment as the Company may think fit or the Bill may prescribe; and to create and issue preference, debenture, or other shares or stock having special priorities and rights or privileges in respect of such separate capital or any part thereof.

To authorise the Company to raise further sums of money for all or any of the purposes of the Bill, and also for the general purposes of their undertaking, by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other special rights or privileges attached thereto, and by the creation

and issue of debenture stock, or by either of such means; and also to apply to all or any such purposes any capital or funds now belonging to or under the control of the Company, or which may hereafter belong to them or be under their control.

To authorise the Company to levy, demand, and recover tolls, rates, and duties, for or in respect of the use of the said intended railways and works, and of their existing railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively, and to confer other rights and privileges.

The Bill will vary and extinguish all existing rights and privileges which might interfere with its objects or any of them, and it will incorporate with itself and amend the provisions or some of the provisions of the "Lands Clauses Consolidation Acts, 1845, 1860, and 1869," the "Railways Clauses Consolidation Act, 1845," the "Companies Clauses Consolidation Acts, 1845, 1863, and 1869," and Part I., relating to the construction of a railway, Part II., relating to extension of time, and Part V., relating to amalgamation of the "Railways Clauses Act, 1863;" and it will also amend, repeal and enlarge, so far as may be necessary or expedient for the purposes of the Bill, the provisions or some of the provisions of the several local and personal Acts following, or some of them, namely, the 6 William IV., cap. 75, "The South-Eastern Railway Act, 1879," "The South-Eastern Railway Act, 1880," "The South-Eastern Railway Act, 1881," "The Greenwich Dock and Railway Act, 1881," "The Caterham and Godstone Valley Railway Act, 1876," "The Cranbrook and Paddock Wood Railway Acts, 1877, 1879, and 1882," "The Elham Valley Light Railway Act, 1881," "The Medway Conservancy Act, 1881," and any other Act or Acts relating to the Medway Conservancy; "The Hundred of Hoo Railway Act, 1879," and "The Hundred of Hoo Railway (Extension) Act, 1880," "The South-Eastern Railway (New Lines and Widenings) Act, 1882," "The South-Eastern Railway (Various Powers) Act, 1882," "The South-Eastern Railway Act, 1883," and all other Acts relating to the South-Eastern Railway Company; "The Pier and Harbour Orders Confirmation Act, 1881" (Folkestone Order), "The Lydd Railway Act, 1881," "The Lydd Railway (Extensions) Act, 1882," and any other Act relating to the Lydd Railway.

And Notice is hereby also given, that maps, plans, and sections of the railways and works proposed to be authorised by the Bill, and showing the lines and levels thereof, and plans also showing the lands intended to be taken compulsorily under the powers of the intended Act, with a Book of Reference to such plans, together with a copy of this Notice, as published in the London Gazette, will on or before the 30th day of November, 1883, be deposited for public inspection as follows (that is to say), as regards the lands, railways, and works in the county of Kent, with the Clerk of the Peace for that county, at his office at Maidstone; as regards the lands and works in the county of Sussex, with the Clerk of the Peace for that county, at his office at Lewes; as regards the lands and works in the county of Surrey, with the Clerk of the Peace for that county, at his office at the Sessions House, Newington Causeway; as regards the lands and works in the county of Berks, with the Clerk of the Peace for that county, at his office at Abingdon; and that on or before the said 30th day of November, a copy of so much of the said plan, sections, and books 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 regards the parish of St. Mary, Rotherhithe, with the Vestry Clerks of that parish, at their office, No. 82, Paradise-street, Rotherhithe; and as relates to the several other parishes mentioned in this Notice, with the Parish Clerk of each such parish, at his residence; and as regards any extra-parochial place, with the Clerk of some parish immediately adjoining thereto, 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 14th day of November, 1883.

W. R. Stevens, 6, St. Thomas's-street, S.E.,
Solicitor for the Bill.

R. W. Cooper, 4, Westminster-chambers, Victoria-street, S.W.
C. E. Mortimer, 22, Abingdon-street, S.W.

Parliamentary Agents.

In the Board of Trade.—Session 1884.

Weymouth District Tramways.

(Construction of Street Tramways in Weymouth, in the County of Dorset; Steam, Mechanical, and Animal Power; Powers to acquire Land by Agreement; to Open and interfere with and use Public Roads, and to levy Tolls; Provisions for Regulating Traffic along Roads; Bye Laws; Agreements with Local and Road Authorities; and other provisions.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order, under the Provisions of "The Tramways Act, 1870," to authorise the construction, working, user, and maintenance of the tramways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, chairs, sleepers, works, and conveniences connected therewith.

A tramway, commencing at the south-east end of the Esplanade, Weymouth, at a point about one chain and a half, measured westward, from the entrance gate to the New Pile Pier, and proceeding thence along the Esplanade and into and along the Dorchester-road, and terminating in that road at a point about 1 chain and 40 links, measured north-westwards along that road, from the centre of Southfield-road, otherwise known as Barrack-hill, and which said tramway will be situate in, and pass from, through, and into the parishes of Radipole and Melcombe Regis, all in the county of Dorset.

The said proposed tramway will be laid as a single line except at the following parts, where it will be laid as a double line, that is to say:—

Between the commencement of the tramway and a point 2 chains westwards therefrom; and between the junction of Bond-street with the Esplanade, and a point 3 chains southwards therefrom; and between points respectively 1·5 chain and 4·5 chains south of the centre of Gloucester-street; and between points respectively 0·4 chain and 3·4 chains north of the centre of King-street; and between points respectively 1·5 chain north and 1·5 chain south of the centre of Lennox-street; and between points respectively 1 chain south-east and 2 chains north-west of the centre of Grange-road; and between points respectively 1·5 chain south-east and 1·5 chain north-west of

the centre of Carlton-road; and between points respectively 1 chain and 4 chains south-eastwards from the termination of the tramway.

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

On the Esplanade, between 2 chains and 4·3 chains, measured from the commencement of the tramway.

On the Esplanade, between a point about half a-chain north of the northern end of York-buildings and a point 2·5 chains southwards from that point.

In the Dorchester-road, between points respectively 1 chain south-east and 2 chains north-west of the centre of Grange-road.

It is not intended to run on the tramway trucks or carriages adapted for use upon railways.

The proposed tramway is intended to be laid on a gauge of 3 feet 6 inches. The intended Order will incorporate with itself all or some of the Provisions of Part 2 and Part 3 of "The Tramways Act, 1870," with such variations therein as may be deemed necessary or expedient, and will contain powers for effecting the objects, or some of the objects, and for conferring on the persons, or on the Company, to be named in the intended Order as Promoters (hereinafter referred to as "the Promoters"), the powers, or some of the powers following, that is to say:—

To authorise the Promoters to work and use the proposed tramway by means of steam or mechanical or animal power, or by all or any of those means.

To authorise the Promoters to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with, streets, turnpike roads, public carriage and other roads, lanes, ways, highways, bridges, footpaths, pavements, watercourses, sewers, drains, waterpipes, gas-pipes, and pipes, tubes, wires, and apparatus used for the electric telegraph, telephone, or electric lighting, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramway, or of substituting another or others in its place, or for other the purposes of the intended Order.

To enable the Promoters, for all or any of the purposes of their Undertaking, to purchase or acquire by agreement, and to lease, and to take easements in and over lands, buildings, houses, and all other property, and to erect, hold, and maintain offices, stables, carriage-sheds, engine-sheds, workshops, buildings, and other conveniences on any such lands.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramway by carriages passing along the same, and for the conveyance of passenger 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 of the whole or some portion or portions of the respective streets, roads, and places, upon or along which any of the proposed tramway, rails, plates, chairs, sleepers, or works may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway or other rate, or assessment in respect of the whole or some part of any street, road, or place upon or along which any of the proposed tramway may be laid.

To provide for, and to regulate, the user by the Promoters, for the purposes of the intended

Order, of any paving, metalling, or road materials excavated or removed by them during the construction of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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

To prohibit, except by agreement with the Promoters, or upon terms to be prescribed by the intended Order, the use of the proposed tramway by persons or Corporations other than the Promoters, with carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved or other rail, and to authorise and give effect to agreements between the Promoters 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 person or Corporations.

To make provision for regulating the passage of traffic (whether of the Promoters 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 tramway, and for preventing obstructions to all or any such traffic; and to enable the Promoters and the respective street or road authorities, or any of them, or the Board of Trade, or any local road or other public authority or body, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid; and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the intended Order.

To empower the Promoters from time to time to make, construct, lay down, alter, and remove all such crossings, 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 tramway, or any of them, or for providing access to any stables, carriage-sheds, engine-sheds, workshops, or premises of the Promoters.

To enable the Promoters, when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any part of the proposed tramway when constructed, to make and maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To enable the Promoters and any local or road authority, or other bodies or persons having respectively the duty of directing the repairs, or the control or management of the streets, roads, and places respectively in or along which the proposed tramway is intended to be laid, to enter into contracts or agreements with respect to the construction, laying down, maintaining, renewing, repairing, working, and using of the proposed tramway, and the rails, plates, chairs, sleepers, and works connected herewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

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

To vary or extinguish all rights and privileges inconsistent with, or which would or might in

any way impede or interfere with, the objects of the intended Order, and to confer other rights and privileges.

And Notice is hereby further given, that plans and sections of the proposed tramway, and a copy of this Notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, at the office of the Board of Trade; and also for public inspection with the Clerk of the Peace for the county of Dorset, at his office in Sherborne, in the same county; and with the Town Clerk of Weymouth, at his office in Weymouth; and that a copy of so much of the said plans and sections as relates to the several parishes of Melcombe Regis and Radipole, and 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 with the respective Parish Clerks thereof, at their residences.

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

All persons desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting the said intended application may do so, on or before the 15th day of January, 1884, by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, London, S.W.; and copies of their objections must at the same time be sent to the Promoters, addressed to Messrs. Elborough and Dean, 49, Queen Victoria-street, London, E.C.; 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 20th day of November, 1883.

| | |
|---|--|
| <i>Elborough and Dean, 49,</i> | } Solicitors for the Provisional Order. |
| <i>Queen Victoria-street,</i> | |
| <i>London, E.C.</i> | |
| <i>Rogers and Chave, 3 and 4,</i> | |
| <i>Great Winchester-street-</i> | |
| <i>buildings, London, E.C.</i> | |
| <i>Durnford and Co., 38, Parliament-street,</i> | |
| <i>Westminster, Parliamentary Agents.</i> | |

In Parliament.—Session 1884.

East and West Junction Railway Company.
(Capitalisation of Debts, &c., of Company;
Creation of Debenture Stocks with Special
Priorities; Compulsory Provisions affecting
Creditors and Persons under Disability;
Ascertainment of Debts, &c., of Company;
Special Powers to Directors, Managers, or
Arbitrator; Suspension of Actions, Suits, &c;
Discharge of Receiver; Powers for Declaring,
Defining, Regulating, Re-arranging, and Vary-
ing, Ranking, Priorities, &c., and Rights of
Holders of Stocks, Shares, Mortgages, or
Bonds of Company; Reduction of Nominal
Amount of Share and Stock Capital; Work-
ing Agreements with a Sale or Lease to, and
Money Powers to other Railway Companies;
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 East and West Junction Railway Company (in this notice called "the Company"), for leave to bring in a Bill for effecting the purposes, or some of the purposes following, that is to say:—

1. To capitalise or provide for the capitalisation of the present and future debts, liabilities, and engagements of the Company (other than the present and future arrears of interest or dividends on their first debenture stock and their debenture stock B), and to enable the Company for that purpose, and for the general purposes of their undertaking (including the payment of interest due or to become due in respect of any debenture stock of the Company already created or issued, or to be hereafter created or issued), to create one or more debenture or other stocks, and (either with or without the consent of the holders of existing preference shares or stock or debentures of the Company), to attach to all or any stock so to be created a preference or priority of interest or dividend over all other debenture and other stocks, debentures, and shares of the Company, and other special privileges.

2. To provide for or to authorise the application or issue of any such debenture stock or stocks, or the proceeds thereof respectively, in or towards satisfaction of all or any present or future debts of, or claims or demands upon the Company, and to confer all necessary powers upon executors, administrators, trustees, guardians, and other persons under disabilities to accept stock or preferential shares accordingly, and to compound debts, claims, and demands upon the Company, or to make other provision with respect to the application of such stock or stocks, and if need be to make the provisions of the Bill in relation to the above matters or any of them obligatory upon creditors of the Company, and persons under disability as aforesaid.

3. To make provision for ascertaining the debts, liabilities, and engagements of the Company, and if thought expedient to confer special powers in that behalf upon the directors or managers for the time being of the Company, or an arbitrator or referee to be appointed by or under the Bill.

4. To provide, if thought necessary or expedient, that for such period, and under and subject to such exceptions, conditions, and restrictions (if any) as shall be declared by the Bill, no action, suit, execution, attachment, or other proceeding against the Company, or the shareholders thereof, or affecting their or any of their property, shall be continued or commenced, and for the suspension of the operation of the statutes of limitation during such period of suspension, and to discharge the receiver appointed by the High Court of Justice of the tolls and revenues of the Company.

5. To declare, define, classify, regulate, and re-arrange, and so far as may be necessary or expedient to vary the respective ranking, priorities, preferences, privileges, and rights, *inter se*, of the holders of any stocks, shares, mortgages, or bonds existing, authorised, or to be authorised by the Bill, and of any creditors of the Company, and of any class or classes thereof respectively.

6. To reduce or provide for the reduction of the nominal amount of the Company's share and stock capital.

7. To extinguish or provide for the extinguishment or postponement in whole or in part of the arrears of interest and interest hereafter to accrue due up to such date as may be prescribed by the Bill in that behalf, on all or some of the debenture stocks of the Company, and to make special provision as to the application of the moneys and income of the Company.

8. To empower the Company on the one hand, and the Great Western Railway Company and

the London and North Western Railway Company and the Midland 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 to 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 or 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 parties, 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 as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

9. To authorise and empower the Company to sell and transfer or lease their undertaking and statutory powers, or some part or parts thereof, to the Great Western, the London and North Western, the Midland, the Stratford-upon-Avon, Towcester and Midland Junction, and the Evesham Redditch and Stratford-upon-Avon Junction Railway Companies (herein referred to as "the five Companies"), or any one or more of those Companies, and to enable the five Companies, or any one or more of them, to accept a sale, transfer, or lease thereof, or of separate parts thereof, accordingly upon and subject to such terms, pecuniary or otherwise, and conditions (and in the case of a lease for such period or periods) as have been or may be agreed between the Companies interested, or as may be prescribed by or under the Bill, and to enable the five Companies respectively, for the purposes of any such sale, transfer, lease, or agreement, to apply their corporate funds and revenues, and to raise further money by the creation and issue of new ordinary or preference stock or shares, and by borrowing, and to sanction, confirm, and give effect to any agreement or agreements which has or have been or may be entered into between the Company and the five Companies, or any one or more of the five Companies, for or with reference to any of the matters aforesaid.

10. And the Bill will vary or extinguish all rights and privileges which would interfere with its objects, or such contracts, agreements, or arrangements as aforesaid, and will 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: 27 and 28 Vict., cap. 76; 29 and 30 Vict., cap. 142; 29 and 30 Vict., cap. 239; 34 and 35 Vict., cap. 81; 37 and 38 Vict., cap. 198, and all other Acts relating to the Company; 5 and 6 Will. IV, cap. 107, and all other Acts relating to the Great Western Railway Company; 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; "The Easton Neston Mineral and Towcester

Road and Olney Junction Railway Act, 1879," and all other Acts relating to the Stratford-upon-Avon Towcester and Midland Junction Railway Company; "The Evesham Redditch and Stratford-upon-Avon Junction Railway Act, 1873," and all other Acts relating to the Evesham Redditch and Stratford-upon-Avon Junction Railway Company.

Printed copies of the intended 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 16th day of November, 1883.

Merrick and Co., 6, Old Jewry, E.C.,
Solicitors for the Bill.

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

In Parliament.—Session 1884.

Hull, Barnsley, and West Riding Junction
Railway and Dock Company.

(New Railways in Parishes of Drypool and Kirkella; Additional Rails under and Alteration of Levels of Road in Parish of South Kirkby; Diversion of Footpaths in Parishes of Kirkella, Badsworth, and South Kirkby; Compulsory Purchase of Lands, Tolls; Additional Lands in Parishes of Hemsworth, South Kirkby, Kirkella, and Drypool; Abandonment of certain Railways and Works Authorised by the Company's Act of 1880; Further Money 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 ensuing Session for leave to bring in a Bill for effecting the purposes, or some of the purposes following, that is to say:—

To empower the Hull, Barnsley, and West Riding Junction Railway and Dock Company (in this notice referred to as "the Company"), to make and maintain the works, hereinafter described, or some of them, or some part or parts of them respectively, that is to say:—

(a.) A railway (No. 1) wholly in the township and parish of Drypool, in the borough and county of the town of Kingston-upon-Hull, commencing by a junction with the Railway No. 5, authorised by "The Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880" (in this notice called the Act of 1880), as now being constructed at a point thereon about 2 chains south-eastward of the centre of the bridge carrying the said Railway No. 5 over Wyke-street, and terminating at a point about $2\frac{1}{2}$ chains measured southwards from the south fence of the Hedon-road at right angles to that fence, at a point therein, 1 chain westward measured along the said fence from the west side of the bridge carrying the said Railway No. 5 over the Hedon-road.

(b.) A railway (No. 2) commencing by a junction with the Railway No. 5a authorised by the Act of 1880, at or near the authorised termination thereof, and terminating at a point about 50 yards southward from the south-eastern corner of Seward-street at its junction with the Hedon-road, and there forming a junction or junctions with one or more of the sidings on the land of the Dock Company at Kingston-upon-Hull. The intended Railway No. 2 will be wholly situate in the townships of Southcoates and Drypool, in the parish of Drypool aforesaid.

(c.) A railway (No. 3) commencing by a junction with the Railway No. 2, authorised by "The Hull, Barnsley, and West Riding Junction Railway and Dock (Various Powers) Act, 1883" (in this notice called the Act of 1883), at a point

about 15 chains measured along the line of the said authorised railway, as shown on the plans deposited for and referred to in the Act of 1883, from the authorised commencement thereof, and terminating at a point about $1\frac{1}{2}$ chains westward from Springhead Inn. The intended Railway No. 3 will be made or pass from, in, through, or into the townships of Kirkella, and Anlaby, and Willerby, all in the parish of Kirkella, in the East Riding of the county of York, or some or one of those townships.

(d.) The laying down in the township and parish of South Kirkby, in the West Riding of the county of York, of an additional line or additional lines of rails under the road numbered 8 in the said parish, on the plans deposited for, and referred to, in the Act of 1880 (hereinafter referred to as "the plans of 1880"), and the alteration in the same township and parish of the levels of that road, between the centre of the bridge by which that road is carried over the Company's railway, and a point about 100 yards measured southwards along the said road from the centre of the said bridge.

To empower the Company to divert in the townships of Kirkella and Anlaby, in the parish of Kirkella aforesaid, the footpath crossing the Railway No. 3, authorised by the Act of 1880, as now being constructed at or near the point marked on the plans of 1880, and indicating the distance of 28 miles 6 furlongs from the commencement of the said Railway No. 3, such diversion to commence at or near the south fence of the said Railway No. 3, at the aforesaid crossing thereof, and to terminate at or near Springhead Inn above mentioned.

To empower the Company to divert in the parishes of Badsworth, and South Kirkby, and townships of Upton and North Elmsall, in the West Riding of the county of York, the footpath shown on the plans of 1880, as crossed by the Railway No. 2, authorised by the Act of 1880, at a point about 6 chains beyond the point marked on the said plans, and indicating the distance of 1 mile and 4 furlongs from the commencement of the said Railway No. 2, such diversion to commence at the point at which the said footpath crosses the northern fence of the said railway, and to terminate at a point 10 feet or thereabouts south of the point at which the said footpath crosses the southern fence of the said Railway No. 2.

To enable the Company, in connection with the aforesaid works, or any of them, to make and maintain from time to time all necessary and convenient viaducts, rails, sidings, junctions, turntables, stations, approaches, bridges, roads, gates, buildings, yards, machinery, and other works, buildings, and conveniences.

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 may be shown on the plans to be deposited, as hereinafter mentioned as intended to be stopped up.

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

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, alleys, courts, squares, passages, foot-paths, navigations, rivers, bridges, wharves, quays, landing-places, subways, pneumatic tubes, streams, watercourses, sewers, drains, aqueducts, culverts, gas, water, telegraph, electric, and other pipes, and telegraphic and electric 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 any of the purposes of the Bill.

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

To enable the Company to demand, take, and recover tolls, rates, and duties, upon or in respect of the intended railways and works connected therewith, or any part or parts thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To empower the Company for sidings and other works, to enter upon, take, and use compulsorily or otherwise, and to hold (in addition to any other lands which the Company may have or obtain power to acquire), the following lands, or some of them, or some part or parts thereof respectively, that is to say:—

(a.) Lands in the parishes and townships of Hemsworth and South Kirkby, in the West Riding of the county of York, situate on the south side of and adjoining the Railway No. 1, authorised by the Act of 1880, as now being constructed, and bounded on the west by South Moor-lane, and on the east by Hague-lane.

(b.) Lands in the townships of Kirkella, Anlaby, and Willerby, or some of them, in the parish of Kirkella aforesaid, adjoining and on the north side of the Railway No. 3, authorised by the Act of 1880, and bounded on the east by Wolfreton-lane, and on the west by the public road leading from Kirkella to Willerby.

(c.) Lands in the townships of Southcoates and Drypool, in the parish of Drypool aforesaid, bounded on the north by the Hedon-road, on the south by the Timber Pond of the Dock Company at Kingston-upon-Hull, on the west by the North Eastern Railway, and on the east by a road leading to Earle's Shipbuilding Yard.

To authorise the Company to abandon and relinquish the construction of their authorised works, hereinafter described, or some of them, or some part or parts thereof respectively, that is to say:—

(a.) The Railway No. 5b, authorised by the Act of 1880.

(b.) The Railway No. 8, authorised by the same Act, and

(c.) The street or road described in section 5, sub-section 11, of the Act of 1880.

To enable the Company to apply their existing funds and any moneys they have power to raise to the purposes of the Bill, and for those purposes and other the general purposes of their undertaking to raise additional capital by the creation and issue of new shares or stock, or by borrowing, or by any one or more of those modes, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define or Parliament prescribe, and enable the Company, notwithstanding

ing 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, and to authorise the Company to apply for the purposes of the Act of 1882, any moneys which they are authorised by the Act of 1880 to raise by shares, stock, or borrowing.

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 alter, amend, or repeal the provisions, or some of the provisions of the Act of 1880, the Hull, Barnsley, and West Riding Junction Railway and Dock (New Works) Act, 1882, the Act of 1883, and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby also given, that plans and sections showing the lines, situations, and levels of the intended works, so far as plans and sections thereof are, by the Standing Orders of either House of Parliament, required to be deposited, and plans of the lands, houses, and other property which may 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, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and with the Clerk of the Peace for the town and county of the town of Kingston-upon-Hull, at his office at Hull, and with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the said works are intended to be made, or will be situated, or in which any lands or houses to be taken compulsorily under the powers of the Bill are 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 15th day of November, 1883.

Lowe, Moss, and Moss, Hull;
Brooksbank and Galland, 14, Gray's Inn-square, London;

Solicitors for the Bill.

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

Board of Trade.—Session 1884.

Chatham Pier (Provisional Order).

(Rebuilding, Enlargement, and Extension of the Sun Pier at Chatham; Alteration of Tolls; New or Additional Tolls; Application of General District Rate for purposes of the Order; Borrowing of Money by Local Board; Repeal of parts of the Chatham Sun Pier Order, 1863; Amendment of Acts.)

NOTICE is hereby given, that the Local Board of Health for the district of Chatham Extra, in the county of Kent (hereinafter referred to as the Local Board) intend to apply to the Board of Trade for a Provisional Order under "The General Pier and Harbour Act, 1861," and

"The General Pier and Harbour Act, 1861 Amendment Act" (to be confirmed by Parliament in the ensuing Session), for the following, or some of the following purposes (that is to say):—

1. To authorise the Local Board to re-construct on the present site, and enlarge, extend and maintain the Sun Pier in the said district, commencing in the parish of Chatham, at the point of commencement of the said Pier and terminating in the River Medway, at a point about 200 feet north-west of the solid portion of the existing Pier, with all necessary walls, piles, pier head, floating barges, or dummies, approaches, toll houses, toll gates, waiting rooms, buildings, and conveniences convenient or necessary for the embarking and landing of passengers, animals, goods, merchandise, materials, and things.

2. To authorise the Local Board to deviate in the construction of the Pier from the lines and levels shown on the deposited plans and sections to any extent defined in the Order.

3. To enable the Local Board to acquire and hold lands for the purposes of the Order.

4. To enable the Local Board, from time to time, or at any time, to set apart and appropriate for special user and purpose, any part of the pier or any buildings erected thereon, and to charge special rates for admission thereto, and to let or lease the whole or any part of the same respectively upon such terms and conditions, and subject to such restrictions as to user or otherwise, as they think fit.

5. To alter the tolls, rates, and charges now leviable for the use of the pier, and to levy new and additional tolls, rates, and charges, and confer exemptions therefrom.

6. To enable the Local Board to lease all or any of the tolls leviable in respect of the pier or any part thereof.

7. To provide for the cognisance of offences committed on the pier.

8. To enable the Local Board, from time to time, to make bye-laws for regulating the user of the pier or any part thereof, or any buildings thereon, and for the protection of the same and the property therein, and for ensuring the safety and comfort of persons frequenting the same.

9. To repeal Section 3 of "The Chatham Sun Pier Order, 1863," and to vest the pier in the Local Board as part of their estate as an Urban Sanitary Authority, and to authorise them to apply their rates to and for the purposes of the construction and maintenance of the said pier.

10. To empower the Local Board to borrow and re-borrow money for the purposes of the order on the security of the tolls, rates, and charges and other the revenue arising from the pier and the general district rates leviable by them, and to provide for the repayment of borrowed moneys.

11. The Order will vary and extinguish all rights and privileges which will or may interfere with its objects, and confer other rights and privileges, and will incorporate with itself such provisions as may be deemed necessary of "The Harbours, Docks, and Piers Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and will repeal, alter, and amend or re-enact such of the provisions as may be thought necessary of "The Chatham Sun Pier Order, 1863," and of the Act 26 and 27 Vict. cap. 104, so far as it relates to that Order or the Local Board, and any other Act relating to the Local Board.

On or before the 30th day of November instant, duplicate plans and sections of the proposed works, and a copy of this Notice will be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone; at the Custom

House, Rochester; and at the office of the Board of Trade, Whitehall-gardens, London.

On or before the 22nd day of December next, printed copies of the proposed Provisional Order will be furnished, at the price of one shilling each, to all persons applying for the same at the offices of the undersigned.

Dated this 15th day of November, 1883.

George Winch, Solicitor to the said Local Board.

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

In Parliament.—Session 1884.

Great Western Railway Company and Bristol and Portishead Pier and Railway Company.

(Transfer or Vesting of the Pier and Railway Undertaking of the Bristol and Portishead Pier and Railway Company in the Great Western Railway Company and other Powers; also as to the Consideration therefor and Division and Apportionment thereof; Tolls; Provisions as to Termination of Existing Agreements between the Companies; as to the Dissolution of the Portishead Company, and as to the Maintenance and Working of the Portishead Docks; 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 empower the Bristol and Portishead Pier and Railway Company (hereinafter called "the Portishead Company") on the one hand, and the Great Western Railway Company (hereinafter called "the Great Western Company") on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the purchase, sale, or transfer, and vesting of the pier and railway undertaking of the Portishead Company, and all the works, powers, rights, and interests connected therewith, by, to, or in the Great Western Company, and to provide for the ownership, use, enjoyment, or management by the Great Western Company of the undertaking so purchased, sold, or transferred, and vested by, to, or in the Great Western Company, subject to such terms and conditions as have been or may be agreed upon between the Portishead Company and the Great Western Company, or as may be prescribed by the intended Act, and to confirm any contracts, agreements, and arrangements already made or to be made between the Portishead Company and the Great Western Company for effecting the purposes aforesaid, or any of them.

To provide for the vesting of the pier and railway undertaking of the Portishead Company in the Great Western Company, and to confer upon the Great Western Company all necessary powers and authorities for holding, maintaining, and managing the pier and railway undertaking of the Portishead Company, and to enable the Great Western Company to apply for the purposes of the intended Act such portion of their corporate funds as they shall think expedient, and to raise for such purposes, and for the general purposes of their undertaking, additional capital, by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by the creation and issue of debenture stock, and by borrowing, or either of such means.

To provide for the payment to the Portishead Company of such sum or sums of money, or such annual rent charge, or for the transfer to that

Company of such shares or stock of the Great Western Company as may be agreed upon between the Portishead Company and the Great Western Company, in consideration of the transfer to or vesting in the Great Western Company of the pier and railway undertaking of the Portishead Company, and also for the division, appropriation, and allotment of such moneys, rent charge, or stock between and among the creditors of the Portishead Company on debentures, bonds, or otherwise, and between the holders of debenture stock, guaranteed and preference, or other stocks and shares of the Portishead Company, in such amounts and proportions as may be agreed on or prescribed in or by the intended Act.

To enable the Great Western Company to guarantee and pay interest, or dividends, or other annual payments to the holders of debentures, shares, or stocks of the Portishead Company, to define the amount thereof, and to provide for the security and regular payment of the same.

To enable the Great Western Company to have and exercise all or some of the rights, powers, and privileges of the Portishead Company, including the power to raise capital by shares and by loans, and to issue debenture stock, and either subject to, or exonerated from, all or any of the debts, liabilities, contracts, agreements, and engagements of the Portishead Company existing at the time of the passing of the intended Act.

To enable the Great Western Company to levy tolls, rates, dues, duties, and charges, to alter existing tolls, rates, dues, duties and charges, and to do and perform all other things in relation to the pier and railway undertaking of the Portishead Company which that Company might have done or performed before the passing of the intended Act.

To provide for the termination of the existing working and other agreements, between the Portishead Company and the Great Western Company, at such period or periods as may be agreed upon, and to make all necessary provisions consequent thereon.

To dissolve, if so deemed expedient, or to provide for the dissolution of the Portishead Company, either at the date of the passing of the intended Act, or at such other date as may be prescribed thereby, or to make such other provisions with respect to the constitution of the Portishead Company, and the appointment, powers, resignation, and retirement of, and other arrangements with respect to directors, officers, and servants of the Portishead Company, as may be defined by the intended Act.

To provide for the maintenance of the dock undertaking of the Portishead Company, and the warehouses, offices, machinery, and other works and appliances connected therewith, in good and efficient working order and condition, and for the erection of such further warehouses, offices, buildings, machinery, appliances, and other works and accommodations as may be required for the convenient and effective working of the traffic and management of the said undertaking; also for the fair and efficient working of such undertaking and the traffic thereof, and as to the charges, dues, tolls, and rates to be levied thereat or thereon.

To vary and extinguish all rights and privileges which would interfere with any of the objects of the intended Act, and to confer 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 in 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 Great Western Railway Company and their undertaking, viz., 5 and 6 William IV, 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 (Additional Works) Act, 1862; Great Western Railway (West Midland Amalgamation) Act, 1863; Great Western Railway (South Wales Amalgamation) Act, 1863; 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 and 1874; the Great Western and Bristol and Exeter Railway Companies' Amalgamation Act, 1876; Great Western and South Devon Railway Companies' Amalgamation Act, 1878; the Great Western and Monmouthshire Railway Companies' Amalgamation Act, 1880; and the Great Western and Llynvi and Ogmore Railway Companies' Amalgamation Act, 1883; also of the following and of any other Acts relating to the Bristol and Portishead Pier and Railway Company and their undertaking, viz. (Local and Personal Acts) Bristol and Portishead Pier and Railway Act, 1863; Bristol and Portishead Pier and Railway Act, 1866; Portishead Docks Act, 1871; Bristol and Portishead Pier and Railway Act, 1873; Bristol and Portishead Pier and Railway Act, 1877; Portishead Dock Act, 1878; Portishead Dock Act, 1880; and any other Act or Acts relating to that Company.

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 16th day of November, 1883.

R. R. Nelson,
Hargrove and Co., London;
Isaac Cooke, Sons, and Dunn, Bristol,
Solicitors.

In Parliament.—Session 1884.

Great Western Railway.

(No. 2.)

(Railways in the County of Gloucester; Lands in the Counties of Hants, Gloucester, and Carmarthen; Powers to the Company, and the Mayor, Aldermen, and Burgesses of Carmarthen as to Lands at Carmarthen; Amendment of Section 92 of the Lands Clauses Consolidation Act, 1845; Tolls; Agreements with the Mayor, &c., of Carmarthen, and Power to them to Apply Funds and Rates, and to Borrow; Agreements with the Swindon and Cheltenham Extension Railway Company, and Power to them to Apply Funds; Agreements with the Llanelly Harbour and Burry Navigation Commissioners, and Power to them to Apply Funds; 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 Com

pany (hereinafter called the Company) to make and maintain the railways and works hereinafter mentioned, or some of them, or some parts 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) commencing in the parish of Siddington, in the county of Gloucester, by a junction with the Company's Cirencester branch railway, at a point thereon about 13 chains southward of the mile-post on such branch railway indicating 94½ miles from Paddington, and terminating in the parish of Cirencester, in the same county, by a junction with the Swindon and Cheltenham Extension Railway, about 8½ chains southward of the southern end of the platforms at the Cirencester passenger station on the said railway, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, viz., Siddington and Cirencester, in the county of Gloucester.

2. A railway (No. 2) to be wholly situate in the parish of Cirencester, in the county of Gloucester, commencing by a junction with the Company's said Cirencester branch railway, about 7 chains northward of the mile-post on such railway, indicating 94½ miles from Paddington, and terminating by a junction with the intended Railway No. 1, above described, at or near a point on the towing-path of the Cirencester branch of the Thames and Severn Canal, about 23 chains measured in a southerly direction along the said towing-path from the southernmost gasometer in the gasworks at Cirencester.

3. A railway (No. 3) commencing in the said parish of Cirencester and county of Gloucester, by a junction with the intended Railway No. 1, above described, about 4 yards eastward of the towing-path of the Cirencester branch of the Thames and Severn Canal, and about 23 chains measured in a southerly direction along the said towing-path from the southernmost gasometer in the gasworks at Cirencester, and terminating in the parish of Siddington, in the said county, by a junction with the said Swindon and Cheltenham Extension Railway, about 12 chains, measured in a northerly direction from the bridge which carries the said railway over Pound-lane, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, viz., Siddington and Cirencester, in the county of Gloucester.

To enable the Company to stop up and discontinue so much of the road in the parish of St. Peter's, in the county of the borough of Carmarthen, as crosses the Carmarthen and Cardigan Railway of the Company on the level immediately adjoining the Railway Inn, and about 2 chains eastward of the mile-post on the said railway indicating 1 mile from Carmarthen Junction.

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 and works to be authorised by the intended Act or described therein, and for any of the purposes of the intended Act, and for the general purposes of their undertaking, and 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 there-

with, and for providing increased accommodation, the lands following (that is to say):—

Certain lands in the parish of Basingstoke, in the county of Hants, on the northern side and near to the engine-shed on the Company's Basingstoke branch railway at Basingstoke, and extending from a point opposite to and northward of the said engine-shed and of the mile-post on the said branch railway indicating 51½ miles from Paddington, for a distance of about 98 yards measured westward of the said point.

Certain lands in the parish of Standish, in the county of Gloucester, on the eastern side of the Company's railway from Swindon to Gloucester, and adjoining thereto, and extending from a point about 3½ chains southward of the mile-post on the said railway indicating 106½ miles from Paddington to a point about 2½ chains northward of the mile-post on that railway indicating 107 miles from Paddington.

Certain lands in the parish of St. Peter's, in the county of the borough of Carmarthen, on the south-eastern side of the Company's Carmarthen and Cardigan Railway, and partly adjoining thereto and to certain lands belonging to the Company, and extending for a distance of about 40 yards north-eastward and about 24 yards south-westward of the mile-post on the said railway indicating 1 mile from Carmarthen Junction, and lying between the said railway and the River Towy, and certain other lands also on the south-eastern side of the said railway and adjoining thereto, and extending for a distance of about 5 chains measured in a south-westerly direction from the level crossing which is situate about 7 chains north-eastward of the eastern end of the goods shed on the said railway.

To enable the Company and the Mayor, Aldermen and Burgesses of the county of the borough of Carmarthen (hereinafter referred to as "the Corporation"), or either of them, to purchase by agreement or compulsion the following lands for the purposes of the Company and of the Corporation, or either of them, and for the purposes of improving the approach to the Company's station at Carmarthen, and also to the town of Carmarthen, and for providing increased facilities and accommodation connected with the said town and station (that is to say):—

Certain lands partly in the parish of St. Peter's, in the county of the borough of Carmarthen, and partly in the parish of Newchurch, in the county of Carmarthen, lying between the north-eastern end of the stone bridge at Carmarthen carrying the turnpike road over the River Towy and the western end of the approach road to the Carmarthen Station of the Carmarthen and Cardigan Railway of the Company from the west.

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, Companies, or Corporation 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, widen-

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

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

To enable the Company and the Corporation to enter into and carry into effect, or to confirm contracts and agreements with reference to the acquisition of the said lands in the parishes of St. Peter's and Newchurch, the appropriation thereof, the construction, widening and improvement of roads, footpaths, bridges, or other works thereon, and any other matters incident thereto, and to authorise the Corporation to construct, widen, or improve such roads, footpaths, bridges, or works thereon, as may be agreed, and to enable the Corporation to apply their corporate funds and rates to the purposes aforesaid, to either of them, and, if necessary, to borrow money for such purposes.

To enable the Company and the Swindon and Cheltenham Extension Railway Company (hereinafter referred to as the Swindon Company) to enter into and carry into effect, or to confirm contracts and agreements with reference to the railways hereinbefore described, or some or one of them, or some part or parts thereof, and as to the construction, working, user, maintenance, and management thereof, and the apportionment of the costs thereof, and to authorise the Swindon Company to apply to the purposes of the said intended railways, or some or one of them, such portion of their corporate funds as they shall think expedient or as may be agreed.

To enable the Company and the Llanelly Harbour and Burry Navigation Commissioners (hereinafter referred to as the Commissioners) to enter into and carry into effect, or to confirm contracts and agreements with reference to the diversion of certain streams of water which pass under the Company's railway, by means of culverts, between Pembrey and Llanelly, and as to the carrying of these streams along the side of the Company's railway, and thence under the said railway into the docks and works at Llanelly of the said Commissioners, and to enable the Commissioners to apply to the purposes aforesaid, or some of them, such portion of their corporate funds as they shall think expedient, and to execute such works as may be required to carry out the objects aforesaid or some of them.

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

To alter, amend, and extend, or repeal all or some of the powers and provisions of the Act hereinbefore mentioned in this notice, and also of the several Acts (local and personal) following, or some of them (that is to say): Act relating to the Company and their undertaking,

viz., 5 and 6 William IV, cap. 107, and any other Act or Acts relating to the Company.

Act relating to the Swindon and Cheltenham Extension Railway Company, viz., 44 and 45 Vict., cap. 146, and any other Act or Acts relating to that Company.

Act relating to the Llanelly Harbour and Burry Navigation Commissioners, viz., 21 and 22 Vict., cap. 72, and any other Act or Acts relating to the said Commissioners.

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

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

Dated this 9th day of November, 1883.

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

In Parliament.—Session 1884.

West Ham Local Board.

(Power to West Ham Local Board to acquire various Rights and Interests in the Victoria Dock-road, North Woolwich-road, and Lilliput-road, and to Free same from Toll; Construct Embankments, &c.; Compulsory Purchase of Lands, and Easements over Roads, &c.; Tolls, &c.; Provisions as to Laying-out and otherwise with respect to Streets and Roads and Private Improvement Expenses; Amendment of the West Ham Local Board Extension of Powers Act, 1882, with respect to Water-closets, &c.; and the Supply of Water thereto; Bye-laws; Borrowing of Money; Levying and Alteration of Rates; Amendment and Repeal of Acts, &c., &c., 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 for the objects and purposes following, or some of them, that is to say:—

1. To empower the West Ham Local Board (hereinafter called the Local Board) to acquire by agreement or compulsion the rights, interests, and property of any person or persons, corporation or company.

In (a) the road, in the parish of West Ham and County of Essex, known as the North Wool-

wich-road, or Victoria Dock-road, or both, from the commencement of the said road, at or near the Canning Town Station of the North Woolwich Branch of the Great Eastern Railway in Barking-road, to the point where the boundary between the parishes of East and West Ham crosses the said road (including the portion of that road, or the road known as the Lilliput-road, which is between Hoy-street and Nelson-street), and (6), that portion of the road in the said parish of West Ham, known as Lilliput-road, which lies between Chantler-road on the west, and Prince Regent's-lane (otherwise Regent's-lane) on the east,

or in the tolls arising from or levied or leviable in respect of the said road, or portions of road or roads, and to empower (if need be) any such person or persons, Corporation, or Company to sell or surrender any such rights, interests, or property to the Local Board.

To provide for the settlement of the terms and conditions (pecuniary or otherwise) upon which (failing agreement) the said rights, interests, and property may be acquired by the Local Board by arbitration, or in such manner as may be defined or provided for by the Bill, and if thought fit to apply to such acquisition all or any of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, with respect to the taking of lands otherwise than by agreement.

To free the said roads, or portion or portions of road or roads from toll, or to make all necessary provisions for so doing, and to vary and extinguish all rights and interests which would interfere with the free user of the said roads.

2. To enable the Local Board to acquire by agreement or compulsion certain pieces of land and foreshore, containing about six acres sixteen poles and ten yards or thereabouts, situate and being at Silvertown, partly in the said parish of West Ham, and partly in the said parish of East Ham, in the said county of Essex, bounded on the west in part by the Silvertown Gas Works, and in part by the embankment and river wall hereinafter described, on the north by the road, on the south side of the North Woolwich Branch of the Great Eastern Railway (which is known as the Factory-road or Green-lane), on the east in part by Petty's Butterine Works, in part by the embankment or river wall hereinafter described, and on the south by the embankment or river wall hereinafter described, for the purpose of constructing a pumping station for sewage and other sewage works, and to empower the Local Board, for the purpose of reclaiming and protecting such land and foreshore, to construct and maintain an embankment or river wall commencing in the said parish of West Ham at or near the old boundary stone at the south-eastern corner of the said property, known as the Silvertown Gas Works, extending thence for a distance of 52 yards or thereabouts in a southerly direction, thence in an easterly direction for a distance of 158 yards or thereabouts, thence in a northerly direction for a distance of 43 yards or thereabouts, to and terminating at the river wall, forming the western boundary of Petty's Butterine Works aforesaid in the said parish of East Ham. To empower the Local Board to make and maintain in such embankment, landing-places, stairs, and other conveniences for the embarking or landing of passengers, goods, wares, articles, matters, and things.

3. To enable the Local Board to acquire by agreement or compulsion an easement (for the

purpose of obtaining ingress to and egress from the aforesaid lands at Silvertown) along the said Factory-road or Green-lane, in the said parishes of West Ham and East Ham, or one of them, and over and across the said North Woolwich Branch of the Great Eastern Railway to the said North Woolwich or Victoria Dock-road, and over and along that road.

4. To empower the Local Board to acquire by compulsion or agreement certain lands in the said parish of West Ham adjoining, and on the east side of the Manhattan Paraffin Oil Works, and the foreshore in front of the said lands, down to the Thames Conservancy line, containing 2 roods 26½ poles or thereabouts, for the purpose of a landing-place for goods, passengers, wares, articles, matters, and things, and for obtaining an access to such landing-place, and to empower the Local Board for the purpose of reclaiming and protecting such land and foreshore; to construct and maintain a river-wall or embankment wholly in the said parish of West Ham, commencing at the south-eastern corner of the said Manhattan Paraffin Oil Works, and extending easterly for a distance of 45 yards or thereabouts, and then returning in a north-easterly direction to a distance of 45 yards or thereabouts, and terminating at the existing river-wall.

5. To empower the Local Board, if need be, by compulsion to acquire a piece of land abutting south on the last-mentioned lands, and west on the said Paraffin Oil Works, north on the road hereinafter immediately described, and east on land and premises of Lawrence Rawstorne, Esq., containing 36½ poles or thereabouts, for the purpose of ingress to and egress from the aforesaid land and landing stage; and to empower the Local Board to acquire, and if need be by compulsion, an easement, for the purpose of ingress to or egress from the said aforesaid land and landing-place over the private road, in the parish of West Ham, running in a north-easterly direction from the north-eastern corner of the Manhattan Oil Works aforesaid, across the Great Eastern Railway (loop line) sidings to the said Victoria Dock and North Woolwich-road.

6. To enable the Local Board in connection with the aforesaid works, or any of them, or for other the purposes of the Bill, to construct and maintain all necessary banks, sluices, cuts, drains, culverts, jetties, groynes, dams, and other works and conveniences.

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

8. To empower the Local Board 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, passages, footpaths, navigations, rivers, bridges, wharfs, quays, landing-places, streams, watercourses, sewers, drains, aqueducts, culverts, gas, water, telegraph, electric and other pipes and apparatus, within the parishes and 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 any of the purposes of the Bill.

9. To authorise the Local Board to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, for the purposes of the intended works, or one of them, 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.

10. To authorise the Local Board to demand, take, and recover tolls, dues, or other payments upon or in respect of passengers, goods, wares, merchandise, cattle, fish, articles, and things, ships, vessels, boats, carts, carriages, and other vehicles using, frequenting, or resorting to the proposed landing-places or stairs, or any lands of the Local Board, and to confer exemptions from such tolls, dues, or other payments.

11. To make provision with reference to the laying-out of new streets or roads, public or private, and for prescribing the direction of such streets or roads, and of openings in the same, and to prevent such streets being laid out or made otherwise than in accordance with the directions of the Local Board.

12. To regulate the method and materials to be used in making up private roads and the lighting of such roads, and the dedication thereof to and repair by the public within the said district, and also as to the apportionment and payment of private improvement expenses.

13. To alter and amend the West Ham Local Board Extension of Powers Act, 1852 (hereinafter called "the Act of 1852"), and to enable the Local Board to collect the fees payable under the Act of 1852 by builders and others depositing plans, and to alter and amend the schedule of fees to the Act of 1852 appended, and to make provision for the application of such fees.

14. To make provision with respect to water closets, privies, and sanitary arrangements in any houses or buildings within the district of the Local Board, and for regulating and compelling a supply of water thereto, and, if thought fit, to enable the Local Board to make bye-laws for such purposes.

15. To empower the Local Board on the one hand and the Conservators of the River Thames 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 and maintenance of the embankments or river walls and works connected therewith or otherwise, and with relation to any of the powers conferred by the Bill upon the Local Board, or with respect to the construction of works by the said Conservators, and to enable payment to be made by the Local Board of any expenses incurred in those constructions by the Local Board or by the said Conservators.

16. To authorise the Local Board to apply to any of the purposes of the Bill, their funds, rates, and revenues, and any money which they are authorised to raise, and to make and levy additional and alter existing rates, and to borrow further moneys upon the credit of their General District or any other rate or rates within their District, and to vary and extinguish all rights and privileges which would in any way interfere with any of the foregoing objects, and to confer other rights and privileges.

17. To incorporate with the Bill, with or without amendment, and to apply to the purchase of any easements, rights, or privileges, the provisions, or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and to incorporate with the Bill, or with some of the provisions thereof the Railway Clauses Consolidation Act, 1845, in respect of the temporary occupation of the lands and entry upon roads.

And for those purposes to vary, alter, amend, or repeal the whole or part of the following Acts,

or some of them, that is to say, 38 and 39 Vict., cap. 55, and 45 and 46 Vict., cap. 37, and any other Acts relating to the Local Board, or the district of West Ham; the Thames Conservancy Act, 1857, and any other Act or Acts relating to the Conservators of the River Thames, 17 and 18 Vict., cap. 89, and other acts recited therein, and any other Act or Acts relating to the Commissioners of Sewers for the levels of Havering, Dagenham, and other places.

And Notice is hereby also given, that plans and sections showing the lines, situations, and levels of the intended works, and the lands, houses, and other property which may be taken under the Bill, and the roads over or in respect of which compulsory powers are sought as aforesaid, 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 inst., be deposited for public inspection with the Clerk of the Peace of the county of Essex, at his offices at Chelmsford, in that county, and that on 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 works are intended to be made, and in which any lands intended to be taken, or any of such roads are situate, together with in each case 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 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 16th day of November, 1883.

Hillerys and Co., 5, Fenchurch-buildings,
London, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1884.

Torpoint and District Water.

(Power to Guardians of St. Germans Union to construct, &c., Waterworks, and supply Water within Parishes of St. Germans, Sheviock and Antony, in the County of Cornwall; Compulsory Purchase of Lands, &c.; Appropriation of Waters, Streams, and Brooks; Provisions as to Waste, &c., and Contamination; Rates and Charges; Borrowing Powers; Agreements with, and supply to, other Bodies, Authorities, and Persons.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by or on behalf of the Guardians of the St. Germans Union, in the counties of Devon and Cornwall (hereinafter called "the Sanitary Authority"), for leave to bring in a Bill for effecting the purposes or some of the purposes following, that is to say:

To authorise the Sanitary Authority to make and maintain in the county of Cornwall the waterworks and other works and conveniences following, or some of them, or some part or parts thereof, that is to say:—

(a) A reservoir wholly in the parish of St. Germans, to be formed by means of a dam or embankment across the stream (hereinafter referred to as "the Eglarosse stream") which flows under the road running southwardly from Eglarosse Farm and farm buildings (which road is numbered 2,065 on the $\frac{1}{2500}$ Ordnance Map), the said dam or embankment to be situate about $6\frac{1}{2}$ chains below or to the eastward of the point at which the said stream is crossed by the said

road, and the said reservoir to extend westwardly up the said stream for a distance of about 5 chains above the said dam or embankment.

- (b) An aqueduct, conduit or line of pipes (No. 1) commencing in the parish of St. Germans, in the eastern side of the said intended reservoir above described, passing through the parish of Sheviok, and terminating in the parish of Antony, in the service reservoir next hereinafter described.
- (c) A service reservoir and filtering beds in the southern corner of the field, in the parish of Antony, numbered 573 on the $\frac{1}{2500}$ Ordnance Map; and
- (d) An aqueduct, conduit or line of pipes (No. 2), wholly in the parish of Antony, commencing in the intended filtering beds hereinbefore described, and terminating in the public road leading from Torpoint to Antony and Liskeard, at or near the junction therewith of the lane known as Trevol-road.

To empower the Sanitary Authority to supply water for public and private purposes to and within the parishes of Saint Germans, Sheviok, and Antony, all in the county of Cornwall, and to supply meters and fittings in connection with such supply.

To authorise the Sanitary Authority 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 Sanitary Authority to make and maintain in the parishes aforesaid, or within their limits of supply as defined by the Bill, and every or any of them, in connection with the intended works hereinbefore described, all necessary and convenient approaches, embankments, bridges, dams, bye-washes, catchwater drains, intercepting drains, pumps, weirs, culverts, cuts, bridges, roads, ways, wells, tunnels, adits, reservoirs, tanks, filtering or receiving beds, gauges, sluices, outfalls, channels, conduits, drains, pipes, engines, works and conveniences for obtaining, collecting, raising, impounding, filtering, or otherwise treating, storing, and distributing water, or which may be necessary or desirable for conducting, inspecting, maintaining, repairing, cleansing, managing and using the said works or any of them.

To authorise the Sanitary Authority 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 estate, right, interest, or easement therein for the purposes of the intended works and of the Bill; and the Bill will or may empower the Sanitary Authority to stop and discontinue, or divert all or any public or private footpaths or rights of way over any lands to be acquired by them under the powers of the Bill, and will or may vary or extinguish any other 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 Sanitary Authority 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 enable the Sanitary Authority to collect, impound, take, use, divert, and appropriate for the purposes of their undertaking under the Bill,

all such streams and waters as will or may be intercepted by the proposed works, or as may be found in upon or under any lands for the time being belonging to them, or which they may acquire under the Bill, or over or in respect of which they have or may acquire easements, and especially the stream in the parish of Saint Germans aforesaid, on which the intended reservoir is to be placed, and hereinbefore referred to as the Eglaosse Stream, and all streams and brooks flowing into the same, the waters of which several streams or brooks flow directly or derivatively into Sconner Lake and the estuary known as Saint Germans or Lynher River, and thence into the River Tamar and the sea.

To enact and declare that, for the purposes of the Bill, and of any provisions of any Act incorporated therewith, all or any streams, brooks, or waters which the Sanitary Authority may be empowered by the Bill to take and appropriate, shall be deemed to belong to the Sanitary Authority.

To authorise the Sanitary Authority to lay down, maintain, alter, and renew mains, pipes, culverts, and other waterworks in, through, along, under, across, and over any public highway, street, road, river, stream, pipes, paths, and railways, and for those purposes and other the purposes of the intended Act to break up, cross, alter, divert, stop up, or interfere with, either temporarily or permanently, any roads, streets, highways, footpaths, bridges, canals, towing paths, railroads, tramways, sewers, drains, streams, brooks, watercourses, gas, water, and other pipes, and telegraphic apparatus within the parishes aforesaid, or any of them.

To empower the Sanitary Authority to demand, levy, and recover rates, rents, and charges for or in respect of the supply of water meters and fittings and for all or any of the purposes of the Bill, in addition to any money powers already possessed or exercisable by them, to demand, recover, and levy rates and charges on lands, houses, and property within the district of supply under the Bill, and, if thought expedient, to extend and apply to those purposes, or one of them, the rights, powers, and authorities of the Sanitary Authority under the Public Health Act, 1875, and any Act or Acts amending the same, to vary existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, and charges.

To apply such rates, rents, and charges, or any of them, to all or any of the objects and purposes of the Bill, and to borrow money for such purposes by mortgage of the said rates, rents and charges or any of them, with or without any other rate of or levied by the Sanitary Authority or otherwise, and to provide for the levying and recovery of any such rates, rents, and charges as special expenses under the Public Health Act, 1875, or any Act or Acts amending the same, or otherwise as the Bill may prescribe and to empower the Sanitary Authority to issue or grant debentures, debenture stock and annuities, or any such security chargeable upon the securities aforesaid or any of them.

To require the owners and occupiers of all houses within the district of supply to take a supply of water at their expense.

To empower the Sanitary Authority to make compensation to persons injuriously affected by the Bill or the intended works, either in money or in water, or partly in the one and partly in the other.

To make provision for or with respect to the waste, misuse, undue consumption, or contamination of the water supplied, or to be supplied, by

the Sanitary Authority, and as to fittings to be used for the purposes of such supply, and for the protection of the works, property, and water supply of the Sanitary Authority, and for defining and regulating their supply, and for preventing frauds and abuses thereof, and to empower the Sanitary Authority from time to time to make, vary, and rescind bye-laws, rules, and regulations for or with respect to such matters, and to prescribe penalties for the breach or non-observance of any such bye-laws, rules, or regulations, or any of the provisions of the intended Bill.

To enable the Sanitary Authority, in such cases as may be defined by the Bill, to rate and recover rates and rents from the owner instead of the occupier of the premises supplied, and to provide for the supply of groups or a number of houses adjoining or near to each other by means of a common pipe, or by stand-pipes or otherwise, and for the fixing and apportionment of rates and rents for such supply, and for the levying and recovery of rates and rents for such or any other supply.

To enable the Sanitary Authority to enter into and carry into effect contracts and arrangements for the supply of water, in bulk or otherwise, with any corporation, local board of health, urban or rural sanitary authority, or other local authority, and the trustees of any turnpike or other road, or any highway board, or any surveyors of any highway, and any railway company, and any other companies, bodies, or persons, whether within or beyond the limits of supply under the Bill, and to vary, suspend, or rescind any such contracts or arrangements, and to enter into and carry into effect other contracts or arrangements in lieu thereof, or in addition thereto; and the Bill will confer all necessary powers in that behalf upon all such corporations, boards, local authorities, trustees, surveyors, companies, bodies, and persons, and will enable all parties to any such contracts or arrangements to apply for the purposes thereof any funds or moneys which they have raised or may raise under any Act of Parliament or otherwise.

To confer upon the Sanitary Authority all powers, rights, authorities, and privileges which are or may become necessary or useful for carrying into effect the objects of the Bill, and to vary and extinguish all rights and privileges which would in any manner impede or interfere with any of such objects, and to confer other rights and privileges.

To incorporate with the Bill all or some of the provisions, with or without modifications, of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and of the Waterworks Clauses Acts, 1847 and 1863, or of some or one of these Acts.

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; the plans showing also the lands and houses to be compulsorily taken 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 Cornwall, at his office at Bodmin in that county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish in which any works are proposed to be constructed, or any land may be taken under the powers of the Bill, together with a copy of this Notice as published in the "London Gazette," will be deposited

for public inspection with the Parish Clerk of each such parish, 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 13th day of November, 1883.

Cleverton and Son, Plymouth } Solicitors
and Saltash, } for the
W. Bohm, 23, Old Jewry, E.C., } Bill.

J. C. Rees, 13, Great George Street, Westminster, Parliamentary Agent.

In Parliament.—Session 1884.

Clacton-on-Sea Special Drainage District.

(Increased Money Powers; Exemption of Agricultural Land from Rates and Assessments; Collection and Recovery of Rates and Assessments; Qualifications and Definition of Rate-payers, &c.; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Commissioners appointed and elected by or under the Clacton-on-Sea Special Drainage District Act, 1880 (hereinafter called "The Commissioners"), for leave to bring in a Bill for the purposes, or some of the purposes, following, viz.:—

To alter and define the borrowing powers of the Commissioners, and if necessary to increase the same, and to provide that the money from time to time paid off by instalments, or by means of a Sinking Fund, may be re-borrowed in the case of any injury or damage to the Sea Defence Works constructed under the authority of the said Act of 1880.

To exempt land occupied and used for agricultural purposes only from rates or assessments under the said Act of 1880, or of the Bill.

To enable the Commissioners from time to time to appoint and remove their own collectors of rates and assessments, and to confer on the Commissioners and their collectors similar powers for the collection and recovery of rates and assessments as are now possessed by the overseers with respect to poor rates.

To make provisions for the expenses of completing and renewing the Sea Defence Works, and defraying the costs of the Bill, similar to those contained in Sections 22 and 52 of the said Act of 1880.

To alter and define the qualifications and authorities of the Commissioners and ratepayers, and to provide that owners and lessees shall be deemed to be the ratepayers, and that the rates and assessments shall be ultimately paid or allowed by them, although recoverable in the first instance from the occupiers.

The Bill will alter, amend, and enlarge in the above and other respects, the Clacton-on-Sea Special Drainage District Act, 1880, and vary or extinguish all existing rights and privileges, which would impede or interfere with the purposes thereof, and confer other rights and privileges; and it will or may incorporate with itself some of the provisions of the Commissioners Clauses Act, 1847.

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, 1883.

C. H. T. Marshall, Colchester, Solicitor.
William Bell, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1884.

West Metropolitan Tramways Extension.

(Further powers to West Metropolitan Tramways Company to construct New Tramways and to abandon portions of existing Tramways; Compulsory purchase of land; Widening of North End-road; Embankment on Foreshore of River Thames; Tolls; Agreements with Road Authorities and with Thames Conservators; Additional capital; Incorporation and Amendment of Acts and Tramway Orders.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the West Metropolitan Tramways Company (hereinafter called "The Company") for leave to bring in a Bill for all or some of the following, among other purposes:—

1. To empower the Company to make, form, lay down, and maintain, work, and use the several tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, 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 which intersects or joins the street 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.

The Tramways proposed to be authorised by the Bill are the following, that is to say:—

Tramway No. 1.—Commencing in the parish of Ealing by junctions with the Company's existing tramway in Kew Bridge-road, at points 22 yards or thereabouts eastward from the centre of Lionel-road, passing thence eastward along Kew Bridge-road, and the High-road, Chiswick, and terminating therein in the parish of Chiswick by junctions with the said existing tramway, at points 35 yards or thereabouts eastward from the centre of Clarence-road.

This tramway will be a double line throughout.

Tramway No. 1A.—Wholly situate in the High-road, Chiswick, in the said parish of Chiswick, commencing by junctions with the Company's existing tramway, at points 150 yards or thereabouts west from the centre of Brandenburgh-road, passing thence eastward along the High-road, Chiswick, and terminating by junctions with the said existing tramway, at points 83 yards or thereabouts east from the centre of Marlborough-road.

This tramway will be a double line throughout.

Tramway No. 1B.—Wholly situate in the High-road, Chiswick, in the said parish of Chiswick, commencing by junctions with the Company's existing tramway, at points 63 yards or thereabouts east from the centre of The Terrace, passing thence eastward along the High-road, Chiswick, and terminating by junctions with the said existing tramway, at points 147 yards or thereabouts east from the centre of Upham Park-road.

This tramway will be a double line throughout.

Tramway No. 2.—Wholly situate in the parish of St. Peter and St. Paul, Hammersmith, commencing by a junction with the Company's existing tramways in Uxbridge-road, at a point 40 yards or thereabouts west

from the centre of Wood-lane, passing thence southward along Uxbridge-road, Shepherd's-bush-green, Goldhawk-road, and Shepherd's-bush-road, and terminating in such last-mentioned road by a junction with tramway No. 3, hereinafter described, at a point 20 yards or thereabouts south from a point opposite the north-west corner of Shepherd's-bush-road.

This tramway will be a single line, except between the following points, where it will be a double line, namely:—

In Shepherd's-bush-road from a point 27 yards or thereabouts north from the termination of the tramway to the termination of the tramway.

Tramway No. 3.—Wholly situate in the said parish of St. Peter and St. Paul, Hammersmith, commencing by a junction with the Company's existing tramways in Shepherd's-bush-green at a point 17 yards or thereabouts east from the centre of Shepherd's-bush-road, passing thence southward along Shepherd's-bush-green, Shepherd's-bush-road, across Brook-green, along Brook-green-road and the Broadway, Hammersmith, and terminating in such last-mentioned street or road by a junction with Tramway No. 5, hereinafter described, at a point 30 yards or thereabouts west from the centre of Brook-green-road.

This tramway will be a double line, except between the following points, where it will be a single line, namely:—

In Brook-green-road between points respectively 320 yards and 233 yards or thereabouts north from the south-west corner of Brook-green-road.

Tramway No. 4.—Commencing in the said parish of Saint Peter and Saint Paul, Hammersmith, by a junction with the Company's existing tramway in Uxbridge-road, at a point 33 yards or thereabouts west from the termination thereof, passing thence eastward along Uxbridge-road and northward along Norland-road, Norland-road North, Latimer-road, and Bramley-road, and terminating therein in the parish of Saint Mary Abbot, Kensington, at a point 4 yards or thereabouts south from the south-west corner of Lancaster-road.

This tramway will be a single line, except between the following points, where it will be a double line, namely:—

In Uxbridge-road and Norland-road from the commencement of the tramway to a point opposite the south-east corner of Norland-road.

In Norland-road between points respectively 62 yards or thereabouts south, and 70 yards or thereabouts north, from the centre of St. George's-road.

In Norland-road North and Latimer-road, or one of them, from a point opposite the centre of Lower Saint James's-road to a point 66 yards northward therefrom; and

In Latimer-road and Bramley-road between points respective 62 yards and 7 yards measured in a southerly direction from the south front of the Bramley Arms public-house situate at the junction of the said roads.

Tramway No. 5.—Wholly situate in the said parish of Saint Peter and Saint Paul, Hammersmith, commencing by a double junction with the Company's existing tramways in Broadway, Hammersmith, at points respectively 14 yards or thereabouts north-west, and 14 yards or thereabouts south-

west from the centre of the street refuge in Broadway, opposite Beadon-road, passing thence eastward along the Broadway, King-street East, Hammersmith-road, and terminating therein at a point 65 yards or thereabouts east from the centre of Avonmore-road.

This tramway will be a double line, except between the following points, where it will be a single line, namely:—

In King-street East between points respectively 105 yards or thereabouts west, and 273 yards or thereabouts east, from the centre of Elm-grove; and

In Hammersmith-road from a point 22 yards west from the termination of the tramway to its termination.

Tramway No. 6.—Commencing in the said parish of St. Mary Abbot, Kensington, by a junction with the termination of tramway No. 4, in Bramley-road, as hereinbefore described, passing thence northward along Bramley-road, and eastward along Lancaster-road, Ladbroke-grove-road, Cornwall-road, Westbourne-park-road, Westbourne-park-villas, Porchester-road, and Harrow-road, and terminating therein in the parish of Paddington, at a point 25 yards or thereabouts east from a point opposite the centre of Porchester-road.

This tramway will be a single line, except between the following points, where it will be a double line, namely:—

In Lancaster-road between points respectively 27 yards and 93 yards east from the centre of Barandon-street.

In Lancaster-road, Ladbroke-grove-road, and Cornwall-road from a point in Lancaster-road 14 yards or thereabouts west from the centre of the street refuge at the junction of Ladbroke-grove-road with Lancaster-road to a point in Cornwall-road, opposite the corner of the Elgin Arms public-house; and

In Cornwall-road, Westbourne-park-road, and Westbourne-park-villas, from a point in Cornwall-road, opposite the centre of Ledbury-road, to a point opposite the south-west corner of Westbourne-park-villas.

Tramway No. 6A.—Wholly situate in the said parish of Saint Mary Abbot, Kensington, commencing by a junction with the termination of Tramway No. 4, hereinbefore described, in the Bramley-road, passing thence in a northerly direction along Bramley-road, and in a south-easterly direction along Barandon-street and Lancaster-road, and terminating therein by a junction with Tramway No. 6 hereinbefore described, at a point 6 yards or thereabouts north-east from the south-east corner of Barandon-street.

This Tramway will be a single line throughout.

Tramway No. 6B.—Wholly situate in the said parish of Paddington, commencing by a junction with Tramway No. 6, hereinbefore described, in Porchester-road at a point 22 yards or thereabouts south from the centre of the lamp standard and refuge in Harrow-road, opposite Porchester-road, passing thence in a north-westerly direction along Porchester-road and Harrow-road, and terminating therein by a junction with Tramway No. 14, hereinafter described, at a point 20 yards or thereabouts west from the centre of the hereinbefore-mentioned lamp standard and refuge.

This Tramway will be a single line throughout.

Tramway No. 6C.—Wholly situate in the said

parish of Paddington, commencing by a junction with Tramway No. 6, hereinbefore described, in Westbourne-park-road, at a point 20 yards or thereabouts east from the centre of the street refuge at the junction of Great Western-road with Westbourne-park-road, passing thence westward along Westbourne-park-road, and northward along Great Western-road, Tavistock-road, and Tavistock-crescent, and terminating therein at a point 52 yards or thereabouts west from the south-east corner of Tavistock-road.

This Tramway will be a double line, except between the following points where it will be a single line, namely:—

From a point 11 yards east from the termination of the tramway to the termination of the tramway.

Tramway No. 6D.—Wholly situate in the said parish of Paddington, commencing by a junction with Tramway No. 6, hereinbefore described, in Cornwall-road, at a point 20 yards or thereabouts west from the street refuge at the junction of Great Western-road with Cornwall-road, passing thence in a north-easterly direction along Cornwall-road and Great Western-road, and terminating therein by a junction with Tramway No. 6C, hereinbefore described, at a point 20 yards or thereabouts north from the centre of the last-mentioned street refuge.

This Tramway will be a double line throughout.

Tramway No. 7.—Commencing in the said parish of St. Peter and St. Paul, Hammersmith, and the parish of Fulham, or one of them, by a junction with Tramway No. 5, hereinbefore described, in the Hammersmith-road, at a point 12 yards or thereabouts west from the centre of North-end-road, passing thence southward along Hammersmith-road, North-end-road, and Walham-green, and terminating in such last-mentioned street or road, in the said parish of Fulham, at a point 17 yards or thereabouts north from the centre of the street refuge in Jerdan-place.

This tramway will be a single line except between the following points where it will be a double line, namely:—

From its commencement to a point 10 yards or thereabouts north from the centre of Portland-street.

In North-end-road from a point 36 yards or thereabouts west from the centre of Grove-terrace to a point opposite the south-east corner of Gunterstone-road.

From a point opposite the centre of Beaumont-crescent to a point 88 yards southward therefrom.

Between two points respectively 55 yards or thereabouts north, and 33 yards or thereabouts south, from the centre of May-street.

From a point 8 yards or thereabouts south from the centre of Star-lane to a point 54 yards or thereabouts north from the centre of Estcourt-road; and

In North-end-road and Walham-green, from a point 10 yards or thereabouts south from the centre of Eustace-road to the termination of the tramway.

Tramway No. 8.—Wholly situate in the said parish of Fulham, commencing by a junction with the termination of Tramway No. 7, hereinbefore described, in Walham-green, passing thence eastward along Walham-green, Jerdan-place, and Fulham-road, and terminating in such last-named road at a point 120 yards or thereabouts east from

the centre of the street refuge in Jerdan-place.

This tramway will be a double line throughout. Tramway No. 9.—Wholly situate in the said parish of Fulham, commencing by a junction with the termination of Tramway No. 7 and the commencement of Tramway No. 8, hereinbefore described in Walham-green, passing thence southward along Walham-green, Melmoth-place, and Fulham-road, and terminating in such last-mentioned road by a junction with the termination of Tramway No. 8 hereinbefore described.

This tramway will be a double line throughout.

Tramway No. 10.—Commencing in the said parish of Fulham by a junction with the termination of Tramways Nos. 8 and 9 in Fulham-road, hereinbefore described, passing thence eastward along Fulham-road, Stamford-road, King's-road, Dartrey-road, Lot's-road, Cheyne-walk, and the Chelsea Embankment, and terminating therein in the parish of Chelsea at a point 27 yards or thereabouts east from a point opposite the centre of Battersea Bridge.

This tramway will be a single line, except between the following points, where it will be a double line, namely:—

From its commencement to a point 16 yards or thereabouts east from the centre of Cedar-road.

In Fulham-road and Stamford-road from a point 38 yards or thereabouts west from the centre of Britannia-road to a point 7 yards or thereabouts south from the northern end of Stamford-road.

In King's-road between points respectively 30 yards or thereabouts south-west and 58 yards or thereabouts north-east from the centre of the bridge carrying the King's-road over the West London Extension Railway.

In King's-road and Dartrey-road from a point opposite the south-west corner of Slaidburn-street to a point 20 yards or thereabouts south from the centre of the street refuge at the northern end of Dartrey-road.

In Cheyne-walk from a point 15 yards or thereabouts west from the centre of Seaton-street to a point 66 yards or thereabouts east from the centre of Blantyre-street; and

In Cheyne-walk and Chelsea Embankment, from a point 47 yards or thereabouts west from the termination of the tramway to the termination of the tramway.

Tramway No. 11.—Wholly situate in the said parish of Chelsea, commencing by a junction with the termination of Tramway No. 10 on the Chelsea Embankment, hereinbefore described, passing thence eastward along Chelsea Embankment and Cheyne-walk, and terminating on the Chelsea Embankment at a point 167 yards or thereabouts east from the centre of the gangway to the pier near Albert Bridge.

This tramway will be a double line throughout.

Tramway No. 12.—Commencing in the said parish of St. Mary Abbot, Kensington, by a junction with Tramway No. 6, hereinbefore described, in Ladbroke-grove-road, at a point 20 yards or thereabouts south from the centre of the lamp standard at the junction of Lancaster-road with Ladbroke-grove-road, passing thence in a northerly direction along Ladbroke-grove-road, Bridge-terrace, and Harrow-road, and terminating therein in the parish of St.

Mary Abbot, Kensington, and the parish of Willesden, or one of them, at a point opposite the centre of Kilburn-lane.

This tramway will be a double line except between the following points, where it will be a single line, namely:—

From a point opposite the centre of the street refuge at the junction of Wornington-road with Ladbroke-grove-road, to a point in Bridge-terrace, 47 yards or thereabouts north from the centre of the bridge carrying the roadway over the Grand Junction Canal.

Tramway No. 13.—Wholly situate in the said parish of Chelsea, commencing by a junction with the termination of Tramway No. 11 on the Chelsea Embankment, hereinbefore described, passing thence northward along the Chelsea Embankment, Cheyne-walk, Queen's-road West, Queen's-road, Pimlico-road, and terminating therein at a point 37 yards or thereabouts north-east from the centre of White Lion-street.

This tramway will be a single line except between the following points, where it will be a double line, namely:—

From its commencement to a point 100 yards or thereabouts northward therefrom.

In Queen's-road West between points respectively 74 yards or thereabouts and 8 yards or thereabouts south-west from the centre of Smith-street; and

In Pimlico-road, between points respectively 53 yards or thereabouts south-west and 13 yards or thereabouts north-east from the centre of White Lion-street.

Tramway No. 14.—Commencing in the parish of Willesden and the parish of St. Mary Abbot, Kensington, or one of them, in the Harrow-road, at a point 53 yards or thereabouts north from the centre of Wellington-road, passing thence in a south-easterly direction along Harrow-road, and terminating therein in the parish of Paddington by a junction with the termination of Tramway No. 6 hereinbefore described.

This tramway will be a double line except between the following points, where it will be a single line, namely:—

From the commencement of the tramway to a point 22 yards south therefrom.

In Harrow-road from a point opposite the centre of First-avenue to a point 73 yards or thereabouts north-west from the centre of Carlton-terrace; and

In Harrow-road, from a point opposite the centre of Westbury-road to the termination of the tramway.

Tramway No. 15.—Wholly situate in the said parish of Paddington, commencing by a junction with the terminations of Tramways Nos. 6 and 14 hereinbefore described in Harrow-road, passing thence eastward along Harrow-road, and terminating therein at a point 10 yards or thereabouts east from the centre of the street refuge, at the junction of Harrow-road with Westbourne-terrace.

This tramway will be a double line except between the following points, where it will be a single line, namely:—

From its commencement to a point 22 yards eastward therefrom; and

From a point 22 yards westward from the termination of the tramway to the termination of the tramway.

Tramway No. 16.—Commencing in the said parish of St. Peter and St. Paul, Hammer-smith, and in the said parish of Fulham, or

one of them, by a junction with Tramway No. 5, hereinbefore described, in the Hammersmith-road, at a point 17 yards or thereabouts west from the centre of Edith-road, passing thence in a south-easterly direction along Hammersmith-road, Edith-road, and North-end-road, and terminating therein by a junction with Tramway No. 7, hereinbefore described, at a point 14 yards or thereabouts south from the centre of Edith-road.

This tramway will be a double line except between the following points, where it will be a single line, namely:—

In Edith-road between points respectively 16 yards or thereabouts and 152 yards or thereabouts measured in a southerly direction from the northern end of Edith-road.

Tramway No. 17.—Wholly situate in the said parish of St. Peter and St. Paul, Hammersmith, commencing by a junction with the Company's existing tramways in Beadon-road, at a point 25 yards or thereabouts north from the centre of the street refuge at the junction of Broadway, Hammersmith, with Queen-street, passing thence in a southerly direction along Beadon-road, Broadway, Hammersmith, and Queen-street, and terminating therein at a point 14 yards or thereabouts south from the centre of the last-mentioned street refuge.

This tramway will be a single line throughout.

Tramway No. 18.—Wholly situate in the said parish of St. Peter and St. Paul, Hammersmith, commencing by a junction with the Company's existing tramways in King-street West, at a point about 5 yards or thereabouts west from the south-east corner of King-street West, passing thence in a south-easterly direction along King-street West, Broadway Hammersmith, and Queen-street, and terminating therein at a point 14 yards or thereabouts south from the centre of the street refuge, at the junction of Broadway Hammersmith, with Queen-street.

This tramway will be a single line throughout.

Tramway No. 19.—Commencing in the said parish of St. Peter and St. Paul, Hammersmith, by junctions with the terminations of Tramways Nos. 17 and 18, hereinbefore described, in Queen-street, passing thence southward along Queen-street, Fulham-palace-road, Crown-road, Dawes-road, Walham-green, and Jerdan-place, and terminating therein by a junction with Tramway No. 8, hereinbefore described, at a point 33 yards or thereabouts east from the centre of the street refuge in Jerdan-place.

This tramway will be a single line, except between the following points, where it will be a double line, namely:

From its commencement to a point 42 yards or thereabouts south from the centre of York-place.

Between points respectively 55 yards or thereabouts north and 80 yards or thereabouts south from the centre of Chancellor's-road.

From a point opposite the centre of Aspenlea-road to a point 66 yards or thereabouts southward therefrom.

In Crown-road and Dawes-road from a point 12 yards or thereabouts east from the centre of Adeney-road to a point 12 yards or thereabouts north from the centre of Strode-road.

In Dawes-road from a point 13 yards or thereabouts south from the centre of Chaldon-

road to a point 90 yards or thereabouts east from the centre of Lower Grove-road; and

In Dawes-road, Walham-green, and Jerdan-place, from a point opposite the centre of Goater's-alley to the termination of the tramway.

Tramway No. 20.—Wholly situate in the said parish of Fulham, commencing by a junction with Tramway No. 9, hereinbefore described, in Melmoth-place, opposite the south-eastern corner thereof, passing thence in a south-westerly direction along Melmoth-place, Fulham-road, and High-street, Fulham, and terminating therein at a point 7 yards or thereabouts north from the centre of the lamp standard opposite Church-street.

This tramway will be a single line except between the following points, where it will be a double line, namely:—

From its commencement to a point 34 yards or thereabouts south-west therefrom.

In Fulham-road between points respectively 63 yards or thereabouts north-east and 25 yards or thereabouts south-west from the centre of Parson's-green-lane.

In Fulham-road between a point opposite the centre of Chesilton-road to a point 110 yards or thereabouts south-west therefrom.

In Fulham-road and High-street, Fulham, between points respectively 22 yards or thereabouts north and 44 yards or thereabouts south from the centre of Burlington-road; and

In High-street, Fulham, between points respectively 66 yards or thereabouts and 11 yards or thereabouts northward from the termination of the tramway.

Tramway No. 21.—Wholly situate in the said parish of Fulham, commencing by a junction with Tramway No. 9, hereinbefore described, in the Fulham-road, at a point 5 yards or thereabouts north-east from the south-east corner of Melmoth-place, passing thence in a south-westerly direction along Fulham-road, and terminating therein by a junction with Tramway No. 20 at a point 27 yards or thereabouts from its point of commencement.

This tramway will be a double line throughout.

The proposed tramways will be made or pass from, in, through, or into the parishes, extra-parochial, or other places following, or some of them, that is to say:—

Ealing Chiswick, St. Peter and St. Paul Hammersmith, St. Mary Abbot Kensington, Paddington, Willesden, Fulham, Chelsea, and Chelsea detached, all in the county of Middlesex.

In the following instances the tramways will be laid along the several streets and roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the foot-paths on the side of the streets or roads hereinafter mentioned and the nearest rail of the tramway:—

Tramway No. 3.—In Brook-green, on both sides thereof, between points respectively 30 yards and 120 yards south-west from the centre of the street refuge in Brook-green; and

In Brook-green-road on both sides thereof, from a point 237 yards north from the south-west corner of the said road to the south-west corner thereof.

Tramway No. 5.—In King-street East on the north side thereof between points respec-

tively 63 yards and 40 yards west from the centre of Elm-grove.

Tramway No. 7.—In the North-end-road between the following points: on both sides thereof from its northern end to a point 62 yards southward therefrom; on both sides thereof from a point 66 yards or thereabouts north-west from the centre of Matheson-road to the north-east corner of Edith-road; on both sides thereof from the south-east corner of Star-lane to a point 66 yards north from the north-east corner of Estcourt-road; and

In Walham-green on the east side thereof between points respectively 55 yards and 27 yards north from the centre of the street refuge in Jerdan-place.

Tramway No. 8.—In Jerdan-place on the north side thereof between points respectively 47 yards and 110 yards east from the centre of the street refuge in Jerdan-place; and

In Jerdan-place on the south side thereof between points respectively 50 yards and 87 yards east from the centre of the street refuge in Jerdan-place.

Tramway No. 10.—In King's-road between the following points: on both sides thereof between points respectively 7 yards and 95 yards north-east from the centre of the road leading to Chelsea Station.

In Cheyne-walk between the following points: on both sides thereof between points respectively 74 yards and 39 yards west from the centre of Milman's-street; on both sides thereof from the south-east corner of Milman's-street to a point 100 yards eastward therefrom.

Tramway No. 12.—In Ladbroke-grove-road on both sides thereof on the bridge carrying the said road over the Great Western Railway for the entire length of such bridge; and

In Bridge-terrace on both sides thereof from a point 47 yards or thereabouts from the centre of the bridge carrying the roadway over the Grand Junction Canal to the northern end of Bridge-terrace.

Tramway No. 13.—In Queen's-road West on both sides thereof from the south-west corner of George-place to a point 40 yards south-west from the centre of Tite-street

Tramway No. 19.—In Queen's-street and Fulham Palace-road on both sides thereof from a point 114 yards or thereabouts south from the centre of the refuge at the junction of Queen's-street with Broadway Hammersmith, to a point 43 yards or thereabouts south from the centre of York-place.

In Fulham Palace-road on the east side thereof between points respectively 81 yards and 100 yards south from the centre of York-place; on the west side thereof from the south-east corner of Distillery-lane to a point 210 yards or thereabouts southward therefrom; on the west side thereof between points respectively 136 yards or thereabouts and 13 yards or thereabouts north from the centre of Claybrook-road; on the west side thereof from a point opposite the centre of Aspenlea-road to a point 66 yards south therefrom; and on the west side thereof between points respectively 17 yards or thereabouts north and 87 yards or thereabouts south from the centre of Averill-street.

In Crown-road on the south side thereof between points respectively 75 yards west and 144 yards east from the centre of Bothwell-street; and

In Dawes-road, on both sides thereof from a point opposite the north-east end of Dawes-road to a point 10 yards or thereabouts north from the centre of Strode-road; on both sides thereof from a point 310 yards or thereabouts west and 88 yards or thereabouts east from a point opposite the centre of Lower Grove-road; on both sides thereof from a point opposite the north-east end of Goater's-alley to the eastern end of Dawes-road.

Tramway No. 20.—In Fulham-road, on the north-west side thereof between points respectively 66 yards or thereabouts and 32 yards or thereabouts north-east from the centre of Grove-avenue; on the north-west side thereof from the south-east corner of Rock-avenue to a point 57 yards or thereabouts south-west from the centre of Lodge-avenue; on the east side thereof from a point 41 yards or thereabouts north-east and 24 yards or thereabouts south-west from a point opposite the centre of Parson's-green-lane; on the eastern side thereof between points respectively 103 yards or thereabouts and 46 yards or thereabouts north-east from the centre of Lillyville-road; on the eastern side thereof from a point opposite the north-west corner of Cookham-street to a point 50 yards or thereabouts south-west therefrom; on the east side thereof between points respectively 47 yards or thereabouts north-east and 57 yards or thereabouts south-west from the centre of Landridge-road.

2. Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not proposed to run on any of the tramways carriages or trucks adapted for use on railways.

3. To reserve to the Company the exclusive right to use on the proposed tramways carriages with flange wheels or other wheels specially adapted to run on or in a grooved or other rail.

4. To authorise the Company from time to time, and either temporarily or permanently to make, maintain, alter, and remove such crossings, passing places, sideways, junctions, turnouts, and other works as may be necessary or convenient for 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 carriages sheds, or works, or buildings of the Company.

5. For the purposes of and in connection with the construction of Tramways No. 1 and No. 1A and No. 1B, it is proposed to empower the Company to abandon, take up, and remove, and to appropriate to and use in the construction of the intended tramways, so much of their existing Tramway No. 1 authorised by the West Metropolitan Tramways Act, 1882, in Kew-bridge-road and High road Chiswick, as lies between the said points of commencement and termination of the said proposed Tramways No. 1, No. 1A, and No. 1B.

6. To empower the Company to widen North-end road, in the said parish of Fulham, on both sides thereof between the following points, namely:—From its junction with Hammersmith-road to a point 33 yards north from Cumberland-crescent, and to authorise the Company and the Board of Works for the Fulham District, and the Metropolitan Board of Works, or either of those bodies,

- to enter into and fulfil contracts for and in relation to such widening.
7. To empower the Company to widen the roadway in Cheyne-walk in the parish of St. Luke, Chelsea, by making an embankment on the foreshore or bed of the River Thames between the following points, namely:—Between points respectively 146 yards or thereabouts and 50 yards or thereabouts west from a point opposite the centre of Beaufort-street, and to authorise the Company and the Conservators of the River Thames and the Vestry of the parish of St. Luke, Chelsea, and the Metropolitan Board of Works, or any of those bodies, to enter into and fulfil contracts for and in relation to the construction and maintenance of the said embankment.
 8. To authorise the Company in the construction of the said widening and of the said embankment, or either of them, to deviate from the lines and levels thereof as shown on the deposited plans and sections.
 9. To authorise the Company and any railway or canal company whose bridges or the approaches to which may be crossed by any of the tramways, to enter into and fulfil contracts and agreements for and in relation to such crossing, and the maintenance of the said bridges and approaches, or any of them, or any part or parts thereof respectively.
 10. 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 telegraphic, telephone, and electric tubes, pipes, wires, 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 of substituting others in their place, or for the other purposes of the intended Act.
 11. 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, and so to purchase or acquire a part of the foreshore of the River Thames.
 12. To empower the Company when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare in which any tramway shall be laid on or the safety of the traffic along the tramway, or otherwise it is necessary or expedient to remove or discontinue the use of any tramways, or any part thereof to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this notice, and to maintain, so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway or part of a tramway so removed, or discontinued to be used or intended so to be.
 13. 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 existing tolls, rates, duties, and charges, and to confer exemptions from the payment of such tolls, rates, duties, or charges.
 14. To provide for the maintenance and repair of any streets, roads, and thoroughfares in, along, or over which the tramways, or any of them, may be laid, and for the use or disposition of any materials or things found or extracted in the construction or maintenance thereof, and to exempt the Company as to the whole, or any part or parts of any street, roads, or thoroughfares which they may repair or maintain, from any highway or other rate, or assessment in respect thereof.
 15. To empower the Company on the one hand, and the several Vestries, District Boards of Works, and other bodies having respectively the control or management of any streets, roads, or bridges, on, over, or along which the tramways are intended to be laid, or any of them, on the other hand, to enter into and fulfil contracts and agreements with respect to the alteration of the width or levels of any such streets, roads, or bridges, 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 traffic over and along the same.
 16. To authorise the Company, for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, to raise further capital by the creation of new ordinary and preference shares, and by borrowing, or by any other means, and to authorise the Company to apply to all or any such purposes any capital or funds now belonging, or which may hereafter belong to the Company, or under the control of the directors.
 17. To vary and 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.
 18. The intended Act will incorporate 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 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 "The Tramways Act, 1870," as well as the powers hereinbefore mentioned, and will alter and amend, so far as may be necessary, "The West Metropolitan Tramways Act, 1882," and any other Acts, and any Orders of the Board of Trade directly or indirectly relating to their undertaking.
- And notice is hereby given that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans and a copy of the 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, and that a copy of so much of the plans, sections, and book of reference as relates to each of the parishes and other places from, in, through, or into which the proposed tramways will be made or pass, and also a copy of this Notice will, on or before the same day, be deposited as follows: As regards the parishes of St. Peter and St. Paul Hammer-smith and Fulham, with the Clerk of the Fulham Board of Works, at his office at Broadway

House, Hammersmith; as regards the parish of St. Mary Abbot, Kensington, with the vestry clerk of that parish, at his office at the Town Hall, High-street, Kensington; as regards the parish of Paddington, with the vestry clerk of that parish, at the Vestry Hall, Paddington-green; as regards the parish of Chelsea and Chelsea detached, with the vestry clerk of that parish, at the Vestry Hall, King's-road, Chelsea; and as regards the parish of Chiswick, with the vicar of that parish, at his residence; as regards the parish of Ealing, with the parish clerk of that parish, at his residence; and as regards any other parish, with the parish clerk of any such parish, at his residence; and as regards any extra-parochial place, with the parish clerk of some parish adjoining thereto at his residence.

And notice is hereby further given that on or before the 21st 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 16th day of November, 1883.

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors for the Bill.

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

In Parliament—Session 1884.

Edison and Swan United Electric Light Company (Limited).

(Transfer to and vesting in the Edison and Swan United Electric Light Company (Limited) of the Powers of the Edison Electric Light Company (Limited) and of the Swan United Electric Light Company (Limited), under the Provisional Orders relating to the St. James' and St. Martin's, Strand, Hanover-square, South Kensington, and Victoria (London) Districts: Exclusion of Portions of Areas of Supply, Rates, Dissolution, and Incorporation of first-mentioned Company; Amalgamation, 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 (hereinafter called "the Bill") for the objects and purposes following, or some of them, that is to say:—

To sell and transfer to and vest in, and to provide for the transfer to, vesting in, and purchase by the Edison and Swan United Electric Light Company (Limited) (hereinafter called "the United Company") of all or some of the rights, powers, authorities, privileges, and interests, undertaking and property of the Edison Electric Light Company (Limited) (hereinafter called "the Edison Company") under the St. James' and St. Martin's (London) Electric Lighting Order, 1883, confirmed by the Electric Lighting Orders Confirmation (No. 5) Act, 1883, and of the Swan United Electric Light Company (Limited) (hereinafter called "the Swan Company") under the Strand District (London) Electric Lighting Order, 1883, the Hanover-square District (London) Electric Lighting Order, 1883, the South Kensington Electric Lighting Order, 1883, and the Victoria District (London) Electric Lighting Order, 1883, all confirmed by the Electric Lighting Orders Confirmation (No. 8) Act, 1883, in consideration of shares in the United Company, or for such other considerations and upon such terms, as may be prescribed by the Bill, and subject to all conditions and liabilities affecting the same; and to authorise the United Company from and after the said transfer to exercise, hold, and enjoy all or some of the rights, powers, authorities, privileges, interests, and property of the Edison Company and of the Swan Company,

under the before-mentioned Orders and Confirmation Acts, or any other Acts relating to or affecting them, but subject to such alterations and additions as may be made by or be provided for in the Bill.

To release the Edison Company, and the Swan Company respectively, from and after the said transfer, from all duties, obligations, and liabilities imposed upon them, or to which they may be liable and subject under the before-mentioned Orders and Confirmation Acts, or any of them; and to provide (if thought fit) that the powers and provisions of one or more of the said Orders, as altered or amended by the Bill, shall be extended and apply to all the districts included in the above-mentioned Orders, or to such of those districts, or such parts thereof, as shall be defined by the Bill; and to consolidate the powers and provisions of all or some of the said Orders and Confirmation Acts.

To exclude, or provide for the exclusion, from the areas of supply included in the said Orders or some of them, any district or districts, or part, or parts of any district or streets, in which any other Company, person, or local authority may, by Provisional Order, license, or Act of Parliament, be granted or passed during the ensuing Session of Parliament, be empowered to supply electricity, or any other district or districts, or part of any district or street which may be excluded by the Bill; and in the event of any such exclusion to provide that all the duties, obligations, and liabilities of the Edison Company and the Swan Company respectively, or either of them, in, or in connection with, such districts, or parts thereof, shall cease and determine, and such Companies be released therefrom; and to make any alterations in the amounts to be deposited or secured under the provisions of the said Orders, or some of them, and to make all such other alterations in the provisions of the said Orders, or any of them, as may be necessary for the purposes of the Bill.

To vary or extinguish all such rights and privileges as may be inconsistent with, or which would or might interfere with any of the objects or purposes of the Bill, and confer all such rights and privileges as may be necessary for carrying such objects and purposes into effect.

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

To alter, amend, vary, or repeal all or some of the provisions of the before-mentioned Orders and Confirmation Acts, or some of them, and of the Telegraph Construction and Maintenance Company (Limited) Act, 1883, or any other Acts relating to that Company, so far as may be necessary or expedient for the purposes of the Bill, and to incorporate with the Bill all or some of the provisions of the Electric Lighting Act, 1882, with such modifications and exceptions as may be provided in the Bill.

To dissolve, if thought fit, the United Company, and to re-incorporate the same by the Bill, and to confer upon and apply to the Company so to be incorporated all, or some, of the powers and provisions hereinbefore referred to and (if thought fit) to amalgamate the Edison Company and the Swan 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, 1883.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry.

Waterhouse, Winterbotham, and Harrison, 1, New-court, Lincoln's Inn

In Parliament.—Session 1884.

London Street Tramways Extensions.

(Construction of Tramways in the Parishes of St. Pancras, St. Marylebone, St. John, Hampstead, St. James and St. John, Clerkenwell, and St. Mary, Islington, and the Liberty of Saffron-hill, Hatton-Garden, Ely-rents, and 1 Ely-place, in the County of Middlesex; 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):—

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 and 1A. A tramway (No. 1) and a tramway (No. 1A), wholly in the parish of St. Pancras and county of Middlesex, commencing respectively in Hampstead-road, No. 1 there forming a junction with the western, and No. 1A with the eastern line of the promoters' existing tramways there at their terminations, passing thence in a south-easterly direction into and along Euston-road, and terminating in that road by junctions Tramway No. 1 with the southern, and Tramway No. 1A with the northern line of the promoters' existing tramways there at points opposite, or nearly opposite the lodge at the south-west entrance gates to the terminus of the Great Northern Railway at King's-cross.

2. A tramway (No. 2) commencing in Hampstead-road by a junction with the eastern line of the promoters' existing tramways there, at a point about 6 yards from its termination (immediately to the northward of Euston-road), passing thence south-westwardly into and along Euston-road, and terminating at a point about 16 yards south of the south-west entrance gate to Holy Trinity Church.

2A. A tramway (No. 2A) wholly in the parish of St. Pancras, commencing in Hampstead-road by a junction with the western line of the promoters' existing tramways there, at a point about 6 yards from its termination (immediately to the northward of Euston-road) passing thence south-westwardly into and along Euston-road, and terminating in that road by a junction with Tramway No. 2 at a point three-quarters of a chain east of Cleveland-street.

2B. A tramway (No. 2B) commencing by a junction with Tramway No. 2 at a point half a chain west of Cleveland-street, passing thence in a westerly direction along Euston-road, and terminating at a point about 8 feet northward from

the termination of Tramway No. 2, as above described.

Tramways Nos. 2 and 2B will be partly in the parish of St. Pancras, and partly in the parish of St. Marylebone, in the county of Middlesex.

2C and 2D. A tramway (No. 2C) and tramway (No. 2D) wholly in Euston-road, in the parish of St. Pancras, commencing respectively by junctions Tramway No. 2C with the intended Tramway No. 1 and Tramway No. 2D, with the intended Tramway No. 1A, at points half a chain or thereabouts eastward of Hampstead-road, and terminating respectively by junctions Tramway No. 2C, with the intended Tramway No. 2 and Tramway No. 2D, with the intended Tramway No. 2A, at points half a chain or thereabouts west of Hampstead-road.

3. A tramway (No. 3) commencing by a junction with Tramway No. 2 at its termination, as above described, passing thence along Marylebone-road, and terminating in that road at a point about half a chain north-east of Lisson-street.

3A. A tramway (No. 3A) commencing by a junction with Tramway No. 2B at its termination, as above described, passing thence into and along Marylebone-road, and terminating by a junction with Tramway No. 3 at a point about 1 chain west of Wyndham-street.

3B. A tramway (No. 3B) in Marylebone-road, commencing and terminating by junctions with Tramway No. 3 at points respectively about $1\frac{1}{2}$ chains west of Harewood-street, and about 2 chains west of Lisson-grove.

3C. A tramway (No. 3C) in Marylebone-road, commencing and terminating by junctions with Tramway No. 3 at points respectively about 3 chains west of Lisson-grove, and about $\frac{1}{2}$ a chain east of Harcourt-street.

3D. A tramway (No. 3D) in Marylebone-road, commencing and terminating by junctions with Tramway No. 3, at points respectively about $\frac{3}{4}$ of a chain west of Harcourt-street, and $\frac{1}{2}$ a chain east of the termination of Tramway No. 3 as above described.

Tramways Nos. 3, 3A, 3B, 3C, and 3D will be wholly in the parish of St. Marylebone.

4 and 4A. A tramway (No. 4) and a tramway (No. 4A) wholly in the parish of St. Pancras, commencing respectively in High-street, Camden-town, Tramway No. 4 at a point about 1 chain south-westward, and Tramway No. 4A at a point about half chain south-eastward from the lamp standard at the north end of the safety crossing, opposite Park-street, Camden-town, Tramway No. 4 there forming a junction with the western, and Tramway No. 4A a junction with the eastern line of the Promoters' existing tramways in High-street, Camden-town, running thence north-westwardly along High-street aforesaid, over Chalk Farm-road Bridge and into and along Chalk Farm-road, and terminating in the open space formed by the junction of Chalk Farm-road, Haverstock-hill, and Crogsland-road, at points opposite Crogsland-road.

5 and 5A. A tramway (No. 5) and a tramway (No. 5A) commencing respectively by junctions Tramway No. 5 with the intended Tramway No. 4 and Tramway No. 5A, with the intended Tramway No. 4A at their termination as above described, passing thence into and along Haverstock-hill and into and along Prince of Wales-road, and terminating in that road at points respectively three-quarters of a chain east of the junction of Maitland-park-road and Prince of Wales-road.

The intended Tramways Nos. 5 and 5A will be partly in the parish of St. Pancras and partly in

the parish of St. John, Hampstead, in the county of Middlesex.

6 and 6A.—A tramway (No. 6) and a tramway (No. 6A), wholly in the Prince of Wales-road, in the parish of St. Pancras, commencing respectively by junctions Tramway No. 6 with the intended Tramway No. 5, and Tramway No. 6A with the intended Tramway No. 5A at their terminations, as above described, and terminating by junctions Tramway No. 6 with the northern and Tramway No. 6A with the southern line of the Promoters' existing tramways in Prince of Wales-road, at points respectively three-quarters of a chain or thereabouts east of Malden-road.

7 and 7A. A tramway (No. 7) and a tramway (No. 7A), wholly in the parish of St. Pancras, commencing respectively in Chalk Farm-road by junctions Tramway No. 7 with the intended Tramway No. 4 and Tramway No. 7A with the intended Tramway No. 4A at points respectively about half a chain south-west of Ferdinand-street, passing into and along Ferdinand-street and Malden-crescent, and crossing Prince of Wales-road, thence passing into Malden-road, and terminating respectively in the last-mentioned road by junctions Tramway No. 7 with the western and Tramway No. 7A with the eastern line of the Promoters' existing tramways in that road opposite the south-east corner of the Mother Shipton Public-house.

8. A tramway (No. 8), wholly in the parish of St. Pancras, commencing in the open space at the junction of High-street, Camden Town, Camden-road, and Kentish Town-road by a junction with the southern line of the Promoters' existing tramways there at a point about $1\frac{1}{4}$ chains north-eastward from the lamp standard at the northern end of the safety crossing opposite Park-street, Camden Town, passing thence across High-street, Camden Town, into and along Park-street, Camden Town, and terminating in that street at a point about half a chain south-west of Arlington-road.

9. A tramway (No. 9), wholly in the parish of St. Pancras, commencing in the open space aforesaid, at the junction of High-street, Camden Town, Camden-road, and Kentish Town-road, by a junction with the northern line of the Promoters' existing tramways there at a point about 16 feet west of the point of commencement, as above described, of the intended Tramway No. 8, passing thence into and north-westwardly along High-street, Camden Town, and into and along Wellington-street, and into and south-eastwardly along Arlington-road, and into Park-street aforesaid, and terminating in the last-named street by a junction with the intended Tramway No. 8, at its termination, as above described.

10. A tramway (No. 10), wholly in the parish of St. Pancras, commencing in Park-street aforesaid by junctions with the intended Tramways Nos. 8 and 9 at their termination as above described, passing thence south-westwardly along Park-street and terminating in that street at a point about 3 chains south-west of Gloucester-street.

11 and 11A. A tramway (No. 11) and a tramway (No. 11A), wholly in the parish of St. Pancras, commencing by junctions with the intended Tramway No. 10 at its termination as above described, passing thence along Park-street and into the roadway in front of Stanhope-terrace, Gloucester-gate, and passing over the Gloucester-gate Canal Bridge into and along Albany-street, and terminating in the last-mentioned street at a point about $1\frac{1}{2}$ chains north of Gloucester-mews.

12. A tramway (No. 12), commencing by a

junction with the intended Tramways Nos. 11 and 11A at their common point of termination, as above described, passing thence along Albany-street, and terminating in that street at the southern end thereof.

The intended Tramway No. 12 will be partly in the parish of St. Pancras and partly in the parish of St. Marylebone.

12A to 12D. Tramways or passing places (Nos. 12A, 12B, 12C, and 12D), wholly in Albany-street, in the parish of St. Pancras, and commencing and terminating respectively by junctions with Tramway No. 12 at the following points:—

Tramway No. 12A, commencing and terminating at points respectively about $2\frac{1}{2}$ chains and about $4\frac{1}{2}$ chains north of the main (south-western) entrance to Regent's Park Barracks.

Tramway No. 12B, commencing and terminating at points respectively about 1 chain north and about 1 chain south of Redhill-street.

Tramway No. 12C, commencing and terminating at points respectively about $1\frac{1}{2}$ chains north and about half a chain south of Cumberland-street West.

Tramway No. 12D, commencing and terminating at points respectively about 1 chain north and about 1 chain south of William-street.

12E. A tramway (No. 12E), wholly in Albany-street and the parish of St. Marylebone, commencing by a junction with the intended Tramway No. 12, at a point about three-quarters of a chain north-west from the north-western entrance gates to Holy Trinity Church, and terminating at the southern end of Albany-street, about 8 feet west of the termination of the intended Tramway No. 12 as above described.

13. A tramway (No. 13), wholly in the parish of St. Marylebone, commencing by a junction with the intended Tramway No. 12 at its termination as above described, passing thence south-eastwardly into and along the roadway on the north, east, and south sides of the Portland-road station of the Metropolitan Railway, and into and northwardly along Great Portland-street and into Albany-street, and terminating in that street by a junction with the intended Tramway No. 12E, at its termination as above described.

14. A (tramway No. 14), commencing in Pentonville-road by a junction with the northern line of the promoters' existing tramways in that road, at a point about $2\frac{1}{4}$ chains west of North-street, passing thence into and along King's cross-road and Farringdon-road, and terminating in that road at a point about 1 chain north of the lamp standard at the intersection of Farringdon-road and Clerkenwell-road.

Tramway No. 14 will be partly in the parish of St. Pancras, and partly in the parish of St. James, Clerkenwell, in the county of Middlesex, and partly in the liberty of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, in the county of Middlesex.

14A. A tramway (No. 14A), commencing by a junction with the southern line of the Promoters' existing tramways in Pentonville-road at a point about $2\frac{1}{4}$ chains west of North-street, passing thence along Pentonville-road into and along King's-cross-road, and terminating in that road by a junction with Tramway No. 14 at a point about $2\frac{3}{4}$ chains north of Field-street.

14B to 14H. Tramways (Nos. 14B, 14C, 14D, 14E, 14F, 14G, and 14H) commencing and terminating respectively by junctions with Tramway No. 14 at the following points:—

Tramway No. 14B, wholly in Kings-cross-road, commencing and terminating at points respectively

about three-quarters of a chain north-west, and about 1 chain south-east of Field-street.

Tramway No. 14c, wholly in King's-cross-road, commencing and terminating at points respectively about $1\frac{1}{2}$ chains north-west of York-street, and about $1\frac{1}{2}$ chains north of Great Percy-street.

Tramway No. 14d, wholly in King's-cross-road, commencing and terminating at points respectively about half a chain north of Great Percy-street, and about $1\frac{1}{2}$ chains south of Frederick-street.

Tramway No. 14e, wholly in King's-cross-road, commencing and terminating at points respectively about 1 chain north, and about 1 chain south of Wharton-street.

Tramway No. 14f, wholly in King's-cross-road, commencing and terminating at points respectively about 5 chains south of Wharton-street and about $2\frac{1}{2}$ chains north of Baker-street.

Tramways Nos. 14A to 14F inclusive will be partly in the parish of St. Pancras and partly in the parish of St. James, Clerkenwell.

Tramway No. 14g, wholly in Farringdon-road, commencing and terminating at points respectively opposite Baker-street, and about $2\frac{1}{2}$ chains south of Guildford-street East.

Tramway No. 14h, wholly in Farringdon-road, commencing and terminating at points respectively about $1\frac{1}{2}$ chains north and $1\frac{1}{2}$ chains south of Exmouth-street.

Tramways Nos. 14G and 14H will be wholly in the parish of St. James, Clerkenwell.

14i. A tramway (No. 14i) wholly in the Farringdon-road, and partly in the parish of St. James, Clerkenwell, and partly in the liberty of Saffron-hill, Hatton-garden, Ely-rents, Ely-place, commencing by a junction with Tramway No. 14 at a point about $2\frac{1}{2}$ chains south of Exmouth-street, and terminating at a point 8 feet westward of the termination of Tramway No. 14, as above described.

15 and 15A. A tramway (No. 15) and a tramway (No. 15A), wholly in Farringdon-road, commencing respectively by junctions Tramway No. 15 with Tramway No. 14 and Tramway No. 15A, with Tramway No. 14i at their respective terminations as above described, and terminating at points about $\frac{1}{2}$ a chain north of Charles-street.

Tramways Nos. 15 and 15A will be partly in the parishes of St. James and St. John, Clerkenwell, and partly in the Liberty of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place.

16 and 16A. A tramway (No. 16) and a tramway (No. 16A), wholly in Farringdon-road and the Liberty of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, commencing by junctions Tramway No. 16 with Tramway No. 15 and Tramway No. 16A with Tramway No. 15A at their respective terminations, as above described, and terminating at a point about half a chain north of Charterhouse-street.

17 and 17A. A tramway (No. 17) and a tramway (No. 17A) commencing in Fortress-road, in the parish of St. Pancras, by junctions Tramway No. 17 with the western and Tramway No. 17A with the eastern line of the Promoters' existing tramways in that road, at points respectively two chains or thereabouts south of the south-east corner of the Boston Arms Public-house; passing thence northwardly into and along Junction-road, and terminating in that road by junctions Tramway No. 17 with the western and Tramway No. 17A with the eastern line of the Promoters' existing tramways in that road, at points respectively half a chain or thereabouts north of Ward-road.

The intended Tramways Nos. 17 and 17A will

be partly in the parish of St. Pancras and partly in the parish of St. Mary, Islington, in the county of Middlesex.

18 and 18A. A tramway (No. 18) and a tramway (No. 18A), wholly in Junction-road, and the parish of St. Mary, Islington, commencing respectively by junctions with the Promoters' existing tramway in that road at a point half a chain, or thereabouts, south of Alma-road, otherwise Vorley-road, and terminating by junctions Tramway No. 18 with the western and Tramway No. 18A with the eastern line of the Promoters' existing tramways in that road, at points respectively $1\frac{1}{2}$ chains north of Hargrave-road.

19 and 19A. A tramway (No. 19) and a tramway (No. 19A), wholly in Junction-road, and the parish of St. Mary, Islington, commencing by junctions Tramway No. 19 with the western and Tramway No. 19A with the eastern line of the Promoters' existing tramways in that road at points respectively three chains, or thereabouts, north of Hargrave-road, and terminating by junctions with the Promoters' existing tramway in Junction-road, $5\frac{1}{2}$ chains or thereabouts north of Hargrave-road.

At the following places it is proposed to lay the proposed tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets hereinafter mentioned and the nearest rail of the tramway, that is to say :

Tramway No. 4. On the south-west side of and for the whole length of the Chalk Farm-road Bridge, and for a length of $1\frac{1}{2}$ chains north-westward from that bridge on the south-west side of Chalk Farm-road.

Tramway No. 4A. On the north-east side of and for the whole length of the Chalk Farm-road Bridge, and for a length of $1\frac{1}{2}$ chains north-westward from that bridge on the north-east side of Chalk Farm-road.

Tramway No. 8. On the north-western side of Park-street, Camden-town, between two points respectively $1\frac{1}{2}$ chains and $2\frac{1}{2}$ chains eastward from the termination of the said Tramway No. 8, as above described.

Tramway No. 12A. On the western side of Albany-street between two points respectively $\frac{1}{4}$ of a chain, and $1\frac{3}{4}$ chains from the commencement of the said Tramway No. 12A, as above described.

Tramways Nos. 17 and 17A, on both sides of Junction-road from the commencement of that road to the termination, as above described, of the said Tramways Nos. 17 and 17A.

To authorise the Promoters for the purposes of the intended Tramways Nos. 17, 17A, 18, 18A, 19, and 19A, to take up and remove, and to appropriate to and use in the construction of such intended tramways, so much of their existing tramways in Fortress-road and Junction-road as lies between the points of commencement and termination as above described of the intended Tramways Nos. 17 and 17A, and of the intended Tramways Nos. 18 and 18A, and of the intended Tramways Nos. 19 and 19A.

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, re-

newing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for the other purposes of the Bill.

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.

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.

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.

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.

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.

To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

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.

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.

To empower the Promoters from time to time to make such crossings, passing places, sidings, junctions, and others 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.

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.

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.

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.

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

And the 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 herein after 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.

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 Marylebone will be deposited with the Vestry Clerk thereof, at his office at the Court-house, Marylebone-lane, 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 parishes of St. James and St. John, Clerkenwell, will be deposited with the Vestry Clerk thereof, at his office, at the Vestry Hall, Rosoman-street, Clerkenwell, in the county of Middlesex; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parish of St. 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 the said plans, sections, and book of reference as relates to the Liberty of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, in the county of Middlesex, will be deposited with the Clerk of the Holborn District Board of Works, at his office, at the Town Hall, Gray's-inn-road, in the county of Middlesex; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parish of St. John, Hampstead, will be deposited with the Vestry Clerk of that parish, at his office at the Vestry Hall, Haverstock-hill, in the county of Middlesex.

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 16th day of November, 1883.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, London, E.C., Solicitors for the Bill.

In Parliament.—Session 1884.

Great Western Railway (No. 1.)

(Railways in the counties of Berks, Wilts, Gloucester, Monmouth and Stafford; Road in the county of Devon; Bridges, Footpaths, Roads, and Rights of Way in the counties of Berks, Wilts, Gloucester, Devon, Monmouth and Glamorgan; Additional Lands in the counties of Berks, Somerset, Devon, Cornwall, Monmouth and Glamorgan; Revival of Powers for the Purchase of Lands and the Construction of part of the Tiverton and North Devon Railway; Powers to Company and Tiverton and North Devon Railway Company as to lands in the county of Devon; Powers to Company and Rhymney Railway Company as to a deviation Railway in the county of Glamorgan, and abandonment of part of authorised Railway; Power to Company and Metropolitan Railway Company as to Lands in county of Middlesex; Amendment of Section 92 of the Lands Clauses Consolidation Act, 1845; Provisions as to Repair and Construction of Roads; Authorising the Company to act as Carriers on the Stratford and Moreton Tramway, and to use Locomotive Power thereon; 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 Undertakings of the Coleford and Bristol and North Somerset Railway Companies in the Company; Power to the Company to Subscribe to the Capital and Debenture Debt of the Staines and West Drayton, and the Princetown Railway Companies; Confirming Agreements between the Company and the Bala and Festiniog and other Companies and parties, and between the Company and the Witney Railway Company; Agreements with the Bala and Festiniog and other Railway

Companies; Provisions with reference to the passage of Traction Engines over Level Crossings and certain Road Bridges; Further provisions as to Bye-laws at the Company's Landing Places at Milford Haven, and accesses thereto; Power to apply Corporate Funds; Capital; Powers to the Tiverton and North Devon, the Rhymney, the Princetown, and the Metropolitan Railway Companies to apply Corporate Funds, and to the Princetown Railway Company to raise Additional 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), to be wholly situate in the parish of Didcot in the county of Berks, commencing by a junction with the Company's main line of railway at or near the West Signal Box of the Didcot Station on the said railway, and terminating by a junction with the Oxford Branch Railway of the Company, at a point about 1½ chains northward of the bridge which carries the said Oxford Branch over the road leading to Foxall Farm.

2. A Railway (No. 2), commencing in the parish of Kemble, in the county of Wilts, by a junction with the Company's railway from Swindon to Gloucester, about two and a-half chains northward of the northern end of the down platform at the Kemble Junction Station on the said railway, and terminating in the parish of Long Newnton, in the same county, at the northern side of the public carriage road leading from Tetbury to Malmesbury, and about 4 chains north-westward of the Tetbury Cottage Hospital; 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., Kemble, Ashley and Long Newnton, in the county of Wilts, and Coates, Rodmorton, Cherrington and Tetbury, in the county of Gloucester.

3. A railway (No. 3), to be wholly situate in the parish of St. Woollos, in the county of Monmouth, commencing by a junction with the main line of the Company's South Wales Railway, about 6 chains northward of the bridge which carries the said railway over the River Ebbw, and terminating by a junction with the Western Valleys section of the Company's Monmouthshire Railway, about 1 chain eastward of the mile-post on that railway indicating 1 mile from Newport.

4. A deviation railway (No. 4), to be wholly situate in the parish of Aberystroth, in the county of Monmouth, commencing by a junction with the Company's Nant-y-glo Branch Railway, about 9 chains northward of the northern end of the passenger platform at the Abertillery Station on the said railway, and terminating by a junction with the said Nant-y-glo Branch Railway near to and on the southern side of the level crossing which is situate about 1 chain southward of the point where the Cwmtillery Branch Railway joins the said Nant-y-glo Branch Railway.

5. A railway (No. 5), commencing in the parish of Christchurch, in the county of Monmouth, by a junction with the main line of the

Company's South Wales Railway, about $8\frac{1}{2}$ chains eastward of the mile-post thereon indicating 157 $\frac{1}{4}$ miles from Paddington, and terminating in the parish of Nash, in the said county, on the shore of the Bristol Channel, at a point about 60 chains south-westward of the Redbarn; 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.:—Christchurch, Goldcliff, and Nash, all in the county of Monmouth.

6. A railway (No. 6), commencing in the township of Bilston, in the parish of Wolverhampton, in the county of Stafford, by a junction with the West Midland Railway of the Company, about $9\frac{1}{2}$ chains north-westward of the northern end of the platform at the Bilston Station, and terminating in the parish of Sedgley, in the same county, at or near the Birmingham Canal near to the Spring Vale Furnaces, and about 35 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.

A road to be wholly situate in the parish of Buckland Monachorum, in the county of Devon, on the western side of and adjacent to the Company's South Devon and Tavistock Railway, commencing at a point about 5 chains southward of the junction of the Princetown Railway with the South Devon and Tavistock Railway, and terminating by a junction with the public road leading from Plymouth to Princetown, at a point about 30 yards to the westward of the bridge which carries the said road across the Devonport Leat, where it passes over the Yelverton Tunnel; and for the purposes of the said intended road a portion estimated to contain about a quarter of an acre of the common or commonable lands known as Roborough Down, in the said parish and county, is proposed to be taken by the Company.

To enable the Company to stop up and discontinue the portions of roads and footpaths, and to make the new roads, footpaths, and other works hereinafter described (that is to say):—

So much of the road and footpath, in the parish of Didcot, in the county of Berks, which passes under the Oxford Branch Railway of the Company, and also under the loop line of the Company near Didcot, as lies between the gate across the road giving access to Foxall Farm Yard and a point about 1 chain eastward of the bridge which carries the said loop line over the first-mentioned road and footpath, and in lieu thereof to make and maintain a new road to be situate wholly in the parish of Didcot, to commence by a junction with the existing road at the point last above described, and to terminate by a junction with the road from Wantage and Didcot to Wallingford, about 2 chains northward of the point where that road passes under the Company's main line of railway, near to the eastern end of the Didcot passenger station.

So much of a certain highway or road, called or known as Rodbourn-lane, situate in the parish of Swindon, in the county of Wilts, as crosses the railway of the Company from Bristol to London on the level at or near the Company's workshops, and in lieu thereof to make and maintain a new road wholly in the said parish of Swindon, commencing at a point on the existing road about 7 chains northward of the Company's railway, and terminating at a point on the said existing road about $2\frac{1}{2}$ chains southward of the Company's railway.

So much as lies between the boundaries of the Company's property, of the footpath in the parish of Trowbridge, in the county of Wilts, which crosses the railway of the Company on the level at a point about 13 yards south-eastward of the mile-post indicating 106 $\frac{1}{4}$ miles from Paddington, and so much as lies between the boundaries of the Company's property of the footpath in the said parish and county which crosses the railway of the Company on the level at a point about 68 yards south-eastward of the mile-post indicating 106 $\frac{1}{4}$ miles from Paddington, and in lieu thereof to make and maintain a foot-bridge, to commence by a junction with the existing footpath about 10 yards westward of the last-mentioned level crossing, and to terminate by a junction with the existing footpath about 10 yards eastward of the said level crossing, and to be situate wholly in the said parish.

So much as lies between the boundaries of the Company's property, of the following footpath and roads in the parish of Saint George, in the county of Gloucester, which cross the Bristol and South Wales Union Railway of the Company on the level, that is to say:—

- (a.) The footpath which crosses the said railway about 1 chain southward of the mile-post on the said railway indicating 1 $\frac{1}{2}$ miles from Bristol;
- (b.) The road which crosses the said railway about $3\frac{1}{2}$ chains southward of the said mile-post;
- (c.) The road which crosses the said railway about $1\frac{1}{2}$ chains southward of the said mile-post, and a right of way or alleged right of way immediately adjoining thereto and to the southward thereof;
- (d.) The road which crosses the said railway about half a chain northward of the said mile-post;

and in lieu thereof to make and maintain a new road, commencing by a junction with the existing road leading to St. Mark's Church, Lower Easton, at a point near a row of houses called Marshfield-terrace, and terminating at a point in Owen-street, near Owen-square, Upper Easton-road, and which new road will be situate wholly in the said parish.

So much as lies within the boundaries of the Company's property, of the road in the parish of Rogiet, in the county of Monmouth, which crosses the South Wales Railway of the Company on the level, and which passes through a cattle creep or archway under the said South Wales Railway, at a point about 4 chains eastward of the mile-post on the said railway indicating 148 $\frac{3}{4}$ miles from Paddington, with power to stop up the said cattle creep or archway, and in lieu thereof and of the said road, to make and maintain a new road, to commence by a junction with the existing road about 190 yards northward of the northern fence of the said railway, and to terminate by a junction with the said existing road about 190 yards southward of the southern fence of such railway, and to be situate wholly in the said parish.

So much as lies within the boundaries of the Company's property and of the Princetown Railway Company's property, or either of them, of a right or alleged right of way in the parish of Buckland Monachorum, in the county of Devon, across the Company's South Devon and Tavistock Railway and the Princetown Railway, or either of them, on the level between the point where the Princetown Railway joins the said South Devon and Tavistock Railway, and a point about 8 chains southward thereof.

So much as lies between the boundaries of the Company's property, of the road in the parish of

Aberystroth, in the county of Monmouth, which crosses the Nant-y-glo Branch of the Company's railway on the level at the southern end of the Abertillery Station on that branch railway, and in lieu thereof to make and maintain a new road, commencing by a junction with the existing road at or near the western side of the point where the said road crosses the said branch railway at the northern end of the said station, and terminating by a junction with an existing road, immediately to the eastward of the level crossing at the southern end of such station, and which new road will be situate wholly in the said parish.

So much as lies between the boundaries of the Company's property, of a certain road situate in the parish of Briton Ferry, in the county of Glamorgan, called or known by the name of Regent-street, which crosses the railways of the Company and of the South Wales Mineral Railway Company, on the level at Briton Ferry, and in lieu thereof, and of the level crossing at Church-street, authorised to be stopped up by the Briton Ferry Dock Act, 1857, to make and maintain a new road, wholly in the said parish of Briton Ferry, commencing at Regent-street aforesaid, at a point about 5 chains westward of the said railway, and terminating at the eastern end of the road which immediately adjoins and is situate on the northern side of the English Baptist Chapel at Briton Ferry, which chapel adjoins the turnpike road from Aberavon to Neath, and also a subway for foot passengers, commencing at the north-eastern boundary of the Company's property at Church-street aforesaid, and terminating at the south-western boundary thereof, also in Church-street, and which subway will be situate wholly in the said parish and county.

So much of the road in the parish of Lantwit-juxta-Neath, in the county of Glamorgan, leading from Neath to Resolven, which crosses the Vale of Neath Railway of the Company on the level at or near Tydu, as extends from a point about $1\frac{1}{2}$ chains northward of the northern gate at the crossing of the said railway by the said road to a point about 1 chain southward of the southern gate at the said crossing, and in lieu thereof to make and maintain a new road, wholly in the said parish of Lantwit-juxta-Neath, commencing at a point about 13 chains north-west of the said northern gate, by a junction with the existing road, at or near a bye-road leading northwards to the side of the Neath Canal, and terminating by a junction with the existing road, at a point about 3 chains to the south of the said southern gate, at or near the junction of the road leading to the farm called Tydu.

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; and 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 parishes of Didcot and Sutton Courtney, in the county of Berks, on the western side of, and adjacent to, the Oxford Branch Railway of the Company, and extending for a distance of about 28 chains southward, and $1\frac{1}{2}$ chains northward of the North Fork Signal Box on the said railway.

Certain lands in the parish of Taunton-Saint-

James, in the county of Somerset, on the southern side of the Company's Bristol and Exeter Railway, and adjacent thereto, and extending for a distance of about 13 chains eastward of the level crossing at the south-eastern end of Taunton Station.

Certain other lands in the same parish and county on the southern side of the said railway, and adjacent to the goods yard at Taunton Station, and lying between the said goods yard and the road leading from Taunton to Kingston and

Certain other lands in the same parish and county on the southern side of the said railway, and lying between the footpath which crosses such railway on the level about 19 chains northward of the platforms at Taunton Station and the said goods yard.

Certain lands in the parishes of Bradninch, Broadclist, and Cullompton, in the county of Devon, on each side of the Company's Railway from Bristol to Exeter, and adjoining thereto and extending for a distance of about 18 chains eastward of the eastern end of the platform at the Hele and Bradninch station on the said railway.

Certain lands in the parish of Phillack, in the county of Cornwall, on the south side of the Company's West Cornwall Railway, and adjacent thereto, and extending for a distance of about 5 chains westward, and about 16 chains eastward of the western end of the Guildford Viaduct on the Company's said railway.

Certain lands in the parish of Redruth, in the county of Cornwall, on the south side of the Company's West Cornwall Railway, and adjacent thereto, and extending for a distance of about 3 chains westward, and about 10 chains eastward of the western end of the Redruth Viaduct on the Company's said railway.

Certain lands in the parishes of Kenwyn and Kea, in the county of Cornwall, on the south side of the Company's West Cornwall Railway, and adjacent thereto, and extending from the eastern end of the down platform of the Company's station at Chacewater, to about 9 chains eastward of the eastern end of the Chacewater Viaduct on the Company's said railway.

Certain lands in the said parish of Kenwyn, on the south side of the Company's West Cornwall Railway, and adjacent thereto, and extending for a distance of about 7 chains westward, and 13 chains eastward of the western end of the Penwithers Viaduct on the Company's said railway.

Certain lands in the parish of Bassaleg, in the county of Monmouth, on each side of the Western Valleys Line of the Company's Monmouthshire Railway, and adjacent thereto, and extending for a distance of about 50 chains south-eastward of the southern side of the bridge which carries the road at the Tydu Station over the said railway.

Certain lands in the parishes of Llanhilleth and Mynyddislwyn, in the county of Monmouth, on each side of the said Western Valleys Line and adjacent thereto, and extending for a distance of about 15 chains northward from the mile-post on the said railway, indicating 14 miles from Newport.

Certain lands in the parish of Merthyr Tydfil, in the county of Glamorgan, on each side of the Company's railway from Pontypool to Quaker's Yard and Aberdare, and adjacent thereto, part thereof lying on the northern side of the said railway between the eastern end of the shelter shed at the Quaker's Yard Station thereon and a point 37 chains or thereabouts to the eastward of the said shelter shed, measured along the said railway, and the other part thereof being on the southern side of the said railway, between a point

opposite the eastern end of the shelter shed above described and a point 20 chains or thereabouts to the eastward of the eastern end of the said shelter shed, measured along the railway.

To revive and extend the powers granted to the Tiverton and North Devon Railway Company (hereinafter referred to as "the Tiverton Company") by the Tiverton and North Devon Railway Act, 1875, for the compulsory purchase of lands required for the construction of so much of the Tiverton and North Devon Railway, authorised by the said Tiverton and North Devon Railway Act, 1875, as lies between a point on the said railway, as constructed, in a field on the south side of the River Batheram, which field is numbered 8 in the parish of Bampton, on the plans of the Tiverton and North Devon Railway, deposited with the Clerk of the Peace for the county of Devon in November, 1874, and which point is situate about 3 chains northward of where that railway is crossed by the road from Tiverton to Dulverton, near to the Exeter Inn, and a point on the said railway, as constructed, in a field on the north side of the River Batheram, opposite Tucking Mill, and near the turnpike road from Tiverton to Bampton, which field is numbered 12 in the parish of Bampton, on the said plans deposited as aforesaid, and also to revive and extend the powers granted by the said Act of 1875 for the construction of the said portion of railway, and to confer further powers on the Tiverton Company and the Company, or either of them, with reference thereto; and which said portion of railway will be wholly situate within the parish of Bampton, in the county of Devon.

To enable the Company and the Tiverton 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 Tiverton and North Devon Railway, also for providing increased accommodation connected therewith, and for certain road alterations, that is to say:—

Certain lands in the parish of Bampton, in the county of Devon, on the north and south sides of the before-mentioned road from Tiverton to Dulverton, and adjoining thereto, and situate between the turnpike road opposite the Exeter Inn and the western side of the River Batheram, where crossed by the said road from Tiverton to Dulverton.

To enable the Company and the Rhymney Railway Company (hereinafter called "The Rhymney Company"), or either of them, to make and maintain the railway 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:—

A deviation railway to be wholly situate in the parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the Railway No. 2 authorised by the Rhymney Railway Act, 1882, at or near the point thereon marked and measured on the plans of the said railway, deposited with the Clerk of the Peace for the county of Glamorgau in the month of November, 1881, one furlong and six chains, from the commencement thereof, and which point is about 16 chains, measured in a southerly direction from the pit called or known as Gethin Pit No. 2, and terminating by a junction with the said Railway No. 2, at or near the point marked and measured on the said plans five furlongs and six chains from the commencement thereof, and which last-mentioned point is about 1½ chains northward of Craig Cottages; and to abandon so much of the said authorised railway as will be rendered unnecessary by the construction of the said intended railway.

To enable the Company and the Metropolitan Railway Company, or either of them, to purchase by agreement or compulsion, the following lands, houses and buildings (hereinafter referred to as lands), for the purposes of the undertaking of the Hammersmith and City Railway, and for providing increased accommodation connected therewith, that is to say:—

Certain lands in the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, in the county of Middlesex, bounded on the north and west by the Hammersmith Station of the Hammersmith and City Railway, on the east by the Royal Sussex Hotel and premises adjacent thereto, and on the south and south-west by the Broadway and Beadon-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 manufactories, 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, and which it may be necessary or convenient to interfere with 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.

To authorise the Company to act as carriers of passengers, goods, minerals, and other traffic on their Stratford and Moreton Tramway, and to thereon, or on some part or parts thereof, steam engines or engines worked by other mechanical power; to restrict and limit the speed at which

such engines shall travel on the said tramway, and to make special provisions with reference to the level crossings on such tramway and to the opening and shutting of the gates at such crossings, and to make bye-laws with reference to any of the matters aforesaid.

To authorise the levying of tolls, rates, dues, and other charges for and in respect of the use of the said intended railways respectively, the portion of the Tiverton and North Devon Railway hereinbefore referred to, and the Stratford and Moreton Tramway, including the supply of locomotive power thereon, and also for the use of the other works, conveniences, and accommodation connected with all of the said railways, portion of railway, or tramway, 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 London and North-Western Railway Company (hereinafter referred to as 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 may 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 Coleford Railway Company, and the Bristol and North Somerset 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 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 and the Princetown Railway Company, or either of them, and to authorise the Company to appropriate such portion of their capital as may be necessary therefor, and to enter into and carry into effect agreements with the said Companies 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 Bala and Festiniog Railway Company, the Vale of Llangollen, the Llangollen and Corwen, and the Corwen and Bala Railway Companies, and other parties on the other hand, and also between the Company on the one hand and the Witney Railway Company on the other hand, for the working, maintenance, use and management of the respective undertakings of the Bala and Festiniog and Witney Railway Companies respectively, or any part or parts thereof, by the Company, and for other purposes; and to enable the Company, the Bala and Festiniog, the Vale of Llangollen, Llangollen and Corwen, and the Corwen and Bala Railway Companies to enter into and carry into effect further contracts and agreements with reference to any of the matters aforesaid, and with reference to further capital of the Bala and Festiniog Railway Company.

To make provisions with reference to the passage across the railways of the Company at level crossings, and over road bridges which the Company are liable to repair, of traction engines, steam rollers and other heavy machines or vehicles, and to restrict and limit the weight of and the speed and times at which such engines, machines or vehicles may cross such railways at such crossings or bridges, the number of vehicles to cross at any one time, to regulate such crossings and impose penalties for default, and to make bye-laws with reference thereto.

To make further and other provisions with respect to bye-laws, rules and regulations for the management, use and safety of the landing places and other conveniences at Milford Haven, belonging to or in the occupation of the Company, and the works, accommodations, passages and approaches to or connected therewith, and for the navigation, anchorage and mooring of vessels at and near thereto, and for the enforcement of such bye-laws, rules and regulations by penalties or otherwise.

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 Under-

taking, 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 Tiverton, the Rhymney, the Metropolitan, and the Princetown Railway Companies respectively, to apply their corporate funds to the purposes of the intended Act, and to enable the Princetown Railway Company to raise for the general purposes of their Undertaking additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by the creation and issue of debenture stock, and by borrowing, or either of such means.

To 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 William IV., cap. 107, and 18 and 19 Vict., cap. 98, and any other Act or Acts relating to the Company.

Act relating to the Tiverton and North Devon Railway Company and their Undertaking, viz.:—(Local and Personal Act) 38 and 39 Vict., cap. 165, and any other Act or Acts relating to that Company.

Acts relating to the Rhymney Railway Company and their Undertaking, viz.:—(Local and Personal Act) 20 and 21 Vict., cap. 140, and 45 & 46 Vict., cap. 260, and any other Act or Acts relating to that Company.

Act relating to the Hammersmith and City Railway, viz.:—(Local and Personal Act) 24 and 25 Vict., cap. 164, and any other Act or Acts relating to that railway.

Acts relating to the Stratford and Moreton Tramway, viz.:—(Local and Personal Act) 1 and 2 George IV., cap. 63; 6 George IV., cap. 163; 3 and 4 William IV., cap. 70; and 8 and 9 Vict., cap. 184, and any other Act or Acts relating to that tramway.

Act relating to the London and North-Western Railway Company and their Undertaking, viz.:—(Local and Personal Act) 9 and 10 Vict., cap. 204, and any other Act or Acts relating to that Company.

Act relating to the Coleford Railway Company and their Undertaking, viz.:—(Local and Personal Act) 35 and 36 Vict., cap. 120, and any other Act or Acts relating to that Company.

Act relating to the Bristol and North Somerset Railway Company and their Undertaking, viz.:—(Local and Personal Act) 26 and 27 Vict., cap. 168, and any other Act or Acts relating to that Company.

Act relating to the Staines and West Drayton Railway Company and their Undertaking, viz.:—(Local and Personal Act) 36 and 37 Vict., cap. 128, and any other Act or Acts relating to that Company.

Act relating to the Princetown Railway Company and their Undertaking, viz.:—(Local and Personal Act) 41 and 42 Vict., cap. 229, and any other Act or Acts relating to that Company.

Act relating to the Bala and Festiniog Railway Company and their Undertaking, viz.:—(Local and Personal Act) 36 and 37 Vict., cap. 207, and any other Act or Acts relating to that Company.

Act relating to the Witney Railway Company and their Undertaking, viz.:—(Local and Personal Act) 22 and 23 Vict., cap. 46, 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 in-

tended Act, together with Books of Reference to such plans, and also a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November in the present year as follows (that is to say), as regards the lands and works in the county of Berks, with the Clerk of the Peace for the county of Berks, at his office at Abingdon; as regards the lands and works in the counties of Gloucester and Wilts, or either of them, with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the county of Wilts, at his office at Marlborough; 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 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 Devon, with the Clerk of the Peace for the county of Devon, at his office at Exeter; as regards the lands in the county of 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 Glamorgan, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff; as regards the lands in the county of Cornwall, with the Clerk of the Peace for the county of Cornwall, at his office at Bodmin; and as regards the lands in the county of Middlesex, with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell; and that a copy of so much of the said Plans, Sections, and Books of Reference as relates to each of the before-mentioned parishes, together with a copy of this Notice, published as aforesaid, will be deposited on or before the same day with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place, with the parish clerk of the adjoining parish at his residence; and in the case of the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, with the Clerk of the Fulham District Board of Works, at his office at the Broadway, Hammersmith.

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, 1883.

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

In Parliament.—Session 1884.

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

(Incorporation of Company, Construction of Tramways, Gauge, Steam or other motive power, 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 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 Blisset-street, and terminating 1·70 chains south of the same point, for a distance of 3 chains, commencing 2·50 chains south of the southern side of Blackheath-hill, and terminating 5·50 chains south of that point.

In Lewisham-road, for a distance of 3 chains, commencing in a line with the south side of Albion-street, and terminating 3 chains south of that point, for a distance of 3 chains, commencing 4·50 chains north of the northern side of the railway bridge carrying the South Eastern Railway over High-street, Lewisham, and terminating 2·50 chains north of that point.

In High-street, Lewisham, for a distance of 13·60 chains, commencing 3·40 chains south of the south side of the before mentioned railway bridge; and terminating at the termination of Tramway No. 2.

Tramway No. 3.—A double line, wholly in the Parish of Lewisham, commencing by a junction with Tramway No. 2, at a point 4 chains north of the northern side of Rennell-street, being situate partly in High-street and partly in Loampit Vale, and terminating by a junction with Tramway No. 6 hereinafter described at a point 1·40 chains east of the eastern side of Molesworth-street.

Tramway No. 4, wholly in the parish of Lewisham, commencing at the termination of Tramway No. 2, passing in a southward direction through High-street, Lewisham and Broadway, and terminating at a point 2·1 chains south of the southern end of the drinking trough in front of the "Black Horse Inn."

Tramway No. 4 will be a single line, except at the following places, where it will be a double line:—In High-street, Lewisham, for a distance of 5 chains, commencing in a line with the north side of Avenue-road, and terminating 5 chains south of that point, for a distance of 3 chains, commencing 3 chains north of the south side of Courthill-road, and terminating in a line with the south side of

Courthill-road, for a distance of 3 chains, commencing 7½ chains south of the south side of Ladywell-park, and terminating 10½ chains south of that point, for a distance of 3 chains, commencing in a line with the north side of George-lane, and terminating 3 chains south of that point. In Broadway, Lewisham, for a distance of 10·10 chains, commencing 20 links north of the south side of the Retreat, and terminating at the termination of Tramway No. 4.

Tramway No. 5, wholly in the parish of Lewisham, commencing at the termination of Tramway No. 4, and thence passing in a southward direction through Southend-road, and terminating in that road at a point 30 links north of the north side of the Beckenham-road in Southend-road.

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

In South End-road for a distance of 3 chains, commencing 11 chains north of the centre of Berlin-street, and terminating 8 chains north of the same point for a distance of 3 chains, commencing 60 links south of the milestone marked 7 miles from London Bridge, and terminating at a point 3·60 chains south of the said milestone for a distance of 3 chains, commencing at a point 9 chains north of the north side of Southend-lane, to a point 3 chains south of the last mentioned point, for a distance of 3 chains, commencing at a point 3 chains north of the termination of the said tramway, and terminating at the termination of that tramway.

Tramway No. 6, wholly in the parishes of Lewisham and St. Paul, Deptford, commencing in the parish of Lewisham in High-street, Lewisham, by a junction with tramway No. 2, at a point 30 links north of the northern side of Rennell-street, and passing in a north-westerly direction through Loampit Vale, Loampit-hill, and terminating in Loampit-hill, in the parish of St. Paul's, Deptford, at a point 60 links north of the north side of Tyrwhitt-road.

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

In High-street, Lewisham, and Loampit-vale, for a distance of 4·50 chains, commencing at the commencement of the Tramway No. 6, and terminating in a line with the east side of Molesworth-street.

In Loampit-vale, for a distance of 3 chains, commencing 4 chains south of the south side of Algernon-street, and terminating 1 chain south of the same point for a distance of 3·50 chains, commencing at a point 2·90 chains south of the north side of Tyrwhitt-road, and terminating at the termination of Tramway No. 6.

Tramway No. 7 (single line), wholly in the parish of Greenwich, commencing by a junction with Tramway No. 2, at a point in South-street opposite the centre of Blackheath-hill, being situate partly in South-street and partly in Blackheath-road, and terminating by a junction with Tramway No. 8 hereinafter described at a point 1·50 chains from the commencement of the said Tramway No. 7.

Tramway No. 8, wholly in the parish of Greenwich, commencing by a junction with Tramway No. 2 at a point 75 chains south of the south side Blackheath-hill, and passing in a westerly direction through Blackheath-road, and terminating by a junction with the

Tramway of the London Tramways Company, Limited, in the Deptford-bridge, at a point opposite the centre of the shop of Mr. Lee, photographer.

Tramway No. 8 will be a single line, except at the following place, where it will be a double line:—

For a distance of 11.25 chains, commencing from a point 2 chains east of the east side of Egerton-street, and terminating at a point 1.40 chains east of the milestone in the Blackheath-road denoting 5 miles from the Royal Exchange.

Tramway No. 9 (single line), wholly in the parish of Greenwich, commencing by a junction with Tramway No. 8, at a point 60 links west of the said milestone, and terminating by a junction with the tramway of the London Tramways Company, Limited, at a point in the Greenwich-road opposite the centre of the shop of Mr. J. H. Perry, toolmaker.

At the following places it is proposed to lay the tramways so that for a distance of 80 feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath on the side of the streets hereinafter mentioned, and the nearest rail of the tramway (that is to say):—

Tramway No. 2, in South-street, on both sides for a distance of 70 feet, commencing 70 feet north of the northern side of Circus-street, and terminating at the said side of Circus-street, and for a distance of 112 feet, commencing 112 feet north of the northern side of Blackheath-hill, and terminating at the said side of Blackheath-hill, on both sides for a distance of 198 feet in Lewisham-road, commencing 2.50 chains south of the southern side of Blackheath-hill, and terminating 5.50 chains south of that point. In Lewisham-road, on both sides thereof, for a distance of 198 feet, commencing on the south side of Albion-street, and terminating 198 feet south of the said side of Albion-street.

Tramway No. 4.—In High-street, Lewisham, on both sides for a distance of 90 feet, commencing 108 feet from the northern side of George-lane, and terminating at a point 198 feet south of the said point.

Tramway No. 5.—In Southend-road, on both sides, for a distance of 198 feet, commencing at a point 60 links south of the milestone marked seven miles from London Bridge, and terminating at a point 3.60 chains south of the said milestone.

Tramway No. 6.—In Loampit-vale, on both sides thereof for a distance of 198 feet, commencing at a point 80 feet south-east of the south-east side of Algernon-street, and terminating 278 feet south-east of that street.

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

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

To authorise the Company to enter upon, and open the surface of, and to alter and stop up, remove and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, bridges, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, electric light-

ing 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 passengers, goods, minerals, or other traffic along the same, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or charges.

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

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

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

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

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

To empower the Company from time to time to make such crossings, passing-places, sidings, junctions, and other works in addition to those particularly specified in this notice as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage-sheds or works of the Company.

To enable the Company when by reason of the execution of any work affecting the surface or

soil of any street, road, or thoroughfare, or otherwise it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this notice, and maintain, so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To enable the Company and the Metropolitan Board of Works, or any vestry, district board, trustees, or any bodies corporate, or persons having respectively the duty of directing the repairs, or the control, or management of the said streets, roads, bridges, and places respectively to enter into contracts or agreements with respect to the laying down, maintaining, renewing, removing, repairing, working and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To enable the Company and the London Tramways Company, Limited, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance by the contracting Companies, or either of them, of all or any of their respective tramways and works, or any part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment and removal of officers and servants, the payments to be made and the conditions to be performed in respect of such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and apportionment of the revenue arising from such traffic, and the payment of any fixed or contingent rent, and to confirm and give effect to any agreement which may have been made touching any of the matters 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 amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions or some of the provisions of the Tramways Act, 1870.

And notice is hereby also given, that duplicate plans and sections of the proposed street tramways and works, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November, instant, for public inspection, with the clerk of the peace for the county of Kent, at his office at Maidstone, in that county, and 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 be deposited on or before the said 30th day of November, as follows: As relates to the parishes of St. Paul, Deptford, and Greenwich, with the clerk of the Greenwich District Board of Works, at his office, 141, Greenwich-road, S.E., and as relates to the parish of Lewisham, with the clerk of the Lewisham District Board of Works, at his office

at Rushey-green, Catford, S.E., and as relates to the other parishes in or through which the tramways are proposed to be laid 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 15th day of November, 1883.

Goldring and Mitchell, 13, Southampton-street, Bloomsbury, W.C., Solicitors for the Bill;

C. J. Hanly and Co, 27, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1884.

Metropolitan Railway.

(Park Railway and Parliament-street Improvement.)

Construction of Railways from the Metropolitan Railway near Edgware-road Station to Gardiner's Lane near Parliament-street, Westminster; New Streets; Stopping up and Widening Streets in Westminster; Agreements between Metropolitan Railway Company and Her Majesty the Queen, the First Commissioner of Works, the Metropolitan Board of Works, the Westminster District Board, &c.; Powers of Construction, Stopping up Streets, purchasing Lands, levying Tolls, &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 Metropolitan Railway Company (hereinafter called "the Company") to make and maintain with all necessary and proper stations, approaches, buildings, machinery, works, and conveniences, the following railways, streets, and works, or some of them, in the county of Middlesex, if assented to by Her Majesty the Queen and the First Commissioner of Works (that is to say):—

1. A railway (hereinafter referred to as Railway No. 1) commencing in the parish of Paddington by a junction with the Metropolitan Railway at a point beneath the centre of Praed-street 10 yards or thereabouts eastward of the junction of Sale-street with Praed-street, passing thence through or into the parishes of Paddington, Saint Marylebone, Saint George, Hanover-square, Saint Martin-in-the-Fields, and Saint Margaret, Westminster, and terminating in Gardiner's-lane, in the city of Westminster, at a point in the said lane in the south wall of the King-street police station, 47 yards or thereabouts from the entrance to the said lane in King-street.
2. A railway (hereinafter referred to as Railway No. 2) to be wholly situate in the parishes of Paddington and Saint Marylebone, or one of them, commencing in the parish of Paddington by a junction with the Metropolitan Railway at the western face of the bridge carrying Stafford-street and the Marylebone-road over the said railway, and terminating by a junction with Railway No. 1 in the parishes of Paddington and Saint Marylebone, or one of them, at a point beneath the centre of the Edgware-road, 30 yards or thereabouts south of the junction of Edgware-road with Marylebone-road.
3. A widening (hereinafter called Widening

No. 1) of Parliament-street, in the parish of Saint Margaret, Westminster, on the western side thereof, commencing at the eastern side of the house numbered 13 in Parliament-street (formerly Upper Charles-street), and terminating in Great George-street at or near the house numbered 17A in that street.

4. A widening (hereinafter called Widening No. 2) of Parliament-street (formerly Upper Charles-street), and of Charles-street, in the parish of Saint Margaret, Westminster, commencing at No. 13 in Parliament-street, and terminating at the north-east corner of Delahay-street (formerly Duke-street).
5. A new street in the parish of Saint Margaret, Westminster (hereinafter referred to as New Street No. 1), 50 feet in width and 238 feet or thereabouts in length, commencing by a junction with the roadway of Great George-street at or near the house numbered 22 in that street, and terminating at or near the north boundary wall of the stables of the police station on the south side of Charles-street.
6. A new street in the parish of Saint Margaret, Westminster (hereinafter referred to as New Street No. 2), 40 feet or thereabouts in width and 380 feet or thereabouts in length, commencing by a junction with the roadway of Delahay-street at or near the house numbered 10 in Delahay-street, and terminating on the west side of New Street No. 1, by a junction with New Street No. 1, at or near the door of the Royal Marines recruiting dépôt in Boar's Head-yard.

And it is proposed by the intended Act to prescribe conditions subject to which the said railways may be constructed beneath the Royal parks, and to provide that the said railways shall be wholly in tunnel or covered way, and that no ventilators or shafts or permanent openings shall be constructed in the parks or public streets.

Also to authorise the crossing, stopping up, altering, removing, diverting, and otherwise interfering with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths, or places, railways, tramways, sewers, culverts, subways, drains, pipes, telegraphs, pneumatic tubes or other works and conveniences within or adjoining the aforesaid parishes, or any of them, and the appropriating and using of the same, and the subsoil and under-surface thereof, for the purposes of the intended works; and also the appropriating and using of the under-surface of any lands, streets, roads, squares, passages, and places under or along which any of the proposed works are intended to be made, and in connection with the intended new streets, widenings of streets, or any of them; and as part of the works the making and maintaining within the parishes and places before mentioned, or any of them, of junctions and communications with any existing streets which may be intersected or interfered with by or be contiguous to the line of the intended new streets, widenings of streets, or any of them; and the altering of the lines or levels of any existing streets, roads, or ways, for the purpose of connecting the same with any of the intended new streets or widenings of streets.

Also to authorise deviations from the lines or situations of the works within the limits of lateral deviation, to be shown on the plans hereinafter mentioned, and vertical deviations 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 Act, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

Also to authorise the Company to purchase by compulsion or agreement all lands or other property required, or which it may be expedient to acquire, for the construction or maintenance of the intended railways, widenings, new streets, and works, or for any purposes in connection therewith, and also of all or any lands or property between Parliament-street and also New Street No. 1, and between New Street No. 2 and Charles-street, and also, 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, or parts attached to or belonging to any houses, building, manufactory, or other 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 connected with such lands, houses, buildings, manufactories and property.

Also to authorise the Company to stop up and discontinue for public use the following streets, roads, and places, or some of them, or some part or parts thereof respectively, and to vest in the Company the sites or soil of the streets, roads, or places, or parts of streets, roads, or places so to be stopped up (that is to say):—King-street, Gardiner's-lane, Boar's Head-yard, Little Boar's Head-yard, and roadways, yards, passages and places leading out of or communicating with the same respectively, or any of them.

Also to authorise the Company to hold, and from time to time to build upon, sell, let on building or other leases or agreements, and otherwise deal with or dispose of all or any lands, buildings or property acquired, constructed or made by them under the powers of the intended Act.

Also to authorise the Company to levy tolls, rates and charges, to alter existing tolls, rates and charges, and to grant, vary or extinguish exemptions from the payment of tolls, rates and charges.

Also to empower the Company for the purposes of the intended Act to apply any of their existing or authorised funds, and to raise more money by the creation of ordinary, guaranteed preference or debenture shares or stock, and by mortgage, and to guarantee the payment of interest or dividend upon any capital to be raised by shares or by loan for the purposes of the Act.

Also to authorise the Company, on the one hand, the Queen's Most Excellent Majesty, the Commissioners of Her Majesty's Woods, Forests and Land Revenues, Her Majesty's First Commissioner of Works, the Metropolitan Board of Works and the Board of Works for the Westminster District (hereinafter called "the Westminster District Board"), or any of them, or any Vestry, Board of Works, or other local authority having the control and management of the streets, on the other hand, to enter into and carry into effect contracts, agreements and arrangements for or with respect to the construction and maintenance of the intended railways, streets 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, and any incidental matters, and to sanc-

tion and confirm any contracts, agreements or arrangements which may have been made or entered into prior to the passing of the intended Act with reference to all or any such matters, and to confer upon the Commissioners of Her Majesty's Woods, Forests and Land Revenues, Her Majesty's First Commissioner of Works, the Metropolitan Board of Works and the Westminster District Board, and every Vestry or Board of Works or other local authority as aforesaid respectively, or any or either of them, in furtherance of any such contract, agreement or arrangement, all or any of the powers of the intended Act, and to authorise or provide for the vesting in Her Majesty's First Commissioner of Works, the Metropolitan Board of Works and the Westminster District Board, or any one or more of them, upon terms to be agreed on or prescribed by the intended Act of the intended new streets, and the portions to be widened and improved under the Act, of existing streets and any lands or other property purchased or acquired under the powers of the Act, and the maintenance thereof by them, and the application of their respective funds, rates, and revenues thereto.

Also to authorise the Metropolitan Board of Works, the Westminster District Board, and any Vestry, Board of Works, or other local authority as aforesaid, for all or any of the purposes of the intended Act, to apply their funds and revenues, and any existing rates, dues or other revenues which they are already authorised or may be authorised to raise; and also to borrow money from time to time on the security of any corporate property belonging to them, or of any such rates, dues, or revenues, by rates and on mortgages or bond, debenture stock or otherwise.

Also to constitute the railways and works thereby proposed to be authorised, or some of them, or some part or parts thereof respectively, a separate undertaking, or to authorise and provide for the same being so constituted if the Company think fit.

Also to vary or extinguish all rights and privileges which might in any way prevent or impede the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

Also to alter, amend, extend, and enlarge, or repeal, as far as may be necessary for the purposes of the intended Act, the powers and provisions of the local and personal Acts of Parliament following or some of them (that is to say):—Local and personal Acts, 16 and 17 Vict., cap. 186; 27 and 28 Vict., cap. 260; 31 and 32 Vict., cap. 109, and all Acts relating to or affecting the Metropolitan Railway Company; The Metropolitan Management Act, 1855, and all Acts amending the same; The Metropolitan Streets Improvement Act, 1877, and all other Acts relating to the Metropolitan Board of Works and the Westminster District Board, or either of them, or in any way relating to or affecting Parliament-street, King-street, or any other street, road, or place to which the powers of the intended Act will relate.

Plans and sections in duplicate, describing the situation, lines, and levels of the intended railways, streets, and widenings of streets, and the lands and buildings in or through which they will be made, or which may be taken under the powers of the intended Act, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and buildings, and also an Ordnance map,

with the intended lines of 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 Middlesex, at his office at the Sessions House, Clerkenwell Green. A copy of so much of the said plans, sections, and books of reference as relates to any parish will be deposited as follows (that is to say):—In the case of the parish of Saint 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 Paddington, with the vestry clerk of Paddington, at his office at the Vestry Hall, Harrow-road, in that parish; in the case of the parish of Saint 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 Saint Martin-in-the-Fields, with the vestry clerk of that parish, at his office at the Vestry Hall, Saint Martin's-place, in that parish; and in the case of the parish of Saint Margaret, Westminster, with the Clerk to the Westminster District Board, at his office at the Town Hall, Caxton-street, Westminster. Every such deposit will be made on or before the 30th day of November instant, and will be accompanied with a copy of this notice.

On or before the 21st day of December, 1883, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated 17th November, 1883.

Robert W. Perks, 147, Leadenhall-street, London, Solicitor for the Bill.

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

In Parliament.—Session 1884.

Avonmouth and South Wales Junction

Railway.

(Incorporation of Company; Construction of Railways in County of Gloucester; Compulsory Purchase of Lands, Tolls, &c.; Running Powers over Railway of Bristol Port Railway and Pier Company; Working and other Agreements with, and Transfer of Powers or of Undertaking of Company to Corporation of Bristol and various Railway Companies, and Powers to that Corporation and those Companies; Payment of Interest out of Capital; Amendment and Repeal of Acts and other Powers).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for effecting the purposes 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, which will be wholly situate in the county of Gloucester, 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 Westbury-upon-Trym, by a junction with railway or sidings of the Bristol Port and Channel Dock Company, at a point 7 chains or thereabouts north-westward of the north-west corner of the Avonmouth Lighthouse, and terminating in the parish of Henbury by a junction with the

railway authorised by the Severn Tunnel Railway Act, 1872, for connecting the Severn Tunnel with the Bristol and South Wales Union Railway, at a point on such authorised railway situate 70 chains or thereabouts south eastward from the point at which the said authorised railway is upon the plans deposited in respect of and referred to in the said Act of 1872, shown to cross the sea wall on the Gloucestershire side of the river Severn.

2. A railway (No. 2) wholly in the said parish of Westbury-upon-Trym, commencing by a junction with the proposed Railway No. 1 at a point $4\frac{1}{2}$ chains or thereabouts northward from the termination at Avonmouth of the railway of the Bristol Port Railway and Pier Company, and terminating by a junction with the railway of that Company at or near the said termination thereof.

The said intended railways will be made or pass from, in, through, or into the parishes of Westbury-upon-Trym, Henbury, and Compton Greenfield.

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, and in either case whether within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845.

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, electric, and telephonic apparatus within the parishes aforesaid, or either 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.

To authorise the Company to purchase and take by compulsion or agreement lands, houses, and other property for the purposes of the intended railways and works, and of the Bill, and 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 part of any house, building, manufactory, or other 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 connected with such lands, houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

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 railway stations and works hereinafter mentioned of the Bristol Port Railway and Pier Company, and to alter the tolls, rates, and duties which are now authorised to be taken on or in respect of such railway stations and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

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 of the Bristol Port Railway and Pier Company, from the point of junction therewith of the proposed Railway No. 2 to the terminus of the said railway of the Bristol Port Railway and Pier Company at Clifton, in the city and county of Bristol, 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.

To empower the Company on the one hand, and the Corporation of Bristol, the Bristol Port and Channel Dock Company, the Bristol Port Railway and Pier Company, the Great Western Railway Company, and the Midland Railway Company, or any or either of those bodies 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 parties, 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 parties, 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 parties, 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.

To authorise and empower the Company to sell and transfer or lease their undertaking, or some part or parts thereof, to the mayor, aldermen, and burgesses of the borough of Bristol (hereinafter called "the Corporation"); the Bristol Port and Channel Dock Company, the Bristol Port Railway and Pier Company, the Great Western Railway Company, and the Midland Railway Company, or one of them, and to enable those bodies, or one of them, to accept a sale, transfer, or lease thereof accordingly, upon and subject to such terms and conditions (pecuniary and otherwise) as have been or may be agreed, and to empower the Company and the said bodies, or any of them, to enter into and carry into effect contracts and agreements, and to sanction and give effect to any agreements made or to be made between them for those purposes, or any of them; or the Bill instead of conferring any of the before-mentioned powers upon the Company, will, or may, confer upon the said Corporation, or any of the aforesaid Companies, either alone or jointly with the Company, or with one another, the following powers, and for that purpose—

(1) To enable the aforesaid Companies, or any of them, to apply their corporate funds, and to raise further capital by shares or stock, ordinary or preference, and by borrowing.

(2) The Corporation to apply their corporate funds or any moneys in their hands, and to raise further moneys by rates and on mortgage

or bond or otherwise for the purpose of giving effect to any such contracts and agreement, or of exercising the powers proposed to be conferred upon them by the Bill.

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.

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, or some or one of them, that is to say:—the Bristol Dock Act, 1848, and any other Act or Acts, Charter or Charters, relating to the Corporation; 27 and 28 Vict., cap. 241, and any other Act or Acts relating to the Bristol Port and Channel Dock Company or their undertaking; 25 and 26 Vict., cap. 159, and any other Act or Acts relating to the Bristol Port Railway and Pier Company or their undertaking; 5 and 6 William IV, cap. 107, and any other Act or Acts relating to the Great Western Railway Company or their undertaking; 7 and 8 Vict., cap. 18, and any other Act or Acts relating to the Midland Railway Company or their undertaking.

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 County of Gloucester, at his office at the Shirehall, Gloucester, 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 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.

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 16th day of November, 1883.

Henry Brittan and Co., Bristol, Solicitors for the Bill.

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

Board of Trade.—Session 1884.

Market Weighton Water Company, Limited.
(Application to Board of Trade under the Gas and Waterworks Facilities Act, 1870, for power to construct Waterworks, acquire Lands, and supply Water in the Parish of Market Weighton, in the East Riding of the County of York.)

NOTICE is hereby given, that the Market Weighton Water Company, Limited (hereinafter called "the Company"), intend to apply to the Board of Trade for a Provisional Order under "The Gas and Waterworks Facilities Act, 1870," for all or some of the following purposes:

To empower the Company to make and maintain, on lands hereinafter mentioned, waterworks,

including a well or shaft and boring with headings, a pumping station with engines, a service and storage reservoir, and all needful pipes, conduits, and other works for supplying the inhabitants of the parish of Market Weighton, in the said East Riding, with water; and to supply and sell water to the inhabitants of the town of Market Weighton and the adjoining district, situate in the parish of Market Weighton, in the East Riding of the county of York.

The said proposed new works will be made in the parish of Market Weighton, in the East Riding of the county of York.

To empower the Company to purchase by agreement and hold for the purpose aforesaid, certain lands in the parish of Market Weighton, in the said East Riding, situate on the south side of the highway leading from Market Weighton to North Dalton, being the whole or a part or parts of a Close of land opposite the Spring Plantation, belonging to the Right Hon. Lord Londesborough, and such easements, rights, and privileges, in, over, and affecting the adjoining lands in the said parish as may be necessary for the purposes of the Undertaking. And to obtain the incorporation in the proposed Order of the provisions of the Lands Clauses Acts (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry on lands by the Promoters of the Undertaking); and of the Waterworks Clauses Acts, 1847 and 1863.

And notice is hereby given, that on or before the 30th day of November instant, a copy of this Notice, as published in the London Gazette, and a map of the district, showing the proposed limits of supply and the situation of the proposed works, and also a proper plan and sections of the proposed new works, will be deposited at the Board of Trade, Whitehall-gardens, London, and that copies of the said Notice, map, plan, and sections will also, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the East Riding of the county of York, at his office in Beverley.

And notice is hereby given, that printed copies of the draft Provisional Order can, after the 23rd day of December next, be obtained at the office of Mr. R. H. Plater, No. 41, Southampton-buildings, Chancery-lane, London, W.C., on payment of one shilling for each copy. Copies may be also obtained, after the date aforesaid, of the undersigned solicitors at their office in Beverley.

And notice is further given, that every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th January next ensuing; and that copies of their objections must at the same time be sent to the said Company; and that in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been forwarded to the said Company or their agents.

And notice is hereby given, that after the Provisional Order has been made by the Board of Trade, printed copies thereof can be obtained at the before-mentioned office at the charge of one shilling per copy, or such sum as the Board of Trade may direct.

Dated at Beverley this 17th day of November, 1883.

Silvester and Son, Solicitors for the said Company.

Board of Trade.—Session 1884.

The Tramways Act, 1870.

Barrow-in-Furness Tramways.

(Construction of Tramways in the Borough of Barrow-in-Furness, in the County of Lancaster; Provisions as to the Use of Steam or other Mechanical or other Power; Repeal and Amendment of Acts; and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, for a Provisional Order to authorise the making, forming, laying down, and maintaining the several tramways, or some of them, with all necessary works and conveniences, hereinafter described, or some or one of such tramways, with all necessary and proper rails, points, plates, and sleepers (that is to say):—

Tramway No. 1.—A tramway commencing on the south-east side of Ramsden-square, at its junction with Duke-street, passing thence in a northwardly direction across the said square, and thence in a north-eastwardly direction into and along Abbey-road, and terminating therein at a point opposite the carriage-entrance to Prior's Lea.

Tramway No. 2.—A tramway commencing on the north-east side of Ramsden-square, by a junction with Tramway No. 1, at a point 64 yards or thereabouts from the commencement of that tramway, passing thence in a westwardly direction across the said square and thence in a north-westwardly direction into and along Duke-street and in a northwardly direction along Walney-road, and terminating therein at a point 6 yards or thereabouts north-eastward from Duke-street.

Tramway No. 3.—A single line tramway, commencing in Walney-road by a junction with Tramway No. 2, at a point 8 yards or thereabouts from the termination of that tramway, passing thence in a southwardly direction along Walney-road, and terminating therein at a point 56 yards or thereabouts from the commencement of the tramway.

Tramway No. 4.—A single line tramway, commencing in Duke-street by a junction with Tramway No. 2, at a point 2 yards or thereabouts south-eastward from Bessemer-street, passing thence in a south-westwardly direction along Duke-street and into and along Walney-road, and terminating therein by a junction with Tramway No. 3, at a point 11 yards or thereabouts from the termination of that tramway.

Tramway No. 5.—A single line tramway, wholly in Ramsden-square, commencing by a junction with Tramway No. 1, at a point 16 yards or thereabouts from the commencement of that tramway, passing thence in a north-westwardly direction across the said square, and terminating by a junction with Tramway No. 2, at a point 51 yards or thereabouts from the commencement of that tramway.

Tramway No. 6.—A single line tramway, commencing in Ramsden-square at the commencement of Tramway No. 1, passing thence in a westwardly direction across the said square into and thence along Abbey-road, and terminating therein at a point 22 yards or thereabouts south-westward from the south-west side of the said square.

Tramway No. 7.—A single line tramway, wholly in Ramsden-square, commencing by a junction with Tramway No. 6, at a point 22 yards or thereabouts from the termination of that tramway, passing thence in a

northwardly direction across the said square, and terminating by a junction with Tramway No. 2 at a point 63 yards or thereabouts from the commencement of that tramway.

Tramway No. 8.—A tramway commencing in Duke-street at the commencement of Tramway No. 1, passing thence in a south-eastwardly direction along the said street, and terminating therein at a point 44 yards or thereabouts south-eastward from Market-street.

Tramway No. 9.—A tramway commencing in Duke-street at the termination of Tramway No. 8, passing thence in a south-eastwardly direction along the said street, and in a southwardly direction across Ramsden-street, and in a south-eastwardly direction into and along the Strand to St. George's-square, thence in a north-eastwardly direction across St. George's-square, and into and along Salthouse-road to Roose-road, and thence into and along Roose-road, and terminating therein at a point in line with the east side of Salthouse-lane.

Tramway No. 10.—A tramway commencing at the termination of Tramway No. 9, passing thence into and along the centre of a new road in course of construction or about to be constructed by the Corporation of Barrow-in-Furness, in lieu of and generally following the line of the existing Roose-road, and terminating in the centre of the road leading to Roose Farm at a point 203 yards or thereabouts eastward from the centre of the bridge over the Furness Railway near Roose Station.

Tramway No. 11.—A tramway commencing in Abbey-road by a junction with Tramway No. 1, at a point 5 yards or thereabouts north-eastward from Rawlinson-street, passing thence in a southwardly direction into, and thence along Rawlinson-street, to Salthouse-road, and thence in an eastwardly direction along Salthouse-road, and terminating therein by a junction with Tramway No. 9, at a point 50 yards or thereabouts eastward from the Furness Railway Company's chimney in Salthouse-road.

Tramway No. 12.—A single line tramway, commencing in Rawlinson-street by a junction with Tramway No. 11, at a point 5 yards or thereabouts south-eastward from Lower Ramsden-street, passing thence in a northwardly direction into and thence along Lower Ramsden-street, and terminating therein at the entrance to the Corporation Store-yard.

Tramway No. 13.—A single line tramway, commencing in Rawlinson-street by a junction with Tramway No. 11, at a point 4 yards or thereabouts north-westward from Lower Ramsden-street, passing thence in an eastwardly direction into and thence along Lower Ramsden-street, and terminating therein by a junction with Tramway No. 12, at a point 6 yards or thereabouts north-eastward from Rawlinson-street.

Tramway No. 14.—A tramway commencing in Rawlinson-street by a junction with Tramway No. 11, at a point 6 yards or thereabouts south-eastward from Cavendish-street, passing thence in a westwardly direction into and thence along Cavendish-street to Duke-street, and thence in a southwardly direction into and along Duke-street, and terminating therein by a junction with Tramway No. 8, at a point 6 yards or thereabouts south-eastward from Cavendish-street.

Tramway No. 15.—A single line tramway, commencing in Rawlinson-street by a junction with Tramway No. 11, at a point 6 yards or thereabouts north-westward from Cavendish-street, and passing thence in a southwardly direction into and along Cavendish-street, and terminating therein by a junction with Tramway No. 14, at a point 6 yards or thereabouts south-westward from Rawlinson-street.

Tramway No. 16.—A single line tramway, commencing in Duke-street by a junction with Tramway No. 8, at a point 6 yards or thereabouts north-westward from Cavendish-street, passing thence in an eastwardly direction into and thence along Cavendish-street, and terminating therein at a point 6 yards or thereabouts north-eastward from Duke-street.

Tramway No. 17.—A tramway commencing at the termination of Tramway No. 8, passing thence in a southwardly direction into and thence along the centre of a new street and high-level bridge in course of construction, or about to be constructed, by the Corporation of Barrow-in-Furness, thence in a southwardly direction across the bridge leading to, and into and along Michaelson-road and Ramsden Dock-road, and terminating therein at the north side of the southward approach from Ramsden Dock-road to the Ramsden Dock Railway Station.

Tramway No. 18.—A single line tramway, commencing in Ramsden Dock-road by a junction with Tramway No. 17, at a point 100 yards or thereabouts from the termination of that tramway, passing thence in a southwardly direction into and thence along the approach to the Ramsden Dock Railway Station, and terminating by a junction with Tramway No. 17 at the termination thereof.

The tramways throughout will be laid as single lines except in the following instances, where they will be laid as double lines.

Tramway No. 1.

In Ramsden-square and Abbey-road—

(a.) For a distance of 100 yards or thereabouts from the commencement of the tramway.

In Abbey-road—

(b.) Between points respectively 11 yards or thereabouts and 77 yards or thereabouts north-eastward from Hartington-street.

(c.) Between points respectively 170 yards or thereabouts and 236 yards or thereabouts north-eastward from Holker-street.

(d.) Between a point 66 yards or thereabouts from and a point in line with the south-west side of Cheltenham-street.

(e.) Between points respectively 92 yards or thereabouts and 158 yards or thereabouts north-eastward from Windsor-street.

(f.) Between points respectively 29 yards or thereabouts and 95 yards or thereabouts north-eastward from the south-west side of the building called "West Mount."

(g.) Between points respectively 156 yards or thereabouts and 222 yards or thereabouts north-eastward from Hawcoat-lane.

(h.) Between points respectively 77 yards or thereabouts and 11 yards or thereabouts from the termination of the tramway.

Tramway No. 2.

In Duke-street—

(a.) Between points respectively 65 yards or thereabouts south-eastward and 1 yard or thereabouts north-westward from the north-west side of Dundonald-street.

(b.) Between points respectively 11 yards or

thereabouts and 77 yards or thereabouts north-westward from Anson-street.

Tramway No. 8.

In Duke-street—

(a.) From the commencement of the tramway to a point 22 yards or thereabouts south-eastward from Cavendish-street.

(b.) From a point opposite the north-west side of Market-street to the termination of the tramway.

Tramway No. 9.

In Duke-street and the Strand—

(a.) Between a point 78 yards or thereabouts north-westward from, and a point in line with the south-east side of Ramsden-street.

In the Strand and St. George's-square—

(b.) Between points respectively 11 yards or thereabouts north-westward, and 55 yards or thereabouts south-eastward from the south-east side of the Barrow Harbour Hotel.

In Salthouse-road—

(c.) Between points respectively 63 yards or thereabouts and 3 yards or thereabouts westward from the north-east side of School-street.

(d.) Between points respectively 26 yards or thereabouts and 92 yards or thereabouts westward from Marsh-street.

In Salthouse-road and Roose-road—

(e.) Between points respectively 37 yards or thereabouts westward and 29 yards or thereabouts eastward from the west side of the bridge of the Furness Railway Company.

In Roose-road—

(f.) Between points respectively 77 yards or thereabouts and 11 yards or thereabouts from the termination of the tramway.

Tramway No. 10.

In Roose-road—

(a.) Between points respectively 306 yards or thereabouts and 372 yards or thereabouts from the commencement of the tramway.

(b.) Between points respectively 10 yards or thereabouts and 76 yards or thereabouts, eastward from the centre of the bridge over the Furness Railway, near Roose Station.

(c.) Between points respectively 77 yards or thereabouts and 11 yards or thereabouts from the termination of the tramway.

Tramway No. 11.

In Rawlinson-street—

(a.) Between points respectively 1 yard or thereabouts and 67 yards or thereabouts, south-eastward from High-street.

(b.) Between points respectively 11 yards or thereabouts and 77 yards or thereabouts, south-eastward from Cavendish-street.

(c.) Between points respectively 77 yards or thereabouts and 11 yards or thereabouts, north-westward from Ramsden-street.

(d.) Between points respectively 41 yards or thereabouts and 107 yards or thereabouts, south-eastward from Lower Lumley-street.

Tramway No. 14.

In Cavendish-street, between points respectively 11 yards or thereabouts and 77 yards or thereabouts, south-westward from Dalton-road.

Tramway No. 17.

In the New Street, or High-level Bridge, on the bridge over the Furness Railway, and in Michaelson-road.

(a.) Between points respectively 66 yards or thereabouts from the commencement of the tramway, and 86 yards or thereabouts, southward from Buccleuch Dock-road.

(b.) Between points respectively 77 yards or thereabouts and 11 yards or thereabouts, northward from Ramsden Dock-road.

In Ramsden Dock-road—

- (c.) Between points respectively 71 yards or thereabouts and 5 yards or thereabouts, westward from Schooner-street.
- (d.) Between points respectively 71 yards or thereabouts and 5 yards or thereabouts, northward from the centre of the bridge carrying the Ramsden Dock-road over the Ramsden Dock Station Branch of the Furness Railway.
- (e.) Between points respectively 187 yards or thereabouts and 253 yards or thereabouts southward from the centre of the last-named bridge.
- (f.) Between points respectively 186 yards or thereabouts and 120 yards or thereabouts from the termination of the tramway.

The following is a description of each point at which the said tramways, or some or one of them, are proposed to be laid, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramways on both sides of the road, except where otherwise stated, viz. :—

Tramway No. 9.—In Salthouse-road—

- (a.) Between St. George's-square and a point 8 yards or thereabouts eastward from the north-east side of School-street.
- (b.) Between points respectively 26 yards or thereabouts and 92 yards or thereabouts westward from Marsh-street.
- (c.) Between a point 7 yards or thereabouts, eastward from Marsh-street and the (bridge) viaduct carrying the Furness Railway over Salthouse-road.

Tramway No. 11.—In Rawlinson-street—

- (a.) Between points respectively 1 yard or thereabouts and 67 yards or thereabouts, south-eastward from High-street.
- (b.) Between points respectively 11 yards or thereabouts and 77 yards or thereabouts, south-eastward from Cavendish-street.
- (c.) Between points respectively 77 yards or thereabouts and 11 yards or thereabouts, north-westward from Ramsden-street.
- (d.) Between points respectively 41 yards or thereabouts and 107 yards or thereabouts, south-eastward from Lower Lumley-street.

Tramway No. 14.—In Cavendish-street, between points respectively 11 yards or thereabouts and 77 yards or thereabouts, south-westward from Dalton-road.

The aforesaid tramways will be wholly situate in the parish of Barrow-in-Furness, in the county of Lancaster, and will be constructed on a gauge of 4 feet, or such other gauge as may be prescribed by the Provisional Order, and it will be provided that so much of Section 34 of the Tramways Act, 1870, as limits the extent of the carriages used on the tramways beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the proposed tramways.

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

To authorise and empower the Promoters from time to time to enter upon, and open, and break up the surface of, and to cross, alter, and stop up, remove and otherwise interfere with streets, roads, lanes, highways, public and private roadways, railways, tramways, footways, water-courses, bridges, canals, 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,

renewing, altering, or reinstating the tramways and works, or of substituting others in their place, or for other the purposes of the intended Order.

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 or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish or place mentioned in this Notice, and maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used, or intended so to be.

To enable the Promoters, for all or any of the purposes of the proposed tramways and works, to acquire lands and houses by agreement, and to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences.

To empower the Promoters from time to time, and either temporarily or permanently, to make and maintain, alter and remove such crossings, passing-places, sidings, junctions, curves, turn-outs, and other works (in addition to those particularly described in this Notice) as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along the several streets in or adjacent to the line of the proposed tramways, or for providing access to any stables or carriage-houses, works, or buildings of the Promoters, or for effecting junctions or connections with the tramways of any other Company, body, or person.

To confirm or give effect to any agreement with any Local Authority.

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 passengers, and the carriage of goods, minerals, and other traffic upon the same.

To enable the Promoters and the Corporation of Barrow-in-Furness to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, deviating, working, and using the proposed tramways, or any of them, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same or any part thereof.

To authorise the Promoters to grant leases of the said tramways, or any of them, or any part or parts thereof, or to grant licenses to use the same, and to reserve in any such lease the right for the Promoters and the Local Authority to use the same for conveyance or for sanitary purposes.

To authorise the Promoters and all persons, Corporations, and Companies lawfully using the intended tramways, or any of them, to work such tramways for the purposes of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such bye-laws as the Board of Trade may from time to time make, by means of locomotive, steam, or other engines, or other mechanical or other motive power, in addition to or in substitution for animal power, and to hold and acquire patent and other rights, or licences to use patent rights, in relation to any such locomotive power as aforesaid.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works, all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the

Provisional Order, or as may be deemed expedient, to repeal, amend, alter, or extend all or some of the provisions of all or some of the following, among other Acts (that is to say):—"The Tramways Act, 1870," "The Locomotives Act, 1861," and "The Locomotives Act, 1865," and any Act amending the said Acts, or any of them, so far as they may respectively apply to or affect the said tramways, or any engines or carriages to be used thereon, and any other Act of Parliament which may in anywise affect such tramways, engines, or carriages.

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

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 Order, and to confer other rights and privileges.

And Notice is also given, that duplicate plans and sections of the proposed tramways and works, and a copy of this Notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and that a copy of such plans and sections, together with a copy of this Notice, will on or before the said 30th day of November instant, be deposited in the office of the Clerk of the Parliaments, House of Lords; in the Private Bill office of the House of Commons; and at the office of the Board of Trade, Whitehall-gardens, London (together with a published map and diagram); with the Town Clerk of the borough of Barrow-in-Furness, at his office at Barrow-in-Furness; and with the Parish Clerk of the parish of Barrow-in-Furness, at his place of abode.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade aforesaid, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished, at the price of one shilling for each copy, to all persons applying for the same, at the office of the undersigned Messrs. Best, Webb, and Templeton, 6, Essex-street, Strand, in the county of Middlesex.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1884, and copies of the objections must at the same time be sent to the undersigned; and in forwarding to the Board of Trade such objections, the Objectors or their Agents should state that a copy of the same has been sent to the Promoters or their Agents.

Dated this 12th day of November, 1883.

Best, Webb, and Templeton, 6, Essex-street, Strand, London, Solicitors and Parliamentary Agents for the Promoters.

In Parliament.—Session 1884.

Llanfrehfa Upper Local Board.

(Construction of Waterworks; Diversion of Water; Purchase of Lands Compulsorily and by Agreement; Levying of Water Rates and Charges; Borrowing Powers; Levying Rates; Incorporation of Acts; and other Powers).

NOTICE is hereby given, that the Llanfrehfa Upper Local Board (hereinafter called "the Local Board") intend to apply to

Parliament, in the ensuing 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 Local Board to make and maintain the following works, all in the county of Monmouth, viz:—

(1) A reservoir situate wholly in the parish of Llanfrehfa Upper, in the county of Monmouth, on Blaenbran and Gellygravog farms, and to be formed by an embankment across the stream flowing from Blaenbran, through Upper Cwm Bran to the river Afon Llwyd, near the Avondale Works, at a point thereon about 11 chains east of a cottage known as Lanfawr. The said reservoir will extend from the said embankment up the said stream for a distance of about 6 chains, measured therealong and up a tributary thereof joining the said stream, at a point about 2 chains west of the said embankment, for a distance of about 3 chains and a half west of the said point of junction.

(2) An aqueduct conduit or line of pipes wholly in the said parish of Llanfrehfa Upper, commencing about 1 chain south-east of the outer foot of the embankment, and terminating at the junction of the parish roads about 2 chains and a half south-east of the Siloam Baptist Chapel.

(3) An aqueduct conduit or line of pipes commencing in the said parish of Llanfrehfa Upper, at the termination of conduit No. 1, and terminating in the parish of Llanfihangel Llantarnam at a point in the public road leading from the old turnpike-road near the parish church of the last-named parish to Henllys, and situate about 3 chains north-east of the centre of the bridge carrying that road over the Eastern Valleys Railway near the Oakfield Works. This work will be made wholly from, through, or into the said two parishes.

(4) All necessary and proper embankments, dams, bye-washes, culverts, cuts, bridges, road diversions, road approaches and other roads and communications, sewers, drains, sluices, filters, gauges, wells, engines, pumps, conduits, mains, pipes and apparatus, and conveniences of every or any description which may be necessary or proper for the effectual construction, maintenance, and use of the new and existing waterworks, and which may be necessary or proper for taking, collecting, diverting, impounding, storing, using, conveying, and distributing water into and within the limits of supply by the Local Board.

2. To enable the Local Board in constructing the said intended works to deviate from the lines thereof as shown upon the deposited plans, and from the levels shown on the deposited sections, to any extent which may be shown upon the said deposited plans and sections, or defined by the Bill.

3. To authorise the Local Board to divert, take, collect, impound, store, and appropriate, for the purposes of their waterworks, the waters of the said stream flowing from Blaenbran to the said river Afon Llwyd, and of the said tributary thereof, which said waters flow directly or derivatively into the said river, and thence into the river Usk, and thence into the Bristol Channel, and all such other waters as are now vested in or used or enjoyed by the Local Board, and also all such waters as may be found in, upon, or under any lands now belonging to, or

which may be acquired by, the Local Board under the powers of the Bill or otherwise.

4. To enable the Local Board to supply water for public and private purposes to and within the following parishes and places, or some or one of them, or some part or parts thereof respectively, all in the county of Monmouth, that is to say:—the said parishes of Llanfrehfa Upper and Llanfihangel Llantarnam, and to take and recover rates, rents, and charges for and in relation to such supply.

5. To empower the Local Board to purchase and acquire by compulsion and agreement, or to take on lease or acquire easements in and over lands, houses, waters, and other property for the purposes of their waterworks.

6. To enable the Local Board from time to time to lay down, maintain, alter, and renew conduits, mains, pipes, and works within the limits of the intended Act, in, through, across, along, under, or over, and to break up, stop up, divert, interfere with, and alter, temporarily or permanently, all such public and private streets, roads, highways, footways, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, and telegraphic, telephonic, and other electric apparatus as may be necessary for the purposes of the intended Act, or any of them.

7. To enact or enable the Local Board to make from time to time provisions and regulations to prevent the fouling, misuse, and waste of water, and to enable the Local Board to exercise, for the prevention of the pollution of streams and watercourses over which they have any powers of user, or in which they may for the time being be directly or indirectly interested, such or the like powers as may be exercised by any Sanitary or other Authority for the prevention of the pollution of any watercourse or water within their jurisdiction.

8. To enable the Local Board to manufacture, purchase, or hire, and sell or let meters for hire.

9. To alter and enlarge the present borrowing powers of the Local Board, and to enable them to apply their general district rate, district and other rates to any of the purposes of the Bill, and the costs and charges connected therewith, and to borrow further moneys by mortgage debentures, debenture stock, or annuities, and to charge the moneys so to be borrowed on the revenue of the waterworks, and of the said rates, lands, tenements, hereditaments, and property of the Local Board.

10. The Bill will incorporate with itself, with or without alteration, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Waterworks Clauses Acts, 1847 and 1863; the Public Health Acts, 1875 and 1878; the Local Loans Act, 1875, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to roads, and the temporary occupation of lands, and will vary and extinguish all rights and privileges which would interfere with any of its objects, and will confer other rights and privileges.

Duplicate plans and sections describing the lines, situations, and levels of the proposed waterworks, and the lands and other property in or through which they will be made, or which may be required for the purposes thereof, together with a book 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 and other property, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with

the Clerk of the Peace for the County of Monmouth, at his office at Usk, 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 or 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.

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

Dated this 15th day of November, 1883.

Martin Edwards, Solicitor to Local Board of Health for Llanfrehfa Upper.

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

In Parliament.—Session 1884.

Colwyn and Colwyn Bay Gas.

(Incorporation of Company; Power to Company to Supply Gas to Colwyn, in the County of Carnarvon, and Colwyn Bay, in the County of Denbigh, and adjacent Places in both the said Counties; Purchase of Lands Compulsorily; Erection of Gasworks, &c.; to use Patent Rights; Powers as to Supply of Gas and other Illuminants, and Gas-fittings, Engines, Stoves, and other Appliances for Lighting, Warming, Ventilating, Cooking, and other purposes; to Lay Mains and Pipes, &c.; Capital and Borrowing Powers; Tolls, Rates, and Duties; Agreements with Local and other Authorities; Repeal, Incorporation, and Amendment of Acts, and other purposes).

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

To incorporate a Company to be called "The Colwyn and Colwyn Bay Gas Company" (hereinafter referred to as "the Company"), and to confer upon the Company all necessary and proper powers for manufacturing and selling gas and residual products, and for lighting with gas and other illuminants for public or private purposes the parishes and places following, namely:—

- (1) Colwyn, in the parish of Llysaen, in the county of Carnarvon, and in that part of the parish of Llandrillo-yn-rhos which is in the same county.
- (2) Colwyn Bay, in that part of the said parish of Llandrillo-yn-rhos which is in the county of Denbigh.
- (3) The remaining portions of the said parish of Llandrillo-yn-rhos, in both the said counties of Carnarvon and Denbigh; and
- (4) The parish of Eirias, in the said counties.

To empower the Company to purchase or acquire for the purposes of their gasworks by agreement, and, if need be, by compulsion, and to hold the lands hereinafter described or some part thereof, that is to say:—

A certain plot of land containing one acre and half of another acre, or thereabouts, part of a larger plot of land formerly used as a brickfield, belonging or reputed to belong to the Colwyn Bay and Pwll-y-crochon Estate Company, Limited, and in the occupation of the said Company; the whole of which larger plot of land is situate in that part of the parish of Llandrillo-yn-rhos which is in the county of Denbigh, and is bounded on the south by the highway leading

from Colwyn, in the said county of Carnarvon, to Conway in the same county, on the north by the Chester and Holyhead line of the London and North Western Railway Company, on the east by other property belonging to the said Colwyn Bay and Pwll-y-crochon Estate Company, Limited, and on the west by lands belonging or reputed to belong to Sir Digby Cayley, his heirs or successors, and being a portion of section 145, on sheet III, 3 (Denbighshire and Carnarvonshire) of H.M.'s Ordnance Survey of Great Britain.

To authorise the Company to erect, construct, and maintain, and from time to time to alter, enlarge, pull down, and re-erect on such lands or some part thereof such gasworks, gasholders, receivers, retorts, purifiers, meters, and other apparatus, works, buildings, and conveniences connected therewith or necessary for the manufacture, storage, and supply of gas and other illuminants, residual products and other such like things.

To authorise the Company, in and upon the before-mentioned lands or any parts thereof, to manufacture and store gas and other illuminants and residual products arising or resulting from the manufacture of gas, and to sell and dispose of gas and other residual products, matters, and things, and to sell and supply and to light with gas productable from coal and other materials, or by means of any other illuminants, and to manufacture coal, coke, tar, and other residual products into dyeworks and materials, and to sell and deal in the same, and to acquire, hold, use, and exercise patent rights and licenses in relation to the manufacture and distribution of gas and other illuminants, and the utilisation of residual products, and to manufacture, purchase, or hire gas meters, fittings, and other gas apparatus, and generally to carry on the business usually carried on by gas companies, and to confer upon the Company all such other powers, rights, authorities, and privileges as may be necessary or convenient for carrying the purposes of the Bill with respect to gas into effect, or which are usually inserted in Bills of a like nature.

To define the limits within which the Company may supply gas.

To empower the Company within their limits of supply to sell gas or other illuminants, and to purchase or hire, use, let, and sell gas meters and gas fittings, engines, stoves, pipes, and other appliances for the warming, lighting, and ventilating of houses and buildings, the cooking of food, for motive power, and all other purposes for which the consumption of gas or any product obtained in the manufacture of gas can or may be used, and to charge and recover rents and charges for the supply, sale, or use of such gas or other illuminants and gas meters, and fittings, engines, stoves, pipes, and other appliances, and to exempt the same from distress or execution; to levy rates, rents, and charges in respect of gas supplied by them for such purposes, and the sale and hire of meters, fittings, engines, stoves, pipes, and other appliances; and to confer, vary, and extinguish other rights and privileges.

To authorise the Company from time to time to lay down and maintain pipes, mains, and other works in, through, under, over, across, or along, and for any of the purposes aforesaid to cross, break open, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, squares, alleys, public places, bridges, canals, towing-paths, railways, tramways, works, pipes, sewers, drains, rivers,

streams, brooks, and watercourses, and to remove and alter telegraph posts, telephone and electric lighting wires, tubes, and apparatus, in the parishes or places before mentioned.

To enable the Company by agreement, and, if need be, by compulsion, to purchase and take on lease, and to take grants of or easements, rights, or interests in, over, or upon any lands, houses, or other hereditaments, for the purpose of laying down and maintaining mains, pipes, and other works with regard to gas, and to vary and extinguish all rights and privileges connected therewith or which would in any way interfere with the objects of the Bill.

To enable the Company to raise capital for the purposes of their 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 such means.

To levy and recover tolls, rates, and duties for the sale and supply of gas and other illuminants, and for the sale and use of gas meters and fittings: to confer, vary, or extinguish exemptions from payments of tolls, rates, and duties, and to confer, vary, or extinguish all existing and other rights, powers, and privileges which can in any way interfere with any of the objects of the Bill; and also to confer, vary, or extinguish other rights, privileges, and exemptions.

To authorise the Company and any Corporations, Sanitary Authorities, Local Boards, companies, trustees, or other public bodies, or persons within or adjoining the limits to be authorised by the Bill, to make and enter into and carry into effect contracts and agreements for lighting with gas or other illuminants, and for supplying all necessary articles and things, and for performing all acts and services incidental to lighting any public streets, highways, buildings, districts, or places, or for the sale, purchase, hire, or supply of any gas meters, gas mains, pipes, lamp posts, and other works; and for such purpose to confer upon such Corporations, Sanitary Authorities, Local Boards, companies, trustees, or other public bodies, authorities, or persons, all such powers as to the raising of money, levying of rates, and otherwise, within the districts under their respective control, as may be requisite or necessary for enabling them to carry such contracts and agreements into execution.

To incorporate with the Bill all or some of the powers or provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1863," "The Companies Clauses Act, 1869," "The Gasworks Clauses Acts, 1847 and 1871," and "The Public Health Act, 1875."

And notice is hereby further given, that on or before the 30th day of November, 1883, plans of the lands proposed to be taken compulsorily under the authority 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, 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 Carnarvon, at his office at Carnarvon, and with the Clerk of the Peace for the County of Denbigh, at his office at Ruthin, for public inspection, and that on or before the said 30th day of November, 1883, 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 or houses

intended to be taken are situate, and also a copy of this Notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby also given, that on or before the 21st day of December, 1883, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1883.

Hy. Lindon Riley, Prince's-buildings, Dale-street, Liverpool, Solicitor for the Bill.

Lewin, Gregory and Anderson, 23, King-street, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Blackpool Railway.

(Incorporation of Company; Construction of Railways between Preston, Lytham, and Blackpool, in the County Palatine of Lancaster; Diversion of Roads; Compulsory Purchase of Lands; Power to Levy Tolls and Rates; Agreements with Corporations of Preston and Blackpool, and with the Ribble Navigation Company; Working, Traffic, and other Arrangements with the Manchester, Sheffield, and Lincolnshire and West Lancashire Railway Companies; Running Powers over West Lancashire Railway; Incorporation and 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, (hereinafter referred to as "the Company") for making and maintaining the railways, road diversions, and works hereinafter described, or some part or parts thereof respectively, in the county palatine of Lancaster, together with all proper stations, sidings, junctions, approaches, bridges, roads, yards, buildings, works, and conveniences connected therewith, that is to say:—

1. A Railway (No. 1) commencing in the parish, township, and borough of Preston, in the county palatine of Lancaster, by a junction with the West Lancashire Railway, at a point twenty yards or thereabouts, measured in a southerly direction along that railway, from the north-eastern end of the parapet of the arches on the north side of the river Ribble, carrying the West Lancashire Railway, and continuing in, through, or into the parish, township, and borough of Preston, the townships of Lea, Ashton, Ingol, and Cottam, parish of Kirkham, townships of Clifton-with-Salwick, Newton-with-Scales, Freckleton, and Warton, parish of Lytham, and township of Lytham, and terminating in the parish and township of Lytham, at a point distant 50 yards or thereabouts, measured in a northerly direction from the centre of the bridge carrying the highway leading from Lytham to Balam over the Lytham branch of the Preston and Wyre Railway.
2. A Railway (No. 2) commencing at the point of termination of Railway No. 1, before described, and continuing in, through, or into the parish and township of Lytham, parish of Poulton-in-the-Fylde, and township of Marton, parish of Bispham, and township of Bispham-with-Norbreck (detached), township of Layton-with-Warbreck, and borough of Blackpool, and terminating on the south side of Church-street, in the said borough of Blackpool, at a point

19 feet, or thereabouts, measured in an easterly direction from the north-east corner of Coronation-street.

3. A Railway (No. 3) commencing at the point of termination of Railway No. 2, before described, and continuing in, through, or into the parish of Bispham, township of Layton-with-Warbreck, borough of Blackpool, and township of Bispham-with-Norbreck, and terminating in the said township of Bispham, in a field occupied by Cornelius Cardwell, and numbered 29 on the Tithe Commutation Map for that township, and called in the reference to the said tithe map "Further Brooks," at a point distant 28 yards or thereabouts, measured in an easterly direction from the north-eastern corner of the farmhouse occupied by the said Cornelius Cardwell.
4. A diversion of the road known as West Strand-road, in the parish, township, and borough of Preston, such diversion commencing on the north side of Marsh-lane, at a point distant 11 yards, measured in an easterly direction, from the south-west corner of the Neptune Inn, and proceeding thence in a northerly direction to and terminating at West Strand-road, at a point 10 yards west from the south-west corner of the wall forming the boundary of the premises belonging to the North of England Railway Carriage and Iron Company (Limited).
5. A diversion of the road known as Hartington-road, in the parish, township, and borough of Preston, such diversion commencing at a point distant 20 yards, measured in a southerly direction, from the south-west corner of the south-west reservoir of the Victoria Mill, and proceeding thence in a northerly direction to and terminating at Marsh-lane, at a point distant 23 yards or thereabouts, measured in an easterly direction along Marsh-lane, from the south-west corner of the New Quay Inn.

The Bill will authorise the Company to exercise the powers and effect the objects following, or some of them, viz.:—

To deviate laterally from the lines of the intended railways, road diversions, and works, to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, to such extent as may be prescribed by the Bill.

To purchase by compulsion or agreement lands, houses, and property, and to acquire easements in or over land for the purposes of the intended railways, roads, and other works in any of the before-mentioned parishes, townships, and places.

To vary or extinguish all existing rights and privileges connected with any lands 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, and other works, or any of them; and to confer, vary, or extinguish other rights and privileges.

To underpin, shore, or otherwise secure any houses or buildings which may be rendered insecure or be likely to become insecure by any of the works of the Company, and which houses or buildings the Company do not require to purchase for the purpose of their undertaking.

To cross on the level, or over, or under, and

to deviate, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, streets, highways, rivers, canals, streams, railways, tram roads, bridges, drains, sewers, pipes, and other works within the parishes, townships, and places aforesaid, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, by reason of the construction of the intended railways, roads, and works, or any of them, or otherwise interfere with for the purposes of the Bill, and to appropriate the sites thereof respectively to the use of the Company and the purposes of their undertaking.

To levy tolls, fares, and charges for or in respect of the use of the proposed railways and works, and for the conveyance of traffic thereon, to alter existing tolls, fares, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of existing and proposed tolls, fares, rates, and charges.

To empower the Company on the one hand, and the mayors, aldermen, and burgesses of the boroughs of Preston and Blackpool (hereinafter called "the Corporations,") and any other local authority having the control or management of any streets or roads, on the other hand, to enter into and carry into effect agreements or arrangements for or with respect to the construction and maintenance of the intended railways and works, or any part or parts thereof, and the works and conveniences connected therewith, and approaches thereto, and the acquisition, exchange, and appropriation of lands and other property.

To authorise the Company and the Ribble Navigation Company to enter into and carry into effect agreements and arrangements with respect to the River Ribble, and any works affecting the same, and also with respect to the widening, deepening, straightening, embanking or otherwise improving the said river.

To authorise the Company on the one hand, and the Manchester, Sheffield, and Lincolnshire Railway Company, and the West Lancashire Railway Company, or either 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, use, management, and maintenance of all or any part of the railways of the Company; the supply of engines and rolling stock and machinery, and of officers and servants for the conduct and conveyance of the traffic on such railways; the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance; the interchange, accommodation, transmission, 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, fares, rates, charges, receipts, and revenues levied, taken or arising from that traffic; the rents, payments, allowances, and rebates (whether annual or in gross) to be paid, made, or allowed by 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.

To authorise the Company and all companies and persons lawfully using the railways of the Company to run over and use with their engines, carriages, wagons, officers, and servants, and for the purposes of traffic of all kinds, the railway belonging to or under the control of the West Lancashire Railway Company, and to use the stations of the said Company, and the booking offices, buildings, sidings, junctions, platforms, points, signals, roads, works, and conveniences connected with such railway, upon such

terms as failing agreement shall be settled by arbitration.

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 Act, 1845;" "The Companies Clauses Acts, 1863 and 1869;" "The Lands Clauses Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863," and "The Regulation of Railways Act, 1868."

So far as may be necessary for the objects and purposes aforesaid, it is intended (if need be) to alter, extend, amend, or repeal some of the powers and provisions of the following local and personal Acts, viz.:—12 and 13 Vict. cap. 81, and any other Acts relating to or affecting the Manchester, Sheffield, and Lincolnshire Railway Company; "The West Lancashire Railway Act, 1871," and any other Acts relating to or affecting the West Lancashire Railway Company; "The Ribble Navigation and Preston Dock Act, 1883," and any other Acts affecting the River Ribble and the navigation thereof.

And notice is hereby given, that plans and sections of the proposed railways, roads, and works, and of the lands and houses which may be taken under the powers of the Bill, with a book of reference to such plans, an Ordnance Map with the lines of the proposed railways delineated thereon, and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county palatine of Lancaster, at his office, at Preston; and on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railways, roads, and works are intended to be made, 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 immediately 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 proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1883.

R. W. Perks, 147, Leadenhall-street, London, E.C., Solicitor for the Bill.

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

In Parliament.—Session 1884.

Warkworth Harbour.

(Change of Name of Harbour, and of the Commissioners thereof; Additional Commissioners to be appointed by Mortgagees; Extension of Limits of Harbour; New Works; Powers to Dredge; Acquisition of Lands and Foreshore Compulsorily and by Agreement; Reclamation of Lands; Sale of Lands; Stopping up Roads; Bye-laws; Pilotage; Tug-boats; Supply of Water for Shipping; Electric Light; Powers to Levy Tolls, Rates, and Charges, and to Alter Existing Tolls, Rates, and Charges; Additional Borrowing Powers; Alteration of Payment of Existing Loans; Arrears of Interest; Incorporation and Amendment of Acts).

NOTICE is hereby given, that the Commissioners of Warkworth Harbour intend to apply to Parliament, in the ensuing Session, for leave to bring in a Bill for the

following, or some of the following, among other purposes, that is to say:—

1. To change the name of the said Harbour, and the name and style of the said Commissioners thereof.

2. To increase the number of the Commissioners by the addition thereto of a certain number (to be defined by the Bill or prescribed by Parliament) of persons to be from time to time nominated, appointed, or elected, by the mortgagees of the tolls, rates, and charges leviable by the Commissioners, and to make the necessary provisions for the conduct of such election or appointment.

3. To extend the limits of the Harbour, and to make applicable to the Harbour so extended (hereinafter called "the Harbour") all or certain of the provisions of "The Warkworth Harbour Act, 1847," as amended or altered by the Bill, and to authorise the Commissioners for the time being of the Harbour (herein called "the Commissioners") to levy, take, and recover tolls, rates, and charges within the Harbour as extended.

4. To authorise the Commissioners to construct and maintain wholly in the county of Northumberland and the bed of the German Ocean adjoining that county, the following works, that is to say:—

- (1) An extension seaward, in an easterly direction, of the north pier of the harbour, partly in the township of Amble, in the parish of Warkworth, and partly in the bed of the German Ocean; such extension to commence in the said township and parish, at the eastern extremity of the said north pier, and to terminate below low-water mark, at a point about 320 yards from the eastern extremity of the said north pier, measuring along the line of the said extension.
- (2) A new pier or breakwater, partly in the said township of Amble, in the parish of Warkworth, and partly in the bed of the German Ocean, to commence in that township and parish at a point near high-water mark of ordinary spring tides, about 277 yards from the centre of the lighthouse on the present south pier of the harbour—measuring in a south-south-easterly direction—and to terminate beyond low-water mark, at a point about 460 yards—measuring in a north-easterly direction along the line of the said new pier or breakwater—from its point of commencement.
- (3) A cut or channel, partly in the said township and parish, and partly in the bed of the German Ocean, to commence in that township and parish at a point in the bed of the river Coquet, about 50 yards—measuring in a north-easterly direction—from the northern extremity of the coal staith belonging to the Radcliffe Coal Company, and to terminate beyond low-water mark, at a point about 310 yards—measuring in an easterly direction—from the eastern extremity of the present north pier of the Harbour.
- (4) All proper embankments, piling, walls, piers, groyne, jetties, dolphins, moorings, buoys, beacons, quays, wharves, landing-stages, tramways, staiths, drops, cranes, lifts, machinery, apparatus, and appliances.
5. To empower the Commissioners to dredge, scour, deepen, preserve, and improve the Harbour, and the appurtenances and conveniences thereof, and to provide and maintain all necessary

dredging and other machines, engines, barges, and craft necessary for the purpose.

6. To authorise the Commissioners to reclaim the whole or any part of any lands or foreshore in the said parish of Warkworth, now vested in or to be acquired by them under the powers of the Bill.

To authorise the Commissioners to acquire, compulsorily or by agreement, lands, buildings, foreshore, easements, and hereditaments for all or any of the purposes of the Bill, and to constitute the same a part of the Harbour, and to divert, stop up, and extinguish the rights of way over any roads or footpaths thereover, and to vest in the Commissioners the site and soil of the portions diverted or stopped up, and particularly (in addition to the lands to be acquired for the works hereinbefore mentioned) so to acquire certain lands, foreshore, and buildings, bounded on the north-west by lands belonging or reputed to belong to the Commissioners, on the north and east by low-water mark of ordinary spring tides, and on the south by Amble Links.

8. To authorise the Commissioners to sell, let, lease, exchange, or otherwise dispose of lands and foreshore acquired by them, or reclaimed by reason of the works authorised by the said Act, or executed under the powers of the intended Bill.

9. To enable the Commissioners to erect, construct, and maintain warehouses, sheds, dry or graving docks, patent or other slips for the repair of vessels (and to sink wells and bore for water for the supply of vessels) and the use of the Harbour, and to erect pumping engines and other necessary machinery and apparatus, and to supply water and make and recover proper charges and remuneration therefor.

10. To authorise the Commissioners to generate and store electricity for purposes of light, heat, and motive power, and to supply the same, and to manufacture, hire, sell, and let machinery and apparatus for those purposes, and to make and recover charges and remuneration therefor.

11. To constitute the Commissioners a pilotage authority, and to empower them from time to time to make bye-laws, rules, and regulations for the regulation, management, preservation, and improvement of the Harbour, and the navigation thereof, and for the licensing and regulation of pilots, stevedores, coal-trimmers, and other persons, and of tug-boats and their masters, and to prohibit all unlicensed persons exercising those callings.

12. To alter the tolls, rates, and charges now leviable in respect of the Harbour, and to authorise the Commissioners to levy new and additional tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

13. To extend the powers for the recovery of tolls, rates, and charges.

14. To define the debt of the existing Commissioners, to provide for the payment of any arrears of interest, or for the capitalising thereof, and to define the priorities of any existing or future debts of the Commissioners.

15. To enable the Commissioners, for the purposes of the Bill, to borrow and re-borrow money on the credit of their tolls, rates, and duties, and other their revenues and property, and to grant mortgages, debentures, and annuities (perpetual or otherwise) and to create debenture stock; and to enable the Commissioners and all companies, authorities, bodies, and persons whose co-operation may be expedient for the purpose, to enter into and fulfil contracts and agreements for and in relation to any matter of the Bill, or

tending to promote the interests of the Harbour, and to confirm any such contract entered into heretofore or during the progress of the Bill.

16. The Bill will vary and extinguish all rights and privileges which will or may interfere with any of its objects, and will confer other rights and privileges, and will or may incorporate with itself, with or without alteration, all or such of the powers and provisions as may be thought expedient of the Lands Clauses 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 the Commissioners Clauses Act, 1847; and will alter, amend, and extend, and, so far as may be necessary, repeal the powers and provisions of the Warkworth Harbour Act, 1847, and the Warkworth Dock Act, 1851, and any other Act relating directly or indirectly to the Commissioners or to the Warkworth Dock Company.

17. Duplicate plans and sections, showing the lines, situations, and levels of the proposed 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 taken compulsorily 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, 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 Northumberland, at his office at Newcastle-upon-Tyne, and with the parish clerk of the parish of Warkworth, at his residence.

18. 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 12th day of November, 1883.

George Armstrong and Sons, Newcastle-upon-Tyne, Solicitors.

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

In Parliament.—Session 1884.

Northampton Water.

(New Works; Diversion of Streams; Compensation to Persons injuriously affected; Breaking up Roads; Purchase of Lands and Easements compulsorily and by agreement; Application of Capital; Additional Share and Loan Capital; Alteration of Rates and Charges; Meter Charges; Defining "Annual Value" and "Dwelling-house;" Repeal and Amendment of Acts.)

NOTICE is hereby given, that the Northampton Water Works Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following or some of the following among other purposes (that is to say):—

1. To authorise the Company to make and maintain, wholly in the county of Northampton, the following works, or such of them, or such part or parts thereof respectively, as the Bill may define, that is to say:

No. 1. A reservoir (to be called the Ravensthorpe Reservoir) wholly situate in the parishes of Ravensthorpe and Guilsborough, or one of them, to be formed by means of an embankment across the valley of the brook variously described or known as the Coton Brook, Ravensthorpe Brook, and Teeton Brook, in the parish of Ravensthorpe, at a distance of 9 chains or thereabouts

measured in a north-westerly direction from the bridge carrying the public road leading from the village of Ravensthorpe to the village of Teeton over the said brook, and to extend from the said embankment in a north-westerly direction to a point at, in, or near Coton Mill, in the parish of Ravensthorpe.

No. 2. A diversion, wholly in the said parish of Ravensthorpe, of the road leading from the village of Ravensthorpe to the village of Guilsborough, by way of Coton, commencing at a point 6 chains or thereabouts measured along such road in a south-westerly direction from the bridge carrying the said road over the said brook, and terminating at a point 14 chains or thereabouts measured along such road in a northerly direction from the last-mentioned bridge.

No. 3. A diversion of the road leading from the last-mentioned road to the village of Hollowell, commencing in the parish of Ravensthorpe by a junction with the lastly described intended diversion of road, at a point therein 7 chains or thereabouts measured in a northerly direction from the bridge carrying the road from Ravensthorpe to Guilsborough over the said brook, and terminating in the said parish of Guilsborough, in the said road leading to the village of Hollowell, at a point 7 chains or thereabouts measured thereon in a north-easterly direction from the south-western end thereof.

No. 4. A line of pipes commencing in the said parish of Ravensthorpe, at or in the intended Ravensthorpe Reservoir, and at or near a point where the embankment of such reservoir crosses the said brook, and terminating in the parish of St. Giles (Northampton) by a junction with the existing pipes of the Company at or near the northern side of an existing covered service reservoir of the Company, commonly called the Kettering Road Reservoir, which line of pipes is intended to be made, or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say—Ravensthorpe, Guilsborough, Holdenby, Spratton, Church Brampton, Chapel Brampton, Pitsford, Boughton, Kingsthorpe, Moulton, Abington, St. Sepulchre (Northampton), St. Giles (Northampton), the Priory of St. Andrew or Town Part (Northampton), or some of them.

All such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, sluices, by-washes, weirs, gauges, reservoirs, wells, water towers, filter beds, tanks, banks, walls, approaches, engines, machinery and appliances as may be necessary or convenient in connection with the before-mentioned works or any of them.

2. To enable the Company to deviate from the lines and levels of the proposed works to any extent defined by the Bill.

3. To enable the Company, but subject to the provisions of the Bill, and except as will be therein expressed and excepted, to collect, impound, take, use, divert and appropriate for the purposes of the said proposed new works and of their undertaking, all such streams and waters as will or may be intercepted by the proposed works, or as may be found under any of the lands now or hereafter belonging to the Company, or over or in respect of which they have or may acquire easements, and especially the following springs, streams and waters:—The waters of the brook known as Coton Brook, Ravensthorpe Brook and Teeton Brook, which waters flow directly or derivatively into the

River Nene, and the Nene Navigation, the Grand Junction Canal, the Broadwater, the Old River Nene, also through Standground Sluice into the several cuts, channels and dykes in the Middle Level District and in the Walsersley Drainage District, and in the District of the Commissioners of Sewers for the Hundred of Wisbeach, and parts adjacent respectively supplied through that sluice, or otherwise, also into the Middle Level Drain, the River Ouse, the Eau Brink Cut, also into Mortons Leam, and into the cuts, channels and dykes in the Washlands supplied thereby, or otherwise, also through the Dog and Doublet Sluice into the Thorney River, and into the cuts, channels and dykes in the North Level and in the Wisbeach North Side Drainage District, and in the Leverington and Parson Drove District, and in the District of the Commissioners of Sewers for the Hundred of Wisbeach and parts adjacent respectively supplied thereby, or otherwise, and thence into the River Nene.

4. To authorise the Company to lay down and maintain pipes and apparatus in, over, under and across, and for that purpose to break up, alter, divert, stop up, and interfere, permanently or temporarily, with public and private streets, roads, lanes, footways, thoroughfares, rivers, water-courses, streams, railways, tramways, sewers, drains, pipes, and telegraph, telephone, and other electric apparatus.

5. To alter the rates, rents, and charges chargeable by the Company for supplies of water for domestic use, and for supplies of water by meter.

6. To define the meaning of the terms "annual value," and "dwelling-house," where used in any Act or relating to the Company.

7. To make further provision with respect to the recovery of charges for meters, apparatus and fittings supplied by the Company.

8. To enable the Company to acquire compulsorily and by agreement, and to hold lands, buildings, easements, waters and property for the purposes of the Bill and of their undertaking, and to extinguish all manorial, commonable and other rights over any such lands, buildings and property.

9. To authorise the Company to sell, demise, or otherwise dispose of any lands not required for the purposes of their undertaking.

10. To enable the Company to apply their existing funds and any moneys which they have still power to raise to the purposes or any of the purposes of the Bill; and for the same purposes and for 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.

11. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill, and will confer upon the Company all such other rights and privileges as may be necessary for any purposes of the Bill, and will, so far as may be deemed necessary, amend, enlarge, and repeal the powers and provisions of "The Northampton Water Works Act, 1861," "The Northampton Water Works Act, 1882," and any other Act relating directly or indirectly to the Company.

12. The Bill will incorporate with itself, with or without variation, the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Waterworks Clauses Acts, 1847

and 1863," and also such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

13. Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses and other property in or through which they will be made, and also duplicate plans showing the lands, houses, and property intended to be taken compulsorily under the powers of the Bill, together with a Book of Reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this Notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Northampton at his office at Northampton; 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 case of any extra-parochial place with the Clerk of some parish immediately adjoining such extra-parochial place, at his place of abode; and on or before the same day, a copy of so much of the said plans and sections as relates to the district of any Urban Sanitary Authority in or through which the work is intended to be made, or in which any lands or houses intended to be taken are situate, together with a copy of so much of the Book of Reference as relates to that district, and also a copy of this Notice, will be deposited with the Clerk of that Sanitary Authority, at his office.

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, 1883.

Becke and Green, Solicitors, Northampton.

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

In Parliament.—Session 1884.

Taff Vale Railway.

(Construction of Railway; Stopping-up of Roads; Additional Lands; Additional Capital; Amendment of Acts).

NOTICE is hereby given, that the Taff Vale Railway Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing session for an Act for the following purposes, or some or one of them, that is to say:—

To empower the Company to make and maintain the railway following, with all proper stations, sidings, junctions, approaches, works, and conveniences connected therewith, all in the county of Glamorgan, that is to say:—

A railway to be situate in the parishes of St. Mary and St. John the Baptist, in the borough of Cardiff, commencing by a junction with the Company's East Braich Railway, at a point about 4 chains, measured along that branch railway in a south-easterly direction, from the bridge on that branch railway over the Great Western Railway, and terminating by a junction with the Company's main line of railway at a point about 2 chains, measured along the said railway in a southerly direction, from the bridge known as Minnits Field Bridge, carrying the said main line of railway over the road between St. Andrew's-place and Salisbury-road.

To empower the Company to stop up and discontinue in the parish of St. John the Baptist, in the borough of Cardiff, in the county of Glamorgan, and to extinguish all rights of way over so much of the occupation road and footpath, which cross the Company's main line of railway on the level at or near the old Militia Depot at Blackweir, as lies between the boundaries of the Company's property.

To empower the Company to acquire, by compulsion or agreement, and to hold lands, houses, or buildings, for the purposes of the intended railway and works, and also for the general purposes of their undertaking, the lands, houses, and buildings hereinafter described or referred to, or some or one of them, all in the county of Glamorgan, that is to say:—

In the parish of Llantwit Fardre:

On the eastern side of the Company's main line, of railway, and adjoining thereto, and extending from a point 220 yards or thereabouts in a south-easterly direction from the mile-post on that railway denoting 10½ miles from the terminus of the said railway at Cardiff, to a point 110 yards or thereabouts in a north-westerly direction from the mile-post on the said railway denoting 11½ miles from the said terminus.

In the parish of Llanwunno:

On the western side of the Company's Rhondda Fach Branch Railway, and adjoining thereto, and extending from a point 260 yards or thereabouts in a northerly direction from the mile-post on that branch railway denoting 20½ miles from the terminus of the Taff Vale Railway at Cardiff, to a point 340 yards or thereabouts in a south-easterly direction from the mile-post on the said branch railway denoting 21 miles from the said terminus.

In the parishes of Llanwunno and Llantrissant:

On the southern side of the Company's Rhondda Fawr Branch Railway, and adjoining thereto and extending from a point 120 yards or thereabouts in a westerly direction from the mile-post on that branch railway denoting 14½ miles from the terminus of the Taff Vale Railway at Cardiff, to a point 30 yards or thereabouts in an easterly direction from the mile-post on that branch railway denoting 15 miles from the said terminus.

On the northern side of the Company's Rhondda Fawr Branch Railway, and adjoining thereto and extending from a point 165 yards or thereabouts in an easterly direction from the mile-post on that branch railway denoting 15 miles from the terminus of the Taff Vale Railway at Cardiff, to a point 30 yards or thereabouts in an easterly direction from the same mile-post.

To empower the Company to cross stop up, alter, or divert, either temporarily or permanently, railways, tramways, turnpike and other roads, streets, canals, drains, sewers, pipes, and watercourses, which it may be necessary or convenient to cross, stop up, alter, or divert, in executing the several purposes of the intended Act, and to deviate from the lines of railway, both laterally and vertically.

To vary and extinguish all existing rights, and privileges, connected with the lands, houses, and buildings proposed to be purchased or taken, and to empower the Company to purchase a part only of any property, without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To empower the Company, to levy, demand, and recover tolls, rates, and charges in respect of the said intended railway, 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 intended Act, or some of them, and for other purposes connected with their undertaking, 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 on mortgage, or bond, or by any such means, and also to apply to those purposes, or some of them, any capital or funds belonging to the Company.

To vary or extinguish all existing rights and privileges which would in any manner impede or interfere with the objects or purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To alter, amend, extend, or repeal, so far as may be necessary for the purposes of the intended Act, some or any of the provisions of the Act local and personal 6 Will. IV, cap. 82, and any other Act or Acts relating to the Company.

And notice is hereby further given, that on or before the 30th day of November, 1883, plans and sections relating to the intended railway and works; and the lands intended to be taken, of the book of reference to such plans, and an ordnance map with the line of the intended 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 Glamorgan, at his office in 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 said intended railway and works will be made or pass, and within which the said lands are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of such parish, at his residence.

And notice is hereby further given, that on or before the 21st December, 1883, 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, 1883.

Ingledeu, Ince and Vachell, Cardiff, Solicitors for the Bill.

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

Board of Trade—Session 1884.

The Colwyn Bay and District Gas and Lighting Company, Limited.

(Application for Provisional Order for Powers to construct and maintain Gas Works within the Parishes of Eirias, in the County of Carnarvon, and Llandrillo-yn-Rhos, in the County of Denbigh, and to supply Gas within the said Parishes of Eirias and Llandrillo-yn-Rhos, to Lay Mains and Pipes, Break up Streets, Levy Rates and Charges, Incorporate Acts, and other purposes.)

NOTICE is hereby given, that the Colwyn Bay and District Gas and Lighting Company, Limited, hereinafter referred to as the Company, are about to apply to the Board of Trade, under "The Gas and Water Facilities Act, 1870," for a Provisional Order to be confirmed by Parliament in the ensuing Session, for all or some of the following purposes (that is to say):—

1. To authorise the Company on the following

lands shown on the map hereinafter referred to, or any part or parts thereof (that is to say):—

A field or piece of land situate in the said parish of Llandrillo-yn-Rhos, being part of the Glanywern Farm, containing by admeasurement two acres of statute measure, little more or less, bounded on the north by the London and North-Western Railway, on the south by the highway leading from Colwyn Bay to Conway, on the east by a road leading from the said highway to Plas Newydd Farm, and on the west by other portion of the said Glanywern Farm, to construct and maintain, and, from time to time, alter, extend, enlarge, and renew or discontinue, gas works and houses, offices, buildings, and works connected therewith, and buildings and works for the conversion, manufacture, utilisation and distribution of materials used in and about the manufacture of gas, and of residual and manufactured products, matters and things, and to enable them to manufacture and store and sell gas, and to manufacture, store, convert, utilise, buy, sell, and dispose of coal, coke, tar, ammoniacal liquor, oil, and other residual and manufactured products, matters and things, and to confer upon the Company all needful powers for lighting with gas the said parishes of Eirias and Llandrillo-yn-Rhos, or some or one of them, or some part or parts thereof respectively.

2. To enable the Company, for the purposes of their undertaking, to acquire and hold lands and hereditaments, and from time to time to sell and dispose thereof, and to acquire and hold patent rights and licences, to exercise and use such rights, and to enable the Company to carry on the business usually carried on by Gas Companies, and to lay down and maintain mains and pipes in, through, across, along, under, or over, and to break up or interfere with, as the case may require, streets, public and private roads and footpaths, railways and tramways, rivers, canals, sewers, drains, tunnels, waters, bridges, and other passages and places within the limits of the Order, and also to interfere with and remove any sewers, drains, pipes, and telegraph apparatus in, over, or under the same respectively.

3. To empower the Company to manufacture, purchase, or hire gas meters, fittings, tubes, pipes, and other gas apparatus, and to sell and let the same, and to charge and recover rents and charges for the sale and supply of gas, gas fittings, meters, and apparatus.

4. To authorise the Company and any Corporation, public body, and sanitary or local body within the said limits, to make and carry into effect contracts and agreements for lighting and for supplying all things, and performing all acts incidental to lighting streets, roads, places, or buildings within such limits, upon such terms and conditions as they shall respectively agree upon; and, if necessary, to enable such Corporation, body, and authority, for the purposes aforesaid, to apply any funds belonging to them respectively or under their control, and to raise moneys by rates and by borrowing.

5. To extend to the Company, so far as the same may be applicable and except, so far as the same may be specially varied by the said Order, all or some of the Provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869 (except such provisions of those Acts as relate to the compulsory purchase of lands), the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871, and, if need be, for the purposes aforesaid to alter and vary the

memorandum and articles of association of the Company.

6. On or before the 30th day of November instant, a map showing the lands to be used and proposed to be used for the manufacture of gas and residual products, and a plan of the proposed works, and a copy of this advertisement will be deposited in the office of the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon, in the said county; and with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin, in the said county; and at the office of the Board of Trade, Whitehall, London; and at the Private Bill Office of the House of Commons, and Parliament Office of the House of Lords.

7. And Notice is hereby further given, that on and after the 23rd day of December next printed copies of the proposed Provisional Order, and printed copies of the Provisional Order when made, will be furnished to all persons applying for the same, at the price of one shilling each, at the offices of Mr. William Jones, solicitor, Conway, in the county of Carnarvon; and of Messrs. Munns and Longden, 8, Old Jewry, in the City of London.

8. And Notice is also given, that all persons desirous of making any representation to the Board of Trade, or of bringing before that Board any objections respecting the said intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January next, and that copies of such objections must at the same time be also sent to the Secretary or the Solicitor of the Company.

Dated this 15th day of November, 1883.

William Jones, Solicitor to the Company.
Munns and Longden, 8, Old Jewry, London, E.C., Parliamentary Agents.

Board of Trade—Session 1884.

Bootle-cum-Linacre Corporation.

Tramways.

(Construction of Tramways in the Borough of Bootle-cum-Linacre and Parish of Sefton, in the County of Lancaster; Extension of Time or Revival of Powers for Construction of Authorised Tramways; Authorisation of Double in place of Single Lines; Tolls; Use of Steam; Borrowing Powers; Amendment of Acts and Orders).

NOTICE is hereby given, that the mayor, aldermen, and burgesses of the borough of Bootle-cum-Linacre, in the county of Lancaster (hereinafter referred to as the Promoters and the Borough respectively) intend on or before the 22nd December next to apply to the Board of Trade for a Provisional Order under The Tramways Act, 1870, for all or some of the following objects or purposes:—

To authorise the Promoters to make, form, lay down, and maintain with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith, the tramways hereinafter described, or some of them, that is to say:—

Tramway No. 1.—Partly in double and partly in single line, commencing in Rimrose-road, in the borough, by a junction with the Promoters' existing tramway at a point 0·57 chains south-east of the termination therein of such existing tramway, thence passing into and along a proposed new road in course of formation called Knowsley-road; thence along a proposed new road in course of formation called Hornby-road; thence along a road or proposed new road called Lydiate-lane; thence into and terminating in Stanley-road by a junction with the Promoters' existing tramway

at a point 0.30 chains south of the junction of Lydiate-lane with that road.

The double and single portions of which tramway are as follows:—

(1a.) A single line commencing at the commencement of Tramway No. 1, and terminating in Knowsley-road at a point 2.12 chains west of the junction of Addison-street with that road.

(1b.) A double line commencing at the termination of the last portion, and terminating in Knowsley-road at a point 0.85 chains east of the junction of Addison-street with that road.

(1c.) A single line commencing at the termination of the last portion, and terminating in Knowsley-road at a point 1 chain east of the junction of a proposed new street called Dryden-street with that road.

(1d.) A double line commencing at the termination of the last portion, and terminating in Knowsley-road at a point 1.56 chains east of the junction of a proposed new street called Gray-street with that road.

(1e.) A single line commencing at the termination of the last portion, and terminating in Knowsley-road at a point 2.34 chains east of the junction of a proposed new road called Salisbury-road with Knowsley-road.

(1f.) A double line commencing at the termination of the last portion, and terminating in Hornby-road, at a point 5.37 chains north-west of the junction of the proposed new portion of Lydiate-lane with that road.

(1g.) A single line commencing at the termination of the last portion, and terminating in Lydiate-lane at a point 7.72 chains west of the junction of Stanley-road with that lane.

(1h.) A double line commencing at the termination of the last portion, and terminating in

Lydiate-lane at a point 4.72 chains west of the junction of Stanley-road with that lane.

(1i.) A single line commencing at the termination of the last portion, and terminating in Stanley-road by a junction with the Promoters' existing tramway at a point 0.30 chains south of the junction of Lydiate-lane with that road.

Tramway No. 1 will be situate partly in the borough and partly in the township of Litherland, in the parish of Sefton, all in the county of Lancaster.

Tramway No. 2.—Wholly in the borough, commencing in Stanley-road by a junction with the Promoters' existing tramway at a point 0.50 chains south of the junction of Lydiate-lane with that road, thence passing along and terminating in Stanley-road, at the boundary of the said borough and the said township of Litherland.

Tramway No. 2 will be single, except in the following place, where it will be double, namely, between a point 1.97 chains south of the termination and the point of termination.

Tramway No. 3.—A single line, wholly in the borough, commencing in Lydiate-lane by a junction with the intended Tramway No. 1 at a point 0.45 chains west of the junction of that lane with Stanley-road, and terminating in Stanley-road by a junction with the intended Tramway No. 2, at a point 0.48 chains north of the said junction of Lydiate-lane with Stanley-road.

The tramways are intended to be constructed on a gauge of 4 feet 8½ inches, and it is not proposed to run thereon carriages or trucks adapted for use upon railways; and it is not proposed to lay down any tramway so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the street and the nearest rail of the tramway, except in the following instances:—

| Tramway. | Name of Road or Lane. | On which side of Road or Lane. | Narrow Places. |
|----------|--|--------------------------------|--|
| No. 1 | Knowsley-road | North | Between two points, respectively 63 and 129 yards west of the junction with Byron-street. |
| No. 1 | Knowsley-road | South | Between two points respectively 22 yards and 88 yards east of the junction with Dryden-street. |
| No. 1 | Lydiate-lane | North and South | Between two points respectively 6 yards and 193 yards west of the junction with Stanley-road. |
| No. 2 | Stanley-road | East and West | Between a point 26 yards north of the junction of Lydiate-lane and the termination of the tramway. |
| No. 3 | Partly in Stanley-road and partly in Lydiate-lane. | North | Between its junction with Tramway No. 1 and the termination of the tramway. |

To provide that the times limited by The Tramways Act, 1870, for the commencement and completion of tramways, shall, with respect to tramways to be laid down in new or incomplete streets, be reckoned from the respective dates at which the same shall become highways repairable by the inhabitants at large, and with respect to Tramway No. 2, from the widening of Stanley-road to 40 feet between the kerbs.

In relation to Tramways No. 1 and No. 4 of the Order of 1881, to legalise or confirm the laying down and maintenance of double lines of tramway in lieu of single lines in the portions of Tramway No. 1 described in the Order as 1b, 1d, 1f, and 1h, and in the whole of Tramway No. 4.

To authorise the Promoters to borrow money as well for the tramways and works authorised by the Order of 1881, as for the tramways and works now proposed to be authorised.

The intended Provisional Order will incorporate with itself the whole or some of the provisions of The Tramways Act, 1870, with such alterations and amendments thereof as may be deemed expedient, and will enable the Promoters to exercise the powers granted by that Act to parties who are therein called Promoters, as well as the powers hereinafter mentioned, that is to say:—

Power for the Promoters to make junctions and connections of the proposed tramways with any

tramways for the time being belonging to, or worked, or run over by the Promoters, or their lessees or licencees.

To enable the Promoters for all or any of the purposes of their tramway undertaking to purchase or acquire lands by agreement, or to purchase or take easements over lands, and to erect buildings and conveniences on such lands.

To enable the Promoters when by reason of the execution of any work affecting the surface or soil of any street, road, or highway or otherwise, it is necessary or expedient to remove or discontinue the use of any tramways, or any part thereof respectively, from time to time to make and lay down in the same or any adjacent or convenient street, road, or other highway in the borough, 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 empower the Promoters from time to time to lay down, make, maintain, alter, and remove all such crossings, passing-places, sidings, junctions, curves, turn-outs, and other works, in addition to those hereinbefore particularly specified, as may from time to time be necessary, or convenient to the efficient working of the tramways or any of them, or for facilitating the traffic of the streets in which the same are laid, or for providing access to any stables, or carriage sheds, or works of the Promoters, or their lessees or licencees. And also to empower the Promoters to substitute double line or lines for single line or lines.

To authorise the use on the proposed and authorised tramways, or any of them, or any part or parts thereof, respectively, of carriages, and engines moved by steam, or other mechanical, or other power.

To authorise the Promoters their lessees, and others, to pass over and use with their carriages and servants any tramway communicating either directly or indirectly with any of the Promoters' intended tramways, and to fix the tolls, and charges to be paid in respect thereof, or otherwise to provide for the same, and to confirm and carry into effect any agreements made before the granting of the Provisional Order relating to such user, tolls, and charges.

To authorise and empower the Promoters and the local or sanitary authority of any adjoining or neighbouring district, and any tramway, omnibus, gas, water, or other company, or any Dock or Harbour Board, or any of them, to enter into and carry into effect agreements with reference to the construction, working, using, maintenance, leasing, and management of the said tramways, or any of them, or any part thereof, the forwarding and interchange of carriages, traffic at junctions, the appointment, removal, and payment of officers and servants, and the fixing, collection, division, apportionment, and appropriation of tolls, rates, and charges, or to any other matters connected with the said tramways, or incidental thereto; and to confirm any such agreement entered into prior to the confirmation of the intended Provisional Order.

To authorise the Promoters to grant leases of the proposed and authorised tramways, or any of them, or any part or parts thereof, and to alter or vary any existing lease, or agreement for a lease, of the authorised tramways, and to reserve in any lease the right for the Promoters and any other local authority or local authorities to use the same for conveyance, for sanitary purposes, and to make provisions in such leases for the running of workmen's carriages at reduced fares.

To authorise the levying of tolls, rates, and

charges for the use of the proposed tramways, either apart from, or in connection with the Promoters' existing or authorised tramways.

To confer on the Promoters all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the intended Order; and to vary or extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects.

To alter or amend the provisions of the Tramways Act, 1870, the Order of 1881, or any other Order or confirming Act made thereunder.

And notice is hereby further given that plans and sections of the proposed tramways, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November, 1883, be deposited at the office of the Clerk of the Peace for the county palatine of Lancaster, at Preston, at the office of the Clerk of the Parliaments House of Lords, at the Private Bill Office of the House of Commons, at the office of the Board of Trade, Whitehall, at the office of the Town Clerk of the Borough, at the office of the Clerk of the Local Board of Waterloo-with-Seaforth, in the said county, and with the parish clerks of Walton-on-the-Hill and Sefton, in the said county, at their respective residences.

And notice is hereby further given that the draft of the proposed Provisional Order will be deposited at the office of the Board of Trade aforesaid on or before the 22nd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Order when made, can be obtained at the office of the town clerk of the borough, and of Messrs. Sharpe, Parkers, Pritchard and Sharpe, 9, Bridge-street, Westminster, on payment 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 the said 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 next, and copies of their objections must at the same time be sent to the Promoters. In forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 16th day of November, 1883.

J. H. Farmer, Town Clerk;

Sharpe, Parkers, Pritchard and Sharpe,
9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Littlehampton (Direct) Railway.

(Incorporation of Company; Construction of Railways; Working and Traffic Arrangements with London Brighton and South Coast Railway Company; Running Powers over Portions of London Brighton and South Coast Railway; Provisions as to the Littlehampton Harbour Commissioners; Amendment and Incorporation of Acts; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company (hereinafter called "the Company") for making and maintaining in the county of Sussex the railways hereinafter mentioned, or one of them, together with all necessary stations, sidings, works, and conveniences connected therewith, that is to say:—

Railway No. 1.—A railway commencing in the parish of Loominster by a junction with

the London Brighton and South Coast Railway Company (hereinafter called "the Brighton Company"), at a point 2 chains or thereabouts, measured in a south-westerly direction, from a certain boundary post marking the division of the parishes of Leominster and Rustington (detached), and terminating in the aforesaid parish of Leominster by a junction with the Littlehampton branch of the Brighton Company, at a point 25 chains or thereabouts, measured in a south-easterly direction, from a certain mile-post on the said railway indicating 61 miles from London, and which said Railway No. 1 will be wholly situated in the said parish of Leominster.

Railway No. 2.—A railway commencing in the said parish of Leominster by a junction with the said Littlehampton Branch Railway, at a point about 46 chains or thereabouts, measured in a south-easterly direction, from a certain mile-post on the said Littlehampton Branch Railway indicating 61 miles from London, and terminating in the parish of Rustington by a junction with the London Brighton and South Coast Railway, at a point 2 chains or thereabouts, measured in a westerly direction, from the boundary post at the Angmering Station, which post marks the division of the parishes of Rustington and Angmering, which said Railway No. 2 will be situated in the parishes of Leominster, Littlehampton, and Rustington.

To enable the Company and all other companies lawfully using the intended railways, to run over, work, and use with their engines, carriages, and wagons, and their officers and servants, the following railways of the Brighton Company, that is to say:—

So much of the railway of the Brighton Company as lies between the commencement of the proposed Railway No. 1, and the Arundel Station of the Brighton Company.

So much of the railway of the Brighton Company as lies between the termination of the proposed Railway No. 1 and the Littlehampton Station of the Brighton Company.

So much of the railway of the Brighton Company as lies between the Littlehampton and the Ford Stations of that Company.

So much of the railway of the Brighton Company as lies between the termination of the proposed Railway No. 2 and the Angmering Station of the Brighton Company.

And it is intended to take powers to run over, work, and use the Arundel, Littlehampton, Ford, and Angmering Stations of the Brighton Company, and all stations, sidings, offices, watering-places, and conveniences connected with the said portions of railways intended to be run over and used, and to regulate and determine by the said Act, or by agreement, arbitration, or otherwise, the tolls, rates, and duties to be payable in respect of such running powers and users, and, if necessary, to alter the tolls, rates, and duties now leviable on the said portions of railways and stations intended to be run over and used, and to enable the Company to levy tolls, rates, and charges on the said portion of railways and stations intended to be run over and used.

And to confer on the Company the following powers:—

To deviate in the construction of the said intended railways from the lines 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, and streams, within the aforesaid parishes, or any of them, as may be necessary so to do, by reason or for the purposes of the said intended railways 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 purpose of the said intended railways 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 railways 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 empower the Brighton Company 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 railways 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 either 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 Act 9 and 10 Vic., cap. 283, and any other Acts relating to the Brighton Company; and the Acts following, viz.: 6 Geo. II., cap. 12; 33 Geo. III., cap. 100; and the 6 Geo. IV., cap. 170, relating to the harbour of Littlehampton, called Arundel Port, and to restrict the powers conferred by the said Acts as to making roads and works, so far as they might affect the proposed railways and works.

And notice is hereby further given, that duplicate plans and sections of the said intended

railways 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 railways, 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 so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended railways 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 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 13th day of November, 1883.

G. J. Parson, 432, Strand, W.C., Solicitor for the Bill.

Holmes, Anton, and Greig, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Aldershot, Farnham, and Petersfield Railway.

(Incorporation of Company; Construction of Railways between Farnham and Petersfield; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Running Powers and Traffic Facilities; 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 all, or some of the following purposes, viz.:—

To incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the railways hereinafter described, or one 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 Farnham, in the county of Surrey, by a junction with the up line of the Guildford and Alton branch of the London and South Western Railway Company, at a point 203 yards or thereabouts measured in

a south-westerly direction along the said up line of railway from the centre of the level crossing at Farnham Station; and terminating in the parish of Binsted, in the county of Southampton, 3 yards or thereabouts north-west of the northern rail of the said Guildford and Alton Branch Railway, at a point 220 yards or thereabouts measured in a north-easterly direction along the said branch railway from the north-eastern end of the up platform at Bentley Station.

2. A Railway, No. 2, commencing at or near the termination of the intended Railway No. 1 before described, by a junction therewith, and also by a junction with the said Guildford and Alton Branch Railway, and terminating in the parish of Liss, in the county of Southampton, by a junction with the Portsmouth Direct branch of the London and South Western Railway at a point 450 yards or thereabouts measured in a north-easterly direction along that branch railway from the centre of the level crossing at Liss Station.

The intended railways before described, and works connected therewith, will pass from, in, through, or into the parishes, townships, and places of Farnham and Wrecclesham, in the county of Surrey, and Binsted, Bentley, Kingsley, Selborne, Greatham, and Liss in the county of Southampton.

To authorise the Company to deviate from the lines and levels of the intended railways and works as shown on the plans and sections hereinafter mentioned to such extent as may be authorised or prescribed by the Bill.

To empower the Company to cross, stop up, alter, or divert, temporarily or permanently, railways, tramways, canals, towing-paths, rivers, streams, water-courses, turnpike and other roads, streets, highways, footpaths, bridges, sewers, drains, gas, water, and other pipes, telegraph apparatus, and other works and appliances within the before-mentioned parishes, townships, and places, or any of them, so far as may be necessary or expedient in constructing, maintaining, or using the intended railways and works.

To authorise the Company to purchase and take by compulsion, and also by agreement, for the purposes of the intended railways and works, lands, houses, and hereditaments, and any estates, rights, interests, or easements in, over, or affecting the same; to alter, vary, or extinguish any rights or privileges connected with such lands, houses, and hereditaments, and to confer other rights and privileges.

To purchase and 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 the particulars:

| Works for which the lands will be taken. | Name by which the lands are known. | Where the lands are situate. | Estimated quantity included within limits of deviation. | Estimated quantity to be taken. |
|--|------------------------------------|-----------------------------------|---|---------------------------------|
| Railway No. 2 | Shortheath Common | Parishes of Kingsley and Selborne | 3 acres and 20 perches | 1 rood and 12 perches |

To authorise the Company to demand, take, and recover tolls, fares, rates, and charges upon or in respect of the intended railway and works, and the conveyance of traffic thereon; and also upon or in respect of the portions of railway, stations, and works hereinafter mentioned, over which the Company may exercise running

powers; to alter existing tolls, fares, rates, and charges, and to confer exemptions from the payment of tolls, fares, rates, and charges.

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

any shares or stocks of the Company during such time as may be limited by the Bill.

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 over, and use, with engines and carriages, officers and servants, for the purposes of traffic of every description, the portions of railway following (that is to say):—

- (a) So much of the Guildford and Alton branch of the London and South Western Railway as is situate between the commencement of the intended Railway No. 2 and the Aldershot Town Station, including that station.
- (b) So much of the Portsmouth Direct Branch of the London and South Western Railway as is situated between the termination of the intended Railway No. 2 near Liss and Havant, including the stations at Liss and Havant.
- (c) So much of the railway of the London and South Western and London, Brighton, and South Coast Railway Companies, or either of them as extends from the station at Havant to the town and harbour of Portsmouth, including the town and harbour stations at Portsmouth.

Together with all terminal and other stations, platforms, buildings, booking and other offices, warehouses, sheds, approaches, telegraphs, signals, water, watering-places, and engines, engine-sheds, standing room for engines and carriages, sidings, machinery, works, and conveniences of, or connected with, the portions of railway to be used as hereinbefore mentioned, and also to levy tolls, rates, and charges in respect of passengers and other traffic conveyed on the before-mentioned portions of railway, and to alter the tolls, rates, and charges now taken or authorised to be taken thereon respectively.

The Bill will require the London and South Western Railway Company and the London, Brighton, and South Coast Railway Company, respectively, to receive, book through, forward, accommodate, and deliver on and from their railways, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the railway of the Company, wherever that railway forms the shortest or part of the shortest route, upon such terms and conditions as may be agreed upon, or failing agreement, as may be settled by arbitration, or as may be defined by the Bill.

The Bill will enable the Company on the one hand, and the London, and South Western Railway Company, the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, and the Great Western Railway Company, or any one or more of those Companies on the other hand, from time to time to make and carry into effect contracts and agreements with respect to the use, working, management, and maintenance of the intended railways and works, or any part thereof; the supply of engines, carriages, and other rolling stock and plant, and of officers and servants for the purposes of any such contracts or agreements, the regulation, management, interchange, and transmission of traffic passing on to or from the railways of the contracting Companies, the fixing, collecting, payment, division, and appropriation of the tolls and other income, and profits arising from such traffic, the payment of rebates or allowances by one or more of the contracting Companies to any other or others of them.

The Bill will vary and extinguish all existing rights and privileges which would interfere with

its objects, and will incorporate all or some 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 Railway Clauses Act, 1863; and will alter, amend, enlarge, or repeal some of the powers and provisions of the local and personal Acts, 9 and 10 Vic., cap. 233, 23 and 24 Vic., cap. 158, 26 and 27 Vic., cap. 137, and of any other Acts relating to or affecting the London, Brighton, and South Coast Railway Company; 2 and 3 Vic., cap. 28, 7 and 8 Vic., cap. 5, 8 and 9 Vic., caps. 86 and 135, 23 and 24 Vic., cap. 158, 26 and 27 Vic., cap. 90, and of any other Acts relating to or affecting the London and South Western Railway Company; 6 Wm. IV., cap. 75, 26 and 27 Vic., cap. 115, 40 and 41 Vic., cap. 181, and of any other Acts relating to or affecting the South Eastern Railway Company; 5 and 6 Wm. IV., cap. 107, 26 and 27 Vic., caps. 113 and 198; and of any other Acts relating to or affecting the Great Western Railway Company.

Duplicate plans and sections describing the line, situation, and levels of the intended railways and works, and the lands, houses, and other property which may be taken for the purposes thereof, together with a book of reference to the 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 Surrey, at his office at the Sessions House, Newington Causeway, and with the Clerk of the Peace for the county of Southampton, at his office at Winchester; 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, 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 clerk of the immediately adjoining parish, at his residence.

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

Dated this 6th day of November, 1883.

Griffith and Eggar, 20, Abingdon-street, Westminster and Brighton.

Henry Potter, Farnham, Solicitors.

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

In Parliament.—Session 1884.

London Tramways Company (Limited).

(Construction of New Tramways; Conversion of Portions of Existing Single Lines of Tramway in the County of Surrey, into Double Lines; Powers to Purchase and Run Omnibuses, &c.; Amendment or Repeal of Provisions of the London Tramways Company Limited Capital Act, 1880, with respect to Investment of Sinking or Depreciation Fund, and new Provisions with respect thereto; Levying Tolls, &c.; Dissolution and Re-incorporation of Company, and Vesting in new Company the Tramways Undertaking and Works of the Company; Re-arrangement of Capital, and Further Powers with respect thereto; 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 Tramways

"Company" (Limited) (hereinafter called "the Company"), for an Act (hereinafter called "the intended Act") to authorise and effect the objects and purposes hereinafter mentioned, or some of them, that is to say:—

To authorise and empower the Company, or a Company to be incorporated under the intended Act, to make, form, lay down, and maintain the several tramways hereinafter described, or some of such tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences, and where necessary, to alter or remove the existing tramways of the Company, or some portions thereof.

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 (unless otherwise stated) 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 that street.

Tramway No. 1 (double line in place of the existing single line), commencing by a junction with the existing tramways of the Company in Upper Kennington-lane, at a point two and three-quarter chains or thereabouts west of Goding-street, passing through Harleyford-road, Kennington Oval, Harleyford-street, crossing Kennington Park-road, thence passing along Camberwell-new-road, and terminating by a junction with the existing tramways of the Company in Camberwell-new-road at a point 3 chains or thereabouts east of Warner-road.

Tramway No. 2 (double line) commencing by a junction with the existing tramways of the Company in Brixton-road at a point half-a-chain or thereabouts east of the street refuge at the intersection of Brixton-road with Camberwell-new-road, and terminating by a junction with Tramway No. 1 at a point two chains or thereabouts east of the said refuge.

Tramway No. 3 (double line) commencing by a junction with Tramway No. 1 in Upper Kennington-lane, at a point opposite Goding-street, and terminating in Upper Kennington-lane at a point two chains or thereabouts east of Glynn-street.

Tramway No. 4 (single line), commencing at the termination of Tramway No. 3, and terminating in Upper Kennington-lane one and a-half chains or thereabouts west of Vauxhall-street.

Tramway No. 5 (double line), commencing at the termination of Tramway No. 4, crossing Kennington-road, and terminating in Lower Kennington-lane at a point three-quarters of a chain or thereabouts east of Edward-street.

Tramway No. 6 (single line), commencing at the termination of Tramway No. 5, and terminating in Lower Kennington-lane at a point two and a quarter chains or thereabouts west of Chester-street.

Tramway No. 7 (double line), commencing at the termination of Tramway No. 6, and terminating in Lower Kennington-lane at a point opposite Chester-street.

Tramway No. 8 (single line), commencing at the termination of Tramway No. 7, and terminating in Lower Kennington-lane at

a point one and a-quarter chains or thereabouts west of Hurley-road.

Tramway No. 9 (double line), commencing at the termination of Tramway No. 8, and terminating in Lower Kennington-lane, at a point one chain or thereabouts east of Hurley-road.

Tramway No. 10 (single line), commencing at the termination of Tramway No. 9, and terminating in Lower Kennington-lane, at a point six chains or thereabouts east of Renfrew-road.

Tramway No. 11 (double line), commencing at the termination of Tramway No. 10, and terminating by a junction with the existing tramways of the Company in Newington Butts at a point opposite Dante-road.

Tramway No. 12 (single line), commencing by a junction with the southernmost line of the existing tramways of the Company in Westminster-bridge-road, at a point three-quarters of a chain or thereabouts east of Lambeth Palace-road, thence passing along Lambeth Palace-road and Stangate, and terminating in Westminster-bridge-road by a junction with the northernmost line of the existing tramways of the Company at the termination thereof.

Tramway No. 13 (double line), commencing by a junction with the existing tramways of the Company in Brixton-road, at a point half-a-chain or thereabouts north of Horsford-road and terminating in the Brixton-road at a point one and a-half chains or thereabouts north of Endymion-road.

Tramway No. 14 (single line), commencing at the termination of Tramway No. 13 and terminating in the Brixton-road, at a point one-quarter of a chain or thereabouts north of Endymion-road.

The tramways and works hereinbefore described will be situate in or pass through or into the parishes, townships, or places following, or some or one of them, viz.: St. Mary, Lambeth, St. Giles, Camberwell, and St. Mary, Newington, all in the county of Surrey.

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 herein after mentioned, and the nearest rail of the tramway, that is to say:—

In Harleyford-road

On both sides of the road from Upper Kennington-lane to Kennington Oval.

In Harleyford-street

On both sides of the street from Kennington Oval to Kennington Park-road.

In Camberwell-new-road

On both sides of the road from a point two and a-half chains or thereabouts west of Warner-road to the termination of Tramway No. 1.

In Upper Kennington-lane

On both sides of the street, from a point one and a-half chains or thereabouts west of Esher-street, to a point two and a-quarter chains or thereabouts east of Esher-street.

In Lower Kennington-lane

On both sides of the street, from a point two chains or thereabouts west of Chester-street, to a point opposite Chester-street; also from a point two and three-quarter chains or thereabouts east of Reedworth-street, to a point three-quarters of a chain or thereabouts east of Hurley-road; also from a point half-a-chain or thereabouts

west of Renfrew-road, to a point one chain or thereabouts east of Renfrew-road:

In Lambeth Palace-road

On the south-east side of the street, from a point one and a-quarter chains north-east of Stangate-street to a point a-quarter of a chain or thereabouts north-east of Stangate-street.

In Stangate

On the south-west side of the street, from a point three-quarters of a chain or thereabouts north-west of Lambeth Palace-road to a point two chains and three-quarters or thereabouts north-west of Lambeth Palace-road, and on the north-east side of the street from a point three-quarters of a chain north-west of Lambeth Palace-road to a point three and a-quarter chains north-west of Lambeth Palace-road.

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, turnpike-roads, lanes, highways, public roads, ways, footpaths, tramways, rivers, canals, streams, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and telegraph pipes, tubes, wires, and apparatus within all or any of the parishes, extra-parochial and other places mentioned in this notice, for the purposes of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for other the purposes of the intended Act.

To enable the Company for all or any of the purposes of the proposed tramways and works, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands:

To enable the Company to demand, take, and recover tolls, rates, and duties for the use of the proposed tramways and works by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, to alter existing tolls, rates, and duties, and to confer exemptions from the payment of tolls, rates, or duties.

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 proposed 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 proposed tramways, rails, plates, sleepers, or works may be laid.

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

To reserve to the Company the exclusive right of using on the proposed tramways and works, carriages adapted or suitable for running thereon.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the intended Act, the use of the proposed tramways and works by persons or corporations other than the Company, with carriages with flanged wheels, or other wheels, specially or particularly adapted to run on an edged rail, or

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

To empower the Company from time to time to make such crossings and 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 other 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 expedient to remove or discontinue the use of any tramway or works as aforesaid, or any part thereof, to make in the same, or any adjacent street, road, or thoroughfare in any parish or place mentioned in this notice, and maintain, so long as occasion may require, a temporary tramway, or temporary tramways, and works in lieu of a tramway or any part of a tramway or works so removed or discontinued to be used, or intended so to be.

To authorise and empower the Company to build, purchase, hire, provide, work, use, and run omnibuses, coaches, hackney carriages, and other vehicles from, to, and in connection with their tramways, and generally to carry on the business of omnibus, coach, and hackney carriage proprietors, and to levy and recover, tolls, rates, and charges for the use of such omnibuses, coaches, hackney carriages, and other vehicles, and to make such other provisions with respect to the matters aforesaid as the intended Act will define.

To enable the Company and the Metropolitan Board of Works, and any vestry, district board, trustees, 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, deviating, working, and using the proposed tramways and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over, or along the same by means of animal power.

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

To empower the Company to apply to any of the purposes of the intended Act, or of their undertaking, any capital or funds now or here-

after belonging to them, or under their control, or which they have power to raise, and to raise further capital by shares or loans.

To make further provisions with respect to the mode of accumulation and investment of the sinking or depreciation fund of the Company provided for by section 5 of the London Tramways Company (Limited) Capital Act, 1880, and so far as may be necessary for that purpose to amend or repeal the provisions of that Act, or some of them.

If so determined, to dissolve the Company, to cancel or annul their Memorandum and Articles of Association, and so far as may be necessary or expedient, to provide for their winding up. To incorporate into a Company, by the name of the London Tramways Company, or by such other name as may be prescribed by the intended Act, the proprietors of the Company. To vest in the incorporated Company all the tramways undertaking, works, lands, buildings, property, stock, plant, interests, rights, powers, privileges, easements, and agreements of the Company; and to declare, define and regulate the undertaking, capital, and borrowing powers of the incorporated Company; and to make all requisite provisions for the regulation and management of their affairs and proceedings.

The intended Act will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And it is intended, so far as may be necessary, or deemed expedient for the purposes of the intended Act, to repeal, amend, alter, or extend all or some of the provisions of the local and personal Act 36 and 37 Vict., cap. 204, and of all other Acts relating to the Company, and the Memorandum and Articles of Association of the Company.

And notice is hereby further given, that plans and sections of the proposed tramways and works, together with a book of reference to such plans, will be deposited for public inspection, on or before the 30th day of November, 1883, 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 a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes from, in, through, or into which the proposed tramways and works, or any part or parts thereof respectively, will be made or pass or will be situate, will be deposited, on or before the said 30th day of November, for public inspection, as follows:

So far as relates to the parish of St. Mary, Lambeth, with the vestry clerk of that parish, at the Vestry-hall, Kennington; so far as relates to the parish of St. Mary, Newington, with the vestry clerk of that parish, at the Vestry-hall, Walworth-road; and so far as relates to the parish of St. Giles, Camberwell, with the vestry clerk of that parish, at the Vestry-hall, Camberwell. Each such deposit will be accompanied by a copy of this notice as published in the London Gazette.

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, 1883.

Julius O. Jacobs, Solicitor, 85, Blackfriars-road, S.E.

Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Usk and Towy Railway.

(Revival of Powers for Construction of Railway from Sennybridge to Llandovery; Compulsory Purchase of Land; Application of Deposit; Traffic Facilities and Working Arrangements; Running Powers; Additional Capital, and Tolls, &c.; Amendment of Acts.)

NOTICE is hereby given, that the Usk and Towy Railway Company (hereinafter called "the Company") intend to apply to Parliament in the next session for an Act to revive the powers contained in the Usk and Towy Railway Acts 1871 and 1874, and to authorise the Company to make and maintain a railway, with all proper stations, approaches, works, and conveniences connected therewith, commencing in the hamlet of Maescar, in the parish of Defynnock, in the county of Brecon, by a junction with the Neath and Brecon Railway, at a point about 2 yards south of the bridge carrying that railway over the River Senny, thence passing from, in, through, or into the parishes and places of Defynnock, Maescar, Cray, Llywel, Trecastle, Ysclydach, and Traiangles, in the county of Brecon; and Myddfai or Mothvey, Llanfair-ar-y-bryn, Llandingat, and Llandovery, in the county of Carmarthen, and terminating in the said parish of Llandingat, at or near the town of Llandovery, by a junction with the Central Wales Extension Railway of the London and North-Western Railway Company, at a point about 150 yards north-east of the railway station at Llandovery.

And it is proposed by the intended Act to revive and confer on the Company the following, or some of the following powers, viz.:

To purchase by compulsion or agreement lands, houses, and hereditaments, for the purposes of the intended railway and works, and to vary and extinguish all existing rights and privileges connected with any lands, houses, and hereditaments so proposed to be purchased, which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, highways, railways, tramways, and other works within or adjoining the aforesaid parishes and places, or any of them, as it may be necessary to cross, stop up, alter or divert, for the purposes of the intended Act, and to make lateral deviations from the lines of the intended railway, and other works, to the extent and within the limits defined upon the plans hereinafter mentioned, and also to deviate from the levels shown on the sections hereinafter mentioned to such extent as may be prescribed by the intended Act.

To levy tolls, rates, and charges for or in respect of the said intended railway and works and also in respect of the railway and portions of railways to be run over and used by the Company as hereinafter mentioned, and to grant exemptions from the payment of tolls, rates, and charges.

To extinguish a portion of their authorised share capital, and to re-issue the same either with or without preference or priority in payment of dividend attached thereto or otherwise to attach a preferential dividend to a portion of the share capital authorised by the Usk and Towy Railway Act, 1871, and to raise additional capital by ordinary or preference shares and by borrowing.

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.

The intended Act will authorise the Company and all Companies and persons lawfully working or using the intended railway to run over, work, and use with their engines and carriages, officers and servants, and for the purpose of traffic of every description, the railway and portions of railways following (that is to say) :—

- (1.) So much of the Neath and Brecon Railway as is situated between the junction therewith near Defynnock before described and the termination of that railway at Brecon.
- (2.) So much of the Brecon and Merthyr Tydfil Junction Railway as is situated between the Neath and Brecon Railway at Brecon and the stations of the said Brecon and Merthyr Tydfil Junction Railway near the town of Brecon, including those stations.
- (3.) So much of the Central Wales Extension Railway as is situated between the junction therewith before described near Llandovery and the Vale of Towy Railway.
- (4.) The Vale of Towy Railway, including the Llandovery Station thereon.
- (5.) So much of the railway of the Llanelly Railway and Dock Company as is situated between the Vale of Towy Railway and the Central Wales and Carmarthen Junction Railway.

Together with all terminal and other stations, roads, platforms, water supply, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sheds, sidings, machinery, works and conveniences of or connected with the railway and portions of railways hereinbefore mentioned.

The intended Act will require and compel the Brecon and Merthyr Tydfil Junction Railway Company, the Mid-Wales Railway Company, the Neath and Brecon Railway Company, the Midland Railway Company, the London and North Western Railway Company, the Great Western Railway Company, the Llanelly Railway and Dock Company, and the Central Wales and Carmarthen Junction Railway Company, and each of those Companies upon payment of a mileage proportion of the through or other rates and fares or on such other terms and conditions as may be agreed upon or as may be provided by the intended Act, to book through, invoice, and forward all passengers, goods, animals, minerals, carriages, and traffic of whatever description in through carriages, wagons, and trucks to, from, or over the whole or any part of the railways belonging to them respectively or under their respective management and control and to and from the railway of the Company, wherever that railway forms the shortest or part of the shortest route, and shall forward all such traffic not otherwise specially consigned over the railway of the Company so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic; and to afford all such other facilities for the traffic of the Company as may be agreed upon or settled by arbitration in manner provided by the Regulation of Railways Act, 1873, and if need be the intended Act will alter and vary the tolls which the aforesaid Companies are now authorised to receive and take upon their respective railways or the railways under their management or control, and confer, vary, or extinguish exemptions therefrom.

And the intended Act will authorise the Company and the Brecon and Merthyr Tydfil Junction Railway Company, the Mid-Wales Railway Com-

pany, the Midland Railway Company, the Neath and Brecon Railway Company, the London and North Western Railway Company, the Central Wales and Carmarthen Junction Railway Company, and the Llanelly Railway and Dock Company or any or either of such Companies or any Company or Companies lawfully using the railways of those Companies or any or either of them, and the Company to make and carry into effect contracts, agreements, and arrangements, for or with reference to the construction of the intended railway, the management, maintenance, working, and using by any or either of the contracting Companies of the railways and works of the other or others of them, or of any part or parts thereof; the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance; the regulation, management, interchange, and transmission of the traffic thereon; the supply and maintenance of engines, rolling stock, and plant; the fixing, collecting, payment, division, and appropriation of the tolls and other income and profits arising therefrom; the rents, payments, allowances and rebates to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them, and the employment of officers and servants and it will provide for through booking and otherwise securing the forwarding, transmission, collection, and delivery of traffic passing from or destined for the railway of the Company, to, from, at, and over the railways and stations of the several other Companies hereinbefore mentioned.

The intended Act will revive or re-enact all or some of the powers and provisions contained in the Usk and Towy Railway Acts 1871 and 1874, and provide for the application to the purposes of the Company, or of the intended Act, of the stock transferred to the Accountant General in respect of the Bills for the said Acts, so far as still under the control of the Chancery Division of the High Court of Justice; and the intended Act will incorporate the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts, 1863 and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

So far as may be requisite for any of the purposes aforesaid, the Act will amend or repeal the provisions of the Local and Personal Acts, 22 and 23 Vic. cap. 68, and of all other Acts relating to the Brecon and Merthyr Tydfil Junction Railway, 7 and 8 Vic. cap. 18, and of all other Acts relating to the Midland Railway; "The Dulas Valley Mineral Railway Act, 1862;" and of all other Acts relating to the Neath and Brecon Railway; "The Central Wales Extension Railway Act, 1860;" and the Act 9 and 10 Vic. cap. 204, and of all other Acts relating to the "London and North Western Railway;" "The Llanelly Railway and Dock Act, 1853;" and of all other Acts relating to the Llanelly Railway and Dock Company; and 22 and 23 Vic. cap. 63, and of all other Acts relating to the Mid-Wales Railway Company, and the Usk and Towy Railway Acts, 1871, 1874, and 1877; 5 and 6 Will. IV. cap. 107; and 26 and 27 Vic. cap. 113 and 198; and of any other Acts relating to the Great Western Railway.

Plans and sections of the intended railway and works, 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 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 Brecon, at his office at Brecon, and with the Clerk of the Peace for the county of Carmarthen, at his office at Llan-dôvery; 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 in or through which the said railway and works are intended to be made, or in which any lands are intended to be taken, together with a copy of this Notice, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto 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 10th day of November, 1883.

Cobb and Tudor,
W. Powell Price,
Brecon, } Solicitors.

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

In Parliament.—Session 1884.

London Eastern Tramways.

(Incorporation of Company; Power to construct Tramways in West Ham, East Ham, Barking, Little Ilford, and other places, all in the County of Essex; 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:—

1. Tramway No. 1, wholly situate in the parish of West Ham, commencing in the Barking-road at a point measured along that road 2.5 chains to the south-west of Burnham-street, passing thence along Barking-road, and terminating in Barking-road at the boundary of the parishes of East Ham and West Ham, 0.4 chain west of the point where that road joins Green-street.

2. Tramway No. 1 will be a single line except between the following places, where it will be a double line, viz.:—Between points respectively 1 chain and 4 chains from the commencement of the tramway; between a point 0.3 chain north-east of Swanscomb-street and a point 1 chain north-east of King-street; between points respectively 0.8 chain and 3.8 chains north-east of Warmington-street; between points respectively 2.6 chains south-west and 0.4 chain north-east of Liddon-road; between points respectively 0.2 chain south-west and 2.8 chains north-east of Greengate-street; between points respectively 2.3 chains south-west and 0.7 chain north-east of Pragnell-street; and between points respectively 8.8 chains and 5.8 chains west of the termination of the tramway.

Tramway No. 2, commencing at the termination of Tramway No. 1, passing thence eastwards along the Barking-road, turning southwards into and along North-street and the Broadway, Barking, and there terminating at a point where the Broadway joins Axe-street.

Tramway No. 2 will be a single line except between the following places, where it will be a double line:—In the Barking-road, between points respectively 1 chain and 4 chains west of Boleyn-road; between points respectively 14 chains and 17 chains east of Cleves-road; between points respectively 25.3 chains and 22.3 chains west of High-street; between points respectively 5 chains and 2 chains west of High-street; between points respectively 2.4 chains west and 0.6 chain east of Melbourne-road; between points respectively 6.2 chains east of Renelagh-road and a point 12.1 chains south-west of the centre of the bridge carrying Barking-road over Back river; between points respectively 7.6 and 4.6 chains south-west from the centre of the bridge over the River Roding in the Barking-road and North-street, Barking; between a point 8 chains west of the junction of Barking-road and North-street and a point in North-street 1.5 chains south of that junction in the Broadway, Barking; between points respectively 0.5 chain and 3.5 chains south of East-street; and between points respectively 1.3 chains north of and the termination of the tramway.

Tramway No. 3, wholly in the parish of West Ham, commencing in the Ilford-road at a point 4.75 chains north-east of the junction of that road with West Ham-lane, and terminating in the Ilford-road at the junction of that road with Gipsy-lane.

Tramway No. 3 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—In the Ilford-road, between points respectively 1.5 chains and 6.5 chains from the commencement of the tramways; between points respectively 9.1 chains from the commencement of the tramway; and 0.2 chain north-east of Hamfrith-road; between points respectively 3.5 chains and 6.5 chains north-east of Elm-road; between points respectively 0.8 chain south-west and 2.2 chains north-east of Disraeli-road; between points respectively 1.75 chains west and 1.25 chains east of Woodgrange-road; and between points respectively 0.3 chain and 3.3 chains east of Westbury-road.

Tramway No. 4, commencing in the Ilford-road at the termination of Tramway No. 3, and terminating in Romford-road at the junction of that road with Forest-road and Whitepost-lane.

Tramway No. 4 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—In Romford-road between points respectively 1.7 chains and 4.7 chains west of the junction of that road with Red-post-lane; between points respectively 1.5 chains north-east and 1.5 chains south-west of the eastern end of the Rising Sun public-house; and between points respectively 1.2 chains north-east, and 1.8 chains south-west of the centre of bridge over the London, Tilbury, and Southend Railway.

Tramway No. 5, commencing in the Romford-road at the termination of Tramway No. 4, and terminating in the Romford-road at a point 4.9 chains south-west of the centre of Ilford-bridge.

Tramway No. 5 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—In Romford-road, between the commencement of the tramway and 3 chains therefrom, between points respectively 0.5 chain south-west and 2.5 chains north-east of the western end of the Three Rabbits public-house; between points respectively 0.25 chain and 3.25 chains south-west of Little Ilford-lane;

between points respectively 4·2 chains and 7·2 chains from the termination of the tramway.

Tramway No. 6, commencing in Romford-road, at the termination of Tramway No. 5, thence passing along High-street, Great Ilford, and terminating at a point 1·1 chains east of the western end of the Cauliflower public-house, in Romford-road, sometimes at this part called the Old Roman-road.

Tramway No. 6, will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—In High-street, Great Ilford, between points respectively 2 chains south-west and 5 chains north-east of the centre of the bridge over the River Roding; between points respectively 2·75 chains north-east and 4·25 chains south-west of Barking-lane; between points respectively 5·3 chains and 8·3 chains south-west of Hainault-street; between points respectively 5 chains north-east and 8 chains south-west of Green-lane. In the Romford-road, or Old Roman-road, between points respectively 5·1 chains and 8·1 chains south-west of the road on the west side of St. Mary's churchyard; between points respectively 1·5 chains and 4·5 chains from the termination of the tramway.

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 footpaths on both sides of the roads respectively and the nearest rail of the tramway, namely—

Tramway No. 1.

In the Barking-road between points respectively 1 chain and 4 chains from the commencement of the tramway between points respectively 0·8 chain and 2·1 north-east of Warmington-street; between points respectively 2·6 chains south-west and 0·4 chain north-east of Liddon-road; between points respectively 2·3 chains south-west and 0·7 chain north-east of Pragnell-street; and between points respectively 8·8 and 5·8 chains west of the termination of the tramway.

Tramway No. 2.

In the Barking-road between points respectively 1 chain and 4 chains west of Boleyn-road; between points respectively 14 chains and 17 chains east of Cleves-road; between points respectively 25·3 chains and 22·3 chains west of High-street; between points respectively 5 chains and 2 chains west of High-street; between points respectively 2·4 chains west and 0·6 chain east of Melbourne-road; between points respectively 7·6 and 4·6 chains south-west of the centre of the bridge over the River Roding and in North-street; between points respectively 1·5 and 0·5 chains south of the junction of that street with Barking-road; and in the Broadway between points 3·1 and 1·3 chains north of the termination of the tramway.

Tramway No. 3.

In the Ilford-road between points respectively 3·5 chains and 6·5 chains north-east of the junction of that road with Elm-road.

Tramway No. 6.

In the Ilford-road and High-street, Great Ilford, between points respectively 2 chains south-west and 2 chains north-east of the centre of the bridge over the River Roding.

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.:—

West Ham, East Ham, Barking, Church-street, Plaistow, Great Ilford, Little Ilford, Wanstead, and Stratford, all in the county of Essex.

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 the other 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 such traffic, and to authorize 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 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 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, 1866, and 1869," and "The Railway Clauses Consolidation Act, 1845."

And notice is hereby further given, that on or before the 30th day of November, 1883, 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 Essex, at his office at Chelmsford, in the said county, 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 said intended works, or any part thereof, will pass or be made, with a copy of the said Gazette notice, will be deposited with the parish clerk of 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 the 17th day of November, 1883.

Sutton and Ommamney, 3 and 4, Great Winchester-street, London, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1884.

Llandrindod Wells Waterworks.

(Incorporation of Company; Power to Maintain, Continue, Improve, and Enlarge Existing Waterworks, and to Construct Additional Waterworks, and to Supply Water to Llandrindod Wells and other places in the County of Radnor; Compulsory Purchase of Lands; Rates, Rents, and Charges; Agreements with Local Authorities, &c.)

NOTICE is hereby given, that application 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 referred to as "the Company") and to authorise the Company to supply water within the parishes, townships and places following, that is to say:—Llandrindod, Llandrindod Wells, Cefnallys, and Trefonen, all in the county of Radnor.

To empower the Company to maintain, con-

tinue, enlarge, and improve the several existing conduits and reservoirs following (that is to say): The Llandrindod Lake Pump House tank and conduit, the Gorse Tank and conduit, the Telpyn Tank, the Noyadd Tank No. 1, Llanfawr Tank and conduit, Noyadd Tank No. 2, and Trefonen Tank and conduit, in the parishes of Llandrindod, Cefnlllys, and Llanbadarn-fawr, in the county of Radnor; and also to make and maintain the additional waterworks hereinafter described, with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, pipes, conduits, channels, adits, levels, dams, weirs, outfalls, valves, stand-pipes, wells, pumps, drains, filters, and other conveniences and appliances connected with such existing and intended works respectively (that is to say):—

1. An embankment or addition to the existing embankment on the north-east side of Llandrindod Lake, in the parish of Llandrindod.
2. A conduit or line of pipes, commencing at a point in the before-mentioned embankment, on the north-east of Llandrindod Lake, and terminating in the parish of Cefnlllys, at a point in the road where the Llandrindod Railway Station approach joins the main road between Howey and Penybont.
3. A new service tank at or near Llanfawr Quarry, in the parish of Cefnlllys.
4. A new service tank at the Telpyn Spring, in the parish of Llanbadarn-fawr.

The said tanks, reservoirs, conduits, and other works, and lines of pipes and other works will be made or will pass from, through, or into the parishes or places of Llandrindod, Llandrindod Wells, Cefnlllys, Llanbadarn, Trefonen, and Llanbadarn-fawr, all in the county of Radnor.

The limits within which the Company intend to supply water are the township of Trefonen, the town of Llandrindod-Wells, and so much of the parishes of Cefnlllys and Llandrindod as may be defined by the Bill.

To empower the Company to take, impound, collect, appropriate, divert, use, supply and distribute the waters of the Telpyn Spring, in the parish of Llanbadarn-fawr, and the Noyadd Spring in the same parish, and also the waters of any brooks, springs and streams which can or may be intercepted by means of the existing or proposed works, and on, in, and under the lands to be taken for the purposes thereof.

To authorise the Company to deviate in the construction of the several before-mentioned works laterally within the limits shown upon the plans to be deposited as hereinafter mentioned, and vertically from the levels of the works shown upon the sections hereinafter mentioned to such extent as shall be authorised by the Bill.

To authorise the Company 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, foot-paths, 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, and places before mentioned, or some of them, for all or any of the purposes of the Bill.

To empower the Company 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, 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 authorise the Company to supply water by gravitation and otherwise for domestic, trading, public, sanitary, 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 enable the Company on the one hand, and any Sanitary Authority, Company, 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, public body, officers, or persons of water in bulk or otherwise for any public, sanitary, trading, or other purposes, and to authorise such sanitary authority, Company, 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.

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, contamination, abstraction, 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 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 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, and such parts of the Railways Clauses Consolidation Act, 1845, as relates to the temporary occupation of lands near the railway during the construction thereof, and all or some part of the Public Health Act, 1875 (Support of Sewers) Amendment Act, 1883.

Duplicate Plans and Sections of the before-mentioned works, showing the lines, situation and levels thereof, 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 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 Radnor, at his office at Presteign; and on or before the same day, a copy of so much of the Plans, Sections and Book of Reference as relates to each of the parishes and places aforesaid, in which any lands or property 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 case of any extra-parochial place, with the parish clerk of the immediately adjoining parish, at his residence.

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

Dated this 14th day of November, 1883.

W. Powell Price, Brecon, Solicitor.

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

In Parliament.—Session 1884.

Lincoln and Skegness Railway.

(Incorporation of Company; Construction of Railways between Lincoln and Skegness, in the County of Lincoln; Compulsory Purchase of Lands; Powers to Levy Tolls and Rates; Powers to Limited Owners; Underpinning; Powers to the Great Eastern, Great Northern, Midland, and Manchester Sheffield and Lincolnshire Railway Companies to Run over Portions of Proposed Railways; Compulsory Traffic Facilities over Great Eastern, Great Northern, Midland, Manchester Sheffield and Lincolnshire, and Spilsby and Firsby Railway Companies; Arrangements for Working, and Traffic and other Agreements with the Great Northern, Great Eastern, Midland, Manchester Sheffield and Lincolnshire, and Spilsby and Firsby Railway Companies, with respect to Use, Management, &c., of Railways; 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 (hereinafter called "the Bill") for the following purposes, or some or one of them, that is to say:—

To incorporate a Company (hereinafter called "the Company"), and to authorise 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, together with all necessary and convenient stations, bridges, roads, approaches, works, and conveniences connected therewith, that is to say:—

Railway No. 1, commencing in the parish of St. Mary-le-Wigford, in the city of Lincoln, and county of the same city, in a field belonging to or reputed to belong to, and in the occupation of John Foster, junior, and situate on the north side of the public road known as Carholme-road, immediately opposite the Chemical Works of Messieurs Jekyll, Glasier and Company, at a point in the fence dividing such field and road half a chain or thereabouts from the junction of the west fence of the said field with the said road, and terminating in the parish of Skegness, in the parts of Lindsey, in the county of Lincoln, in a field abutting on the west side of the road leading from Skegness to Gibraltar Point, belonging or reputed to belong to Charles Francis Massingberd Mundy, and in the occupation of Joseph Clifton, at a point in the south-east corner of the last-mentioned field 34 chains or thereabouts, measured in a southerly direction, from the south-east corner of the building known as the Vine Hotel, and 2 chains or thereabouts from the centre of the road leading from Skegness to Gibraltar Point.

Railway No. 2, commencing in the parish of St. Mary-le-Wigford, in the city of Lincoln, and county of the same city, by a junction with the proposed Railway No. 1, at its point of commencement as hereinbefore described, and terminating in the parish of Boultham, in the parts of Kesteven, in the county of Lincoln, by a junction with the Loop line of the Great Northern Railway, at a point thereon 30 chains or thereabouts west of the south-west corner of the Holmes West Signal Box, measured along the said railway.

Railway No. 3, commencing in the parish of St. Mary-le-Wigford, in the city of Lincoln, and county of the same city, by a junction with the proposed Railway No. 1, at its point of commencement as hereinbefore described, and terminating in the parish of Boultham, in the

parts of Kesteven, in the county of Lincoln, by a junction with the Lincoln and Nottingham Branch of the Midland Railway, at a point thereon $3\frac{1}{2}$ chains or thereabouts, measured along that Branch railway, north of the north-east corner of the west abutment of the bridge carrying the Great Northern and Great Eastern Joint Railway over the said Branch railway.

Railway No. 4, situate wholly in the extra-parochial place or parish of Monks' Liberty, in the city of Lincoln, and county of the same city, commencing in a field belonging or reputed to belong to the Honourable William Fitzwilliam Barton Massey Mainwaring, and in the occupation of John Thomas Tateson and Edward Hall, and situate on the south side of the public road known as the Monks'-road, opposite the centre of the public recreation ground known as the Arboretum, at a point $2\frac{1}{2}$ chains or thereabouts from the said Monks'-road, measured south, along the west fence bounding such field opposite the centre of the Arboretum, and terminating by a junction with the Manchester Sheffield and Lincolnshire Railway at the occupation level crossing, at or near the ruins of Monks' Abbey.

Railway No. 5, commencing in the parish of Baumber, in the parts of Lindsey, in the county of Lincoln, by a junction with the proposed Railway No. 1, in a field belonging or reputed to belong to Joseph Montague Livesey, in the occupation of Abraham Sharp Scholey and Richard Clark, junior, at a point in such field $7\frac{1}{2}$ chains or thereabouts from the centre of the road leading from Horncastle to Ranby, and 28 chains or thereabouts north of the junction of the roads leading from Horncastle to Lincoln, and from Horncastle to Ranby, and terminating in the parish of Belchford, in the parts of Lindsey, in the county of Lincoln, by a junction with the proposed Railway No. 1, in a field belonging or reputed to belong to Robert Clare Vyner, and in the occupation of Charles Burkitt, at a point in the north-west corner of such field 24 chains or thereabouts west of a point in the centre of the road leading from Belchford to Horncastle, 35 chains or thereabouts south-east of the south-east corner of Belchford Church.

Railway No. 6, commencing in the parish of Langton, in the parts of Lindsey, in the county of Lincoln, by a junction with the proposed Railway No. 1 in a field belonging or reputed to belong to Bennet Rothes Langton, and in the occupation of Walter Austin, at a point 49 chains or thereabouts south-east of the south-east corner of Langton Church, and 12 chains or thereabouts north-east of the north-east corner of a house situated $43\frac{1}{2}$ chains or thereabouts south-east of the south-east corner of Langton Church, and terminating in the parish of Spilsby, in the parts of Lindsey, in the county of Lincoln, by a junction with the Spilsby and Firsby Railway at the termination thereof.

Railway No. 7, commencing in the parish of Burgh-le-Marsh, in the parts of Lindsey, in the county of Lincoln, by a junction with Railway No. 1, in a field belonging to or reputed to belong to Lieutenant-Colonel William Gillespie and his trustees, and in the occupation of Francis Riggall, at a point in such field $24\frac{1}{2}$ chains or thereabouts north-east from the centre of the level crossing at Burgh Station of the East Lincolnshire Railway, and 21 chains or thereabouts south-east by east of such East Lincolnshire Railway, and terminating in the parish of Orby, in the parts of Lindsey, in the county of Lincoln, by a junction with the East

Lincolnshire Railway at a point $\frac{1}{2}$ a chain or thereabouts south of the level crossing of the public road leading from Candlesby to Orby, measured along the railway.

The intended railways and works will pass from, in, through, or into, or be situate within the parishes, townships, or extra-parochial and other places following, or some of them, that is to say:—

In the parts of Kesteven, in the county of Lincoln:

The parish of Boultham.

In the city of Lincoln and county of the same city:

The parishes of St. Mary-le-Wigford, St. Martin, St. Michael-on-the-Mount, St. Swithin, St. Peter-in-Eastgate, and St. Margaret.

The extra-parochial places or parishes of Holmes Common, Monks' Leys and Monks' Liberty.

In the parts of Lindsey, in the county of Lincoln:

The parishes of Greetwell, Cherry Willingham, Fiskerton, Barlings, Stainfield, Bardney, Gaultby, Minting, Baumber, Edlington, Thimbleby, Horncastle, Low Tooton, West Ashby, Hemingby, Fulletby, Belchford, Salmonby, Tetford, Somersby, Bag Enderby, Harrington, Sutterby, Aswardby, Langton, Sausthorpe, Partney, Dalby, Hundley, Spilsby, Skendleby, Grebby, Scremby, Ashby-by-Partney, Halton Holgate, Candlesby, Welton, Gunby, Orby, Bratoft, Burgh, otherwise Burgh-le-Marsh, Winthorpe, Skegness, Great Steeping, and the hamlet of Monksthorpe.

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

To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike or 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 railways and works or any of them, or of the Bill, and to vest in the Company the site and soil of such roads as may be stopped up and appropriated as aforesaid.

To authorise the Company to underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required for the purposes thereof.

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

To empower the Company to purchase so much only of any property as they may require

for the purposes of the Bill without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To authorise the Company to 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, and 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, or the directors of the Company, out of moneys to be raised by the Company, under the powers of the Bill, to pay interest or dividends up to such day as may be prescribed by the Bill 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 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 any station, siding, road, approach, building, 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 or parts thereof respectively, 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 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.

To empower 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 railways, stations, and works of the Railway Companies hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, and to confer exemptions from such tolls, rates, and duties respectively.

To authorise the Midland Railway Company to run over and use, with their engines and carriages, the proposed Railways 3 and 4 and so much of Railway No. 1 as is situate between its point of commencement and its junction with Railway No. 4, and all stations, works, signals, and conveniences connected therewith.

To authorise the Manchester Sheffield and Lincolnshire Railway Company to run over and use with their engines and carriages, the proposed Railways 2 and 4 and so much of Railway No. 1 as is situate between its point of commencement and its junction with Railway No. 4, and all stations, works, signals, and conveniences connected therewith.

To authorise the Great Northern Railway Company and the Great Eastern Railway Company, or either of them, to run over and use with their engines and carriages, the proposed Railway No. 2, and so much of Railway No. 1 as is situate between its point of commencement

and its junction with Railway No. 4, and all stations, works, signals, and conveniences connected therewith.

To authorise the Company on the one hand, and the Great Northern Railway Company, the Great Eastern Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, and the Midland Railway Company, or any one or more of those Companies on the other hand, to agree as to the payment of such sums, charges, tolls, rates, rent, or other considerations, and as to the conditions to be observed for the aforesaid running powers, or to make such other provision as to payment by all, or any one or more of the said Companies of such charges, sums, tolls, rates, rent, or other consideration, or as to the conditions to be observed in respect of such running over and user as in the Bill may be provided.

To authorise the Company to afford all requisite facilities for the aforesaid running powers, 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, stations, and works, so run over and used, or any part or parts thereof, under the powers of the Bill.

To require and compel the Great Northern Railway Company, the Great Eastern Railway Company, the Midland Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, and the Spilsby and Firsby Railway Company, or any one or more 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.

To enable the Company on the one hand, and the Great Northern Railway Company, the Great Eastern Railway Company, the Midland Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, and the Spilsby and Firsby Railway Company, or any or either of those Companies on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the use, working, management, construction, and maintenance by the said Companies, or any or either of them, of the intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said intended railways or any part or parts thereof, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, maintenance, and

supply, to make provision, by compulsion or agreement, for the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the said Companies, or some of them, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, and the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed for, or on account of any of the aforesaid matters, and to confirm, and, if thought fit, to vary any contract or agreement which may have been, or which, previous to the passing of the Bill, may be entered into relating to any of the aforesaid matters.

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

And it is intended to incorporate with the Bill the necessary provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; and the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, so far as may be requisite or desirable for any of the purposes of the Bill; and to amend, vary, extend, enlarge, alter, or repeal the provisions, or some of the provisions, of the several local and personal Acts following, that is to say: the Great Northern Railway Act, 1846, the Great Eastern Railway Act, 1862; the 7th and 8th Vict., cap. 18, of the Midland Railway Company; the 12th and 13th Vict., cap. 81, of the Manchester Sheffield and Lincolnshire Railway Company; the 28th and 29th Vict., cap., 238, of the Spilsby and Firsby Railway Company, and any other Act or Acts relating to or affecting the Great Northern Railway Company, the Great Eastern Railway Company, the Midland Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, and the Spilsby and Firsby Railway Company respectively.

And notice is hereby further given, that on or before the 30th day of November, 1883, duplicate plans and sections of the proposed railways and works, and of the lands and houses proposed to be taken 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 occupiers of such lands and houses, together with an ordnance map, with the lines of the proposed railways and works 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 parts of Kesteven, in the County of Lincoln, at his office in Stamford, and with the Clerk of the Peace for the City of Lincoln, and County of the same City, at his office in Lincoln, and with the Clerk of the Peace for the Parts of Lindsey, in the County of Lincoln, at his office in Lincoln, and that on or before the same day copies of so much of the said plans, sections, and book of reference as relates to the several parishes and extra-parochial places in or through which the said railways or works are intended to be made, and lands 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 Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1883.

Dated this 13th day of November, 1883.

Tweed, Stephen, and Dashper, Lincoln,
Solicitors for the Bill.

Tahourdin and Hargreaves, 1, Victoria-street, Westminster, S.W., Parliamentary Agents for the Bill.

In Parliament—Session 1884.

Metropolitan Railway.

(Various Powers.)

(Extension of Time for Construction of Aylesbury and Rickmansworth Railway; Deviations of the Rickmansworth Extension Railway, and Chorley Wood Lane; Subway from South Kensington Station to Albert Hall; Extension of Time for Purchase of Lands and Works; Amendment of "Metropolitan Railway Act, 1877"; Compulsory Purchase of Lands and Buildings; Consolidations of Debenture Stocks; Confirming Arrangement with Metropolitan District Railway Company for Construction of Railway No. 2, authorised by the "Metropolitan and District Railways (City Lines and Extensions) Act, 1879," and vesting same in Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Metropolitan Railway Company (hereinafter called "The Company") for leave to bring in a Bill for effecting the objects, or some of the objects, following:—

1. To extend the time limited by the "Aylesbury and Rickmansworth Railway Act, 1881," for the compulsory purchase of lands and buildings, and the completion of the works thereby authorised.

2. To make and maintain, with all proper stations, approaches, works, and conveniences connected therewith respectively, the following railway and road diversion, and subway, that is to say:—

(a.) A railway, being a deviation or diversions of the railway authorised by the "Rickmansworth Extension Railway Act, 1880," commencing in the parish of Harrow-on-the-Hill by a junction with the said authorised railway, now in course of construction, at a point in a field numbered 1 in that parish on the plans deposited with the clerk of the peace for the county of Middlesex in respect of the said authorised railway, and which point is about 2 furlongs 2 chains from the northern face of the bridge carrying the Roxborough-road over the Kingsbury and Harrow Railway, measured in a north-westerly direction along the course of the said authorised railway, and terminating in the parish of Ruislip by a junction with the said authorised railway at a point in a field numbered 7 in that parish, on the plan deposited with the said clerk of the peace in respect of the said authorised railway, which point is situated about 4 chains, measured in a southerly direction, from Camden Cottage, belonging to Mrs. Elizabeth Pulman, and which said deviation will be made and maintained by, through, and into the said several parishes of Harrow-on-the-Hill, Pinner, and Ruislip, all in the county of Middlesex.

And it is intended to authorise the relinquishment of the construction in the line and on the levels authorised by the said Rickmans-

worth Extension Railway Act of so much of

the said authorised railway as would intervene between the termini of the said intended railway, and be rendered unnecessary by the construction of such intended railway.

(b.) A diversion wholly situate in the parish of Rickmansworth, in the county of Hertford, of the turnpike road known as Chorley Wood Lane, commencing at or near a point in the said lane about 3 chains south of its junction with the road leading to the Rectory Farm, and terminating at or near a point in the said lane about 4 chains north of its junction with the High-street, in the town of Rickmansworth.

(c.) A subway, tunnel, or covered way (hereinafter called "the Albert Hall Subway") extending from the South Kensington Station to Albert Hall, all in the parishes of Saint Mary Abbots, Kensington, and St. Margaret, Westminster, in the county of Middlesex.

3. To extend the time limited by "The Metropolitan Railway Act, 1881," section 8, for the purchase by the Company of certain lands in the parish of St. Marylebone, and for the purchase by the Company and the Great Western Railway Company, or either of them, of certain lands in the parish of Paddington, in the county of Middlesex.

4. To repeal certain rights of pre-emption in respect of lands at Willesden and Neasden referred to in sections 24 and 25 of "The Metropolitan Railway Act, 1877."

5. To authorise the Company to purchase by compulsion or agreement, and to hold, for the purposes of their undertaking, all lands and buildings in the several parishes and places aforesaid; or easements in, through, or under lands and buildings which they may require for the purposes of the said intended railway, road diversion, and subway, or any of them, and also all or some of the following lands and buildings, that is to say:—

(a.) Certain lands, houses, shops, and buildings in the parish of St. Giles, Cripplegate, in the city of London, bounded on the north by the Moorgate-street Station of the Company, on the east by Little Moorfields, on the south by Fore-street, and on the west by Moorlane.

(b.) Certain houses, shops, and buildings in the parish of St. Mary, Whitechapel, in the county of Middlesex, and numbered respectively 11, 12, 13, 14, 123, and 124, Whitechapel High-street, and certain cellars under the said street, belonging to the houses numbered respectively 9, 130, 131, and 132 in the said street, without taking the said houses, anything in section 92 of "The Lands Clauses Consolidation Act, 1845," to the contrary notwithstanding.

(c.) Certain lands, houses, and buildings, known as No. 47, Warren-street, and Nos. 348 and 351, Euston-road, in the parish of St. Pancras, in the county of Middlesex.

(d.) Certain lands and houses in the parish of Rickmansworth, in the county of Hertford, situate in Chorley Wood-lane, in the occupation of Sophia Smith, James Webb, Henry Thomas Ewington, Luke Davey, Henry Gilbert, William Boston, John Wallbank, and William Anderson, respectively.

And to stop up, remove, alter, or divert, temporarily or permanently, all roads, streets, highways, brooks, streams, waters, mains, pipes, telegraph posts, wires, and apparatus, and all works of any description which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended Act

6. To enable the Company, with the consent of the respective classes of debenture stockholders, to convert the 4, 4½, and 4½ per cent. debenture stocks of the Company into a consolidated 3½ per cent. debenture stock. And to define and regulate the capital of the Company and the several classes of shares or stock of which such capital consists, and to authorise the Company to raise further capital by the creation and issue of ordinary guaranteed preference and debenture shares or stock, or by mortgage or otherwise.

7. To confirm an arrangement between the Company and the Metropolitan District Railway Company, whereby the Company are constructing at their sole cost Railway No. 2, authorised by the "Metropolitan and District Railways (City Lines and Extensions) Act, 1879," to be made conjointly by the Company and the Metropolitan District Railway Company, and for the vesting of such railway, when completed, in the Company.

8. To authorise the Company to make agreements with the Metropolitan District Railway Company; the Royal Commissioners of the Exhibition of 1851; the Fisheries Exhibition Commissioners, and Metropolitan Board of Works, with respect to the Albert Hall subway; the construction and maintenance thereof, and subscribing and raising funds for the same, and to raise capital and take tolls.

9. Also to levy tolls, rates, and charges, to alter existing tolls, rates, and charges, to confer, vary, or extinguish exemptions from payment of tolls, rates and charges, and to vary and extinguish all rights and privileges which might in any way prevent or interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

10. Also to repeal, alter, or amend all or some of the provisions of the several Acts of Parliament hereinbefore mentioned, and also of the several Acts hereinafter mentioned (that is to say), Acts relating to the Company passed in each and every of the years 1854 to 1857, 1859 to 1875, 1877 to 1883, all inclusive; also the Acts relating respectively to the Hammersmith and City Railway Company, 24 and 25 Vic., cap. 161, and the Great Western Railway Company, 5 and 6 William IV, cap. 107, the Metropolitan and District Railways (City Lines and Extensions) Acts, 1879, 1881, and 1882, and all other Acts relating to the said Companies or Railways, or any of them.

Plans and sections in duplicate, showing the lines and levels of the proposed railway and road diversion, and Albert Hall subway, plans also of the lands and buildings intended to be taken compulsorily under the powers of the Bill, books of reference to all such plans respectively, and a copy of the ordinance map showing the general course and direction of the intended railway, will be deposited for public inspection as follows, that is to say, as regards the intended railway and Albert Hall subway, and all lands and buildings in the county of Middlesex, with the clerk of the peace for that county, at his office at the Sessions House, Clerkenwell-green, in that county, as regards the said road diversion, and all lands and buildings in the county of Hertford, with the clerk of the peace for that county, at his office at St. Alban's, in that county, and as regards all lands and buildings in the city of London, with the clerk of the peace for the city of London, at the Sessions House, Old Bailey, in the city of London.

A copy of so much of the said plans, sections, and books of reference as relates to any parish or extra-parochial place will be deposited as follows (that is to say):—

As relates to the parish of St. Marylebone,

with the vestry clerk of that parish, at his office at St. Marylebone-Court House, Marylebone-lane, in the county of Middlesex.

As relates to the parish of St. Margaret, Westminster, with the clerk to the Westminster District Board of Works, at his office at the Town Hall, Claxton-street, in the said parish.

As relates to the parish of Saint Mary Abbots, Kensington, with the vestry clerk of that parish, at the Vestry Hall, High-street, Kensington.

As relates to the parish of Saint Pancras, with the vestry clerk of that parish, at the Vestry Hall, Pancras-road, in the county of Middlesex.

As relates to the parish of St. Mary, Whitechapel, with the clerk of the Whitechapel District Board of Works, at his office, No. 15, Great Alie-street, Whitechapel.

As relates to any other parish, with the parish clerk of such parish at his residence, and as relates to any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

Every such deposit as aforesaid will be made on or before the 30th day of November, 1883, and will be accompanied by a copy of this notice.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House Commons on or before the 31st day of December, 1883.

Dated this 15th day of November, 1883.

Robert W. Perks, 147, Leadenhall-street, London, Solicitor for the Bill;

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

In Parliament.—Session 1884.

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 a certain beck known as "Gillerthwaite Beck," at a point 20 chains or thereabouts from the junction of the said beck with the river Liza, opposite "Moss Dub," 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 Saint 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 becks 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 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; the Act 18 and 19 Vict., 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 purpose 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 10th day of November, 1883.

G. J. Parson, 432, Strand, W.C., Solicitor for the Bill.

Holmes, Anton, and Greig, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

West Derby Local Board.

(Further Powers as to Streets, Buildings, Sewers, and Drains; Sanitary Provisions; Private Street Works and Private Improvement Expenses; Notification and Suppression of Infectious Diseases; Slaughter-houses; Police and other provisions for the good Government of the District; Borrowing Money; Extension of Time for payment off of existing Loans; Creation and issue of Stock and other Financial Provisions; Telegraph and other Wires; Bye laws; Levy of Rates; Incorporation of Acts, Amendment of Acts, and for other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Local Board of West Derby, in the county of Lancaster (hereinafter called the Board), 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 make further provisions in relation to streets and buildings, sewers and drains within the district of the Board (hereinafter called the District) and for the prevention and removal of nuisances and obstructions, and especially with respect to the following matters and things, that is to say, the formation of new streets, the continuation of existing streets, to require openings at each end of new streets, construction of crossings over footways.

Repair of footways injured by excavation, coal shoots, area and cellar gratings and openings, pre-

cautions against accidents in the making of new streets or buildings, definition of new buildings, plans and sections of new streets and buildings, size, strength, and condition of timber used in the construction of buildings. Buildings abutting upon streets, removal of wooden buildings, houses not to be inhabited until certified, lock up shops, ventilation of and open space about buildings, sinks, drains, pipes, and slop stones, prevention of nuisances, removal and construction of urinals, prohibiting buildings unfit for human habitation from being inhabited, water closets and other accommodation, water supply thereto, waste and stack pipes, drains, surface water and other sewers, cesspools not to communicate with sewers, drains may be required to empty into sewers, examination of and communications with sewers, fitting up and removal of cesspools, inspection of drains, privies, and cesspools, cleansing of privies and other conveniences, power for Board to provide privy or other convenience, and recover expense from owners, inspection of works, alteration or removal of work improperly executed, deposit of building materials, extension of period for taking legal proceedings and liability of successive owners and other provisions in respect of the workmanship, materials, foundations, elevations, height, drainage, ventilation, and sanitary arrangements of houses and buildings.

To make further provision in relation to the sewerage, levelling, paving, metalling, flagging, channelling, lighting, repairing, and taking over or adoption of streets, footways, courts, yards, and passages, or some part or parts thereof respectively within the district, whether public or private, the apportionment and recovery of the expenses of such works, with interest and commission from the owners or occupiers of the adjoining or neighbouring lands, houses, or other property, and for declaring that such expenses shall be a first charge upon such adjoining or neighbouring property, with power of sale and letting and appointment of receiver, and in other respects to make further provision in relation to the ascertaining, apportionment, and recovery of private improvement expenses, to authorize agreements between the Board and owners with limited interest in relation to any of the matters aforesaid, and to empower such owners to borrow money and charge lands with such expenses, and in respect of the above matters, or some of them, to alter or render inapplicable the provisions of the Public Health Act, 1875, to authorize the formation of a special fund to defray the expenses attending the execution of the said works.

To make further provisions with respect to the prevention of infectious and other diseases, for the giving of notice as to infected persons, the temporary closing of schools, shops, and dairies, and restrictions in respect of acts and occupations likely to spread infection, the providing of temporary or permanent hospitals or shelters for persons suffering from infectious diseases and for families turned out of infected premises, for providing nurses, the removal of infected persons to hospitals, removal and burial of dead bodies, prohibition of the use of public conveyances for the removal of infected persons or dead bodies, prohibition of the retention of diseased dead bodies, disinfection of premises, prohibition of the letting of infected premises, the furnishing of certain particulars by cowkeepers and others, and penalty for offences under Sec. 84 of the Public Health Act, 1875.

To make better provision with regard to slaughter-houses and knackers' yards, and to authorize the Board to prohibit, restrict, license,

and regulate the same, and to enable the Board to revoke the license in case of the occupier selling or having in his possession diseased or unwholesome meat.

To confer further powers upon the Board, the justices, and the police constables in relation to obstructions in footpaths, street musicians, obscene publications, bills, dangerous amusements and nuisances, bicycles, tricycles, and other carriages.

To extend the time for the payment off of moneys which have been borrowed by the Board, and to make other provisions in relation to the sinking funds, and payments applicable to such debt.

To authorize the Board to agree for payment off of moneys owing by them, and to make compensation to mortgagees in respect thereto, and as to converting existing securities into stock.

To authorize the Board to borrow money for any of the purposes of the intended Act, or of the Public Health Act, 1875, and to charge the same on their district fund and general district rate, and the estates, rates, revenue, and other property of the Board, or on any of such securities, and to execute, grant, and issue mortgages, debentures, debenture stock, and annuities in respect thereof, and to authorize the Board to apply money borrowed or authorized to be borrowed under former Acts or sanctions, to all or any of the purposes of the intended Act.

To authorize and provide for the consolidation and conversion into one stock of the various loans, mortgages, and other securities raised or granted, or hereafter to be raised or granted, by the Board under their present statutory powers, or under any sanction or other authority, or under the powers of the intended Act, or of any Act now or hereafter in force within the district, and to authorize the creation and issue for that purpose of consolidated or other stock, redeemable or irredeemable, upon and subject to such terms and conditions as may be prescribed or provided for by the intended Act, and to make provision with reference to the repayment of the said existing loans, mortgages, or other securities, and the sinking funds applicable thereto, and to extend the periods for such repayment, and to make other provision as to or in lieu of sinking funds, or to convert all or any part of such loans, mortgages, or other securities, into a permanent debt.

To authorize the Board to raise, by the creation and issue of such consolidated or other stock as aforesaid, the whole or any part of the moneys which they are now or may hereafter be authorized to raise.

To charge the said stock upon the district fund and general district rate, and upon all or some of the estates, lands, and property of the Board, and other the rates, rents, charges, and revenues belonging to or leviable by them.

To authorize the investment of trust funds in the said stock, and to exempt the Board from liability in respect of notice of any trust affecting such stock, and to declare such stock to be personal estate.

To empower the Board to enter into and carry into effect arrangements with persons holding mortgages, debentures, and other securities of the Board for the exchange or conversion thereof for or into the said stock, and to empower holders with limited interests to enter into any such arrangements.

To make provision with reference to the exemption from stamp duty of transfers of the said stock on such terms, and subject to such payments by way of composition for stamp duty, as may be prescribed or authorized by the intended Act.

To empower the Board to enter into arrangements with the Bank of England or other banking corporation or banker for carrying into effect the provisions of the intended Act with reference to the creation, issue, and transfer of stock under the intended Act, the management thereof, the payment of dividends thereon, and keeping of books and accounts in relation thereto.

To make provision for the granting of stock certificates with coupons, entitling the bearer to the dividends, and for the transfer of stock by the delivery of stock certificates.

To provide for the formation of a fund for the purposes of paying the dividends and extinction of stock, and for contributions to such fund from the several funds, account, revenues, rents, and rates of the Board.

On the sale of lands or property of the Board charged with the said stock or other securities, to free such land or property from such charge.

To confer further powers on the Board with reference to the rating of buildings erected between the making of the last valuation list or the last rate for the relief of the poor and the making of the next assessment leviable by the Board, and to confer further powers upon the Board with reference to the valuation and assessment of such buildings.

To make provision for the authentication and service of notices and summonses, the protection of notice boards, and for entry upon lands and alteration or removal of works contrary to any Act or bye-law.

To impose punishments and penalties for the breach or non-observance of any of the provisions of the intended Act or of any bye-law, rule, or regulation made thereunder, and for the non-performance of any duty or obligation to be imposed by the intended Act upon any corporation, body, or person, and for any interference with or obstruction to any officer or servant of the Board, or any other person duly authorized for carrying any of the provisions of the intended Act, or any bye-laws, rules, or regulations into effect, and to make provision for the enforcing and recovery of any such penalties.

To authorize the Board to levy tolls, rates, rents, and charges, to increase or vary existing tolls, rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, rents, and charges, and to make further and better provision for the recovery thereof by instalments or otherwise.

To empower the Board to prohibit or regulate, by license 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 district.

To empower the Board to make and enforce bye-laws in respect of all or some of the matters and things mentioned or referred to in this notice, and to impose penalties for the breach of such bye-laws.

To confer upon the Board all powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the intended Act into execution, to vary and extinguish all rights 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 intended Act, and to confer other rights and privileges.

To incorporate and apply, with or without amendment, or render inapplicable all or some of the following public Acts: the Public Health Act, 1875; the Local Loans Act, 1875; the

Lands Clauses Consolidation Act, 1845; the Commissioners Clauses Act, 1847; the Towns Improvement Clauses Act, 1847; the Towns Police Clauses Act, 1847; the Tramways Act, 1870; the Bills of Exchange Act, 1882; the Bankers' Books Evidence Act, 1879; the Inland Revenue Act, 1880; the 24th and 25th Victoria, chapter 98; the Forgery Act, 1870; and any Act amending the same respectively.

To alter, repeal, or amend all or some of the provisions of the Provisional Order for separating from the district of Walton-on-the-Hill, in the county of Lancaster, a portion of the township of Walton-on-the-Hill, dated 14th January, 1868, and the Provisional Order for altering the boundaries of the district of West Derby, in the county of Lancaster, under the provisions of the Local Government Act, 1858, dated 15th January, 1868, and which were confirmed by the Local Government Supplemental Act, 1868; the Provisional Order putting in force the Lands Clauses Consolidation Act, 1845, within the district of the West Derby Local Board, for the purchase of lands by the said Board for purposes of sewage irrigation, dated 30th May, 1871, and confirmed by the Local Government Supplemental Act, 1871 (No. 2); the Provisional Order to enable the Urban Sanitary Authority for the district of West Derby to put in force the compulsory clauses of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, dated 8th February, 1878, and confirmed by the Local Government Board's Provisional Orders Confirmation (Bristol, &c.) Act, 1878; the West Derby Local Board Tramways Order, 1878 (confirmed by the Tramways Orders Confirmation (No. 1) Act, 1878); the Liverpool Tramways Act, 1880; and the Liverpool Tramways Act, 1882.

And notice is hereby further given, that 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 next.

Dated this 12th day of November, 1883.

Radcliffe, Layton, and Steel, 12, Hackin's-hey, Liverpool, Solicitors for the Bill.

Sharpe, Parkers, Pritchard, and Sharpe, 9, Bridge-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1884.

Cardiff Tramways Extensions.

(Construction of Additional Street Tramways in the Parishes of St. John's, Cardiff, and Roath, in the County of Glamorgan; Compulsory User of Streets, &c.; Tolls; Provisions for User of Streets Traversed; Agreements with Street and Road Authorities).

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 22nd day of December, 1883, for a Provisional Order for the purposes or some of the purposes following:—

To authorise the Cardiff Tramways Company, Limited (in this notice called "the Promoters"), to construct and maintain in the county of Glamorgan 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 are the following:—

A tramway (No. 1) partly in the parish of St. John's, Cardiff, and partly in the parish of Roath, in the county of Glamorgan, commencing in Crockherbtown by a junction with the Promoters' existing tramway in that road at a point 1 chain or thereabouts west of Windsor-place, passing thence into and along Windsor-place and the west side of St. Andrew's-crescent, thence passing in an easterly direction along the road in continuation of St. Andrew's-place, and under the bridges of the Taff Vale and Rhymney Railways, thence passing in a north-westerly direction along Salisbury-road, and into and along Upper George-street and Mundy-place, passing thence in a north-easterly direction into and along Woodville-road, and thence in a north-westerly direction into and along the Crwys-road, and terminating in the last-mentioned road at a point 3 chains or thereabouts north-west of Woodville-road.

The intended tramway (No. 1) will be a single line throughout, except at the following places, at which it will be a double line:—

Between a point about 7 yards north-west of the end wall of No. 34, Windsor-place, and a point about 36 yards east of Park-grove (one line passing on either side of St. Andrew's Church).

Between two points respectively about 24 yards south-west of Senghennydd-road, and about 8 yards south-east of Cranbrook-street.

Between two points respectively about 38 yards and about 104 yards north-west of Cranbrook-street.

Between two points respectively about 33 yards and about 99 yards north-west of Llantwit-street.

Between two points respectively about 63 yards north-west of Lowther-road, and about 33 yards south-east of Thesiger-street.

Between two points respectively about 43 yards and about 109 yards north-west of Thesiger-street.

Between two points respectively about 1 chain south-east, and about 2 chains north-west of Harriet-street.

Between two points respectively about 50 yards north-west of Richards-street, and about 1 chain north-east of Catherine-street.

Between two points respectively about 7 yards and about 62 yards north-east of Letty-street.

Between two points respectively about 7 yards and about 73 yards north-east of Minny-street.

Between two points respectively about 55 yards north-east of Mary-street, and about 4 yards south-east of Lucas-street.

At the following places it is proposed to lay the tramway, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets hereinafter mentioned, and the nearest rail of the tramway, that is to say:—

In the road in continuation of St. Andrew's-place, on both sides thereof, between two points respectively about 32 yards south-east, and about 45 yards north-east of the west side of Taff Vale railway bridge.

In Salisbury-road, on the east side thereof, between two points respectively about 38 yards and about 104 yards north-west of Cranbrook-street.

In Salisbury-road, on the east side thereof,

between two points respectively about 33 yards and about 99 yards north-west of Llantwit-street.

In Salisbury-road, on the east side thereof, between two points respectively about 63 yards and about 96 yards north-west of Lowther-road.

In Upper George-street, on the northern side thereof, between two points respectively about 58 yards and about 33 yards south-east of Thesiger-street.

In Upper George-street, on the northern side thereof, between two points respectively about 43 yards and about 109 yards north-west of Thesiger-street.

In Upper George-street and Mundy-place, on the northern sides thereof, between two points respectively about 1 chain south-east and about 2 chains north-west of Harriet-street.

In Mundy-place and Woodville-road, on the northern side of the former and the eastern side of the latter, between two points about 50 yards north-west of Richards-street, and about 1 chain north-east of Catherine-street.

In Woodville-road, on the east side thereof, between two points respectively about 7 yards and about 62 yards north-east of Letty-street.

In Woodville-road, on the east side thereof, between two points respectively about 7 yards and about 73 yards north-east of Minny-street.

In Woodville-road and Crwys-road, on the eastern side of the former, and the northern side of the latter, between two points respectively about 55 yards north-east of Mary-street and about 15 yards south-east of Lucas-street.

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 tramway and works, or of substituting others in their place, or for the other purposes of the Order.

To enable the Promoters, for the purposes of the proposed tramway 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.

To enable the Promoters to demand, take, and recover tolls, rates, and charges for the use of the proposed tramway, 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.

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 the proposed tramway 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 the proposed tramway or works may be laid.

To provide for and regulate the user by the Promoters, for the purposes of the Order, 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 Promoters the exclusive right of using on the proposed tramway and works, carriages with flange wheels, or other wheels especially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the Promoters, or upon terms to be prescribed by the Order, the use of the proposed tramway 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 to give effect to agreements between the Promoters 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 Promoters 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 tramway, 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 some other public body or authority, to make bye-laws, rules, and regulations, with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Order.

To empower the 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 tramway, or for providing access to any stables or carriage sheds, or works of the Promoters.

To enable the Promoters when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the 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.

To enable the Promoters and the 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 tramway, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

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

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

And notice is hereby further given, that on or before the 30th day of November instant plans and sections of the proposed tramways and works will be deposited for public inspection

with the Clerk of the Peace for the County of Glamorgan, at his office at Cardiff, and with the Town Clerk of the Borough of Cardiff, at his office at the Town-hall-buildings, Cardiff; and on or before the same day a copy of so much of such plans and sections as relates to each parish in or through which the proposed tramway will be laid will be deposited for public inspection, in the case of each such parish, with the parish clerk of each such parish, at his residence; and on or before the same day a copy of the said plans and sections will be deposited at the office of the Board of Trade, Whitehall-gardens, London. Each such deposit will be accompanied by a copy of this notice as published in the London Gazette.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 22nd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for them at the 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 intended application for a Provisional Order, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next, and 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 17th day of November, 1883.

T. H. Ensor, Cardiff;

Ashurst, Morris, Crisp and Co., 6, Old Jewry, London;

Solicitors for the Order.

In Parliament.—Session 1884.

Mid-London Electric Railway.

(Incorporation of Company, Construction of Railways from near the West End of Oxford Street to the Royal Exchange, City; 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; Payments 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, ma-

chinery, 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 parishes of St. Marylebone and St. George, Hanover-square, or one of them, in the county of Middlesex, at a point in the centre of Oxford-street, opposite or nearly opposite the south-west corner of the house now numbered 518 in that street, and terminating in the parishes of St. Marylebone and St. James, Westminster, or one of them, in the said county, at a point in the centre of Oxford-street, opposite or nearly opposite the north-west corner of the house now numbered 207 in that street.
2. A Railway No. 2, commencing by a junction with Railway No. 1, at its termination as above described, and terminating in the parishes of St. Giles-in-the-Fields and St. George, Bloomsbury, or one of them, in the county of Middlesex, in the centre of the roadway at or near the junction of New Oxford-street, High Holborn, and Broad-street.
3. A Railway No. 3, commencing by a junction with Railway No. 2, at its termination as above described, and terminating in the parishes of All Hallows, Honey-lane, and St. Mary-le-Bow, or one of them, in the City of London, at a point in the centre of Cheapside, opposite or nearly opposite Honey-lane.
4. A Railway No. 4, commencing by a junction with Railway No. 3 at its termination as above described, and terminating in the parishes of St. Michael, Cornhill, and St. Christopher-le-Stocks, or one of them, in the City of London, in the centre of Cornhill, at or near the south-west corner of the Royal Exchange.

The intended railways will be made or pass from, in, through, or into the parishes and places following, or some of them, that is to say:—St. Marylebone; St. George, Hanover-square; St. James, Westminster; St. Anne, Westminster; St. Anne, Soho; St. Giles-in-the-Fields; St. George the Martyr; St. George, Bloomsbury; St. Andrew, Holborn, otherwise St. Andrew, Holborn-above-Bars; the Liberty of Saffron-hill, Hatton-garden, Ely-rents, Ely-place, and Staple-inn, all in the county of Middlesex; and St. Andrew, Holborn, otherwise St. Andrew, Holborn-below-Bars; Furnival's-inn; Barnard's-inn; Thavies'-inn; St. Sepulchre; Christ-church, Newgate-street; St. Michael-le-Querne; St. Leonard, Foster-lane; and 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. Maryle-Bow, Cheapside; St. Mary, Colechurch; St. Mildred, Poultry; St. Mary Woolchurch, otherwise St. Mary, Woolchurch Haw; St. Christopher-le-Stocks; St. Mary Woolnoth; and St. Michael, Cornhill, all in the City of London.

To prescribe the motive power to be used from time to time upon the intended railways.

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 "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. III, 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. 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, 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 parishes or extra-parochial places of St. George the Martyr and St. Andrew, Holborn, otherwise St. Andrew Holborn-above-Bars, Staple-inn, the Liberty of Saffron-hill, Hatton-garden, Ely-rents, 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 17th day of November, 1883.

Sydney Morse, 5, Lime-street-square,
Solicitor for the Bill.

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

In Parliament.—Session 1884.

London Southern Tramways (Extensions).
(Power to London Southern Tramways Company to Construct New Tramways; to Provide Means of Conveyance to and from their Tramways; Tolls, Rates, and Duties; Running Powers over other Tramways; Agreements with other Tramway Companies, &c.; Capital Powers; Extension of Time for Completing Certain Tramways; 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 in the county of Surrey, 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, wholly situate in the parish of Streatham, commencing in the road leading from High-street, Tooting, to Balham-road, at a point 1·7 chains south-westward of Hereward-road (south), passing thence in a north-easterly direction through and along the aforesaid road leading from High-street, Tooting, to Balham-road, Balham-road passing under the bridge carrying the London Brighton and South Coast Railway, and terminating in the Balham-road at the boundary of the parishes of Streatham and Clapham, 1 chain south-west of the junction of Nightingale-lane with the road on the east side of Clapham Common known as Balham-hill-road.

Tramway No. 1 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 chain from the commencement of the tramway and a point 2 chains measured in a north-easterly direction along the tramway from that point; between the point of junction of Tooting Bec-road with Balham-road and a point in Balham-road 8·5 chains north eastward therefrom; between a point 3·7 chains south-westward of Upper Tooting Park and a point 0·2 chain south-west of Balham Park-road; between a point 1·1 chains south westwards of Malwood-road, and a point 3 chains south-westward therefrom.

Tramway No. 2, wholly situate in the parish of Clapham, commencing at the termination of Tramway No. 1, passing thence north-eastward through and along 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), 0·5 chain or thereabouts south-west of the junction of that road with Clapham Park-road.

Tramway No. 2 will be laid as a double line, except between the following places, where it will be laid as a single line, viz.:—Between the commencement of the tramway and a point 0·2 chain north-east therefrom, and between the termination of the tramway and a point 0·6 chain south-westward therefrom.

Tramway No. 3, wholly situate in the parish of St. Mary, Lambeth, commencing at the

termination of the existing tramway in Brixton-rise belonging to the London Tramways Company (Limited), opposite Water-lane, passing thence southwards along Brixton-rise, and terminating at a point in that road 0·3 chain southward of the junction of Cornwall-road with Brixton-rise.

Tramway No. 3 will be a double line except between the following points, where it will be a single line, viz.: from the commencement of the tramway to a point 1 chain southward therefrom.

Tramway No. 4, wholly situate in the parish of St. Mary, Lambeth, commencing at the termination of Tramway No. 3, passing thence southward along Brixton-rise, Brixton-hill, and terminating at the boundary of the parishes of St. Mary, Lambeth, and Streatham, 6·5 chains northwards of Christchurch-road.

Tramway No. 4 will be a double line throughout.

Tramway No. 5, wholly situate in the parish of Streatham, commencing at the termination of Tramway No. 4, passing thence southwards along Brixton-hill, Streatham-hill, over the bridge carrying the roadway over the London Brighton and South Coast Railway, Upper Streatham, and the road, all or part of which is called Mitcham-road, leading from Upper Streatham to Upper Mitcham, and terminating in that road at a point 0·4 chain south-westward of Tooting Bec-road.

Tramway No. 5 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 0·4 chain northward of Tierney-road.

Between points respectively 1·5 chains northwards and 1·5 chains southwards of the centre of the bridge over the London Brighton and South Coast Railway; between points respectively 2·4 chains northwards and 1·6 chains southwards of the centre of the "Horse and Groom" public house; between points respectively 2·5 chains northwards and 2·5 chains southwards of Leigham-avenue; between points respectively 0·8 chain northwards and 3·2 chains southwards of Angles-road, and between a point 1 chain from the termination of the tramway and a point 2·5 chains north-eastwards therefrom.

Tramway No. 6 wholly situate in the parish of St. Mary, Lambeth, commencing in Upper Kennington-lane by a junction with the existing tramway belonging to the London Tramways Company, Limited, at a point 0·1 chain westward of Goding-street, passing thence in an eastward direction along Upper Kennington-lane, 1·5 chains, and there terminating.

Tramway No. 6 will be a single line throughout.

Tramway No. 7 wholly situate in the parish of St. Mary, Lambeth, commencing at the termination of Tramway No. 6, passing eastwards along Upper Kennington-lane, crossing the London Tramways in Kennington-road, and passing thence into and along Lower Kennington-lane, and terminating at the boundary of the parishes of St. Mary, Lambeth, and St. Mary, Newington, 7 chains eastwards of Renfrew-street.

Tramway No. 7 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 4·8 chains measured eastward therefrom between points respectively 0·15 chain east of Vauxhall-street, and 0·2 chain westward of Esher-street; between points respectively 1·1 chains south-westward of Windmill-row, and 0·4 chain east of Edward-street; between the termination of the tramway and a point 0·7 chain therefrom.

Tramway No. 8, wholly situate in the parish of St. Mary, Newington, commencing at the termination of Tramway No. 7, passing thence north-eastwards along Newington Butts, and terminating in that road at a point 1·6 chains south-westwards of Dante-road.

Tramway No. 8 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 1·3 chains north-eastwards therefrom.

Tramway No. 9, wholly in the parish of St. Mary, Lambeth, commencing by a junction with the tramway of the London Tramways Company (Limited), at the termination thereof in Upper Kennington-lane, passing thence southward into the open space commonly known as Vauxhall-cross and South Lambeth-road, and terminating by a junction with the authorised Tramway No. 1a of the Company, 35 links or thereabouts south-west of Vauxhall-cross.

Tramway No. 9 will be a single line.

Tramway No. 10, wholly in the parish of St. Mary, Lambeth, commencing by a junction with the existing tramway of the Company at the termination thereof in Cold Harbour-lane, passing thence into Brixton-rise, and terminating at a point in that road 0·5 chain southward of the eastern end of Acre-lane by a junction with the tramway of the London Tramways Company (Limited).

Tramway No. 10 will be a double line throughout.

The following is a description of all points between which the proposed tramways or either of them are intended to be laid so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of tramway, viz.:—

Tramway No. 1, on both sides thereof, between points respectively 1 chain from the commencement of the tramway and 2 chains north-eastward therefrom, and between points respectively in Balham High-road 0·2 chain and 1·8 chains north-east of the junction of Balham-grove with that road.

Tramway No. 7, on both sides thereof, between a point 0·2 chain north-eastwards of Fairford-grove and a point 0·4 chain south-westwards of Hurley-road, and between points 0·2 chain north-eastward of Renfrew-road and a point 1·2 chains north-eastward therefrom.

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, or to authorise and require the Company, from time to time, and either temporarily or permanently to make, maintain, alter, or 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 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 authorise and empower the Company to build, purchase, hire, provide, work, use, and run omnibuses, coaches, hackney carriages, and other vehicles from, to, and in connection with their tramways, and generally to carry on the business of omnibus, coach, and hackney carriage proprietors, and to levy and recover tolls, rates, and charges for the use of such omnibuses, coaches, hackney carriages, and other vehicles, and to make such other provisions with respect to the matters aforesaid as the Bill will define.

To extend the time limited by the London Southern Tramways Act, 1882, for the completion of the tramways, or some part or parts of the tramways authorised by that Act.

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 in the South Lambeth-road between the point of junction of Fentiman-road and the point of junction of Wilcox-road with that road; and in the event of the new road or street No. 9 authorised by the Metropolitan Street Improvement Act, 1883, being hereafter constructed, to make provision

for laying a tramway in such new road or street or 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 any exemptions therefrom.

To empower the Company to acquire and to hold lands and easements over lands and buildings for the purposes of their authorised and proposed tramways and works, and to 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, or by the alteration of any footpaths thereof, and for facilitating the passage of carriages and traffic over and along the same or any part thereof.

To authorise and empower the Company to run over, work, and use with their carriages, horses, officers, and servants, so much of the tramway of the London Tramways Company (Limited) as is situated between the commencement of the intended Tramway No. 3 in Brixton-rise and the termination of the intended Tramway No. 10 in Brixton-road; and so much of the tramway of the said limited Company as is situated between the commencement of the intended Tramway No. 6 and the commencement of the intended Tramway No. 9 in Upper Kennington-lane, and all works and conveniences of or connected with the said tramways respectively, upon such terms (pecuniary or otherwise) and conditions as may be agreed upon, or as in case of difference may be determined by arbitration or as may be prescribed by the Bill.

To authorise the Company and the London Tramways Company (Limited) and the South London Tramways Company from time to time to enter into and carry into effect, alter, vary, or rescind agreements and arrangements relative to the working and use 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 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 Company and the said 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) or of the South London Tramways Company.

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 to apply to the purposes of the Bill any capital or funds belonging to them or which they have power to raise, and for such purposes and the general purposes of the undertaking to raise additional capital by the creation and issue of preferential and ordinary shares or stock, and by borrowing on mortgage, 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-caneway; 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 St. Mary, Lambeth, with the vestry clerk of that parish, at the Vestry-hall, Kennington-green; 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.

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 6th day of November, 1883.

W. W. Wynne and Son, 40, Chancery-lane, London, Solicitors.

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

In Parliament.—Session 1884.

Brighton Improvement.

(Power to Corporation to Construct New Works and Seaside Improvements, and to Let same; Compulsory Purchase of and Special Powers as to Lands; Compulsory Purchase of Gardens of certain Squares; Appointment of and Powers to Committees of Management in respect to same; Regulation of Disused Burial Grounds; Transfer to Corporation of Race Ground, and Powers as to Management, &c.; New Provision Market; Rearrangement of Wards, &c., and Number of Aldermen and Councillors; Infectious Diseases; Special Powers as to Amusements and Recreation; Regulation of Vehicles and Traffic, Streets and Buildings, Sewers, Drains, &c., Licensing, and otherwise for good Government of Borough; Tolls, Rates, and Charges, and Recovery thereof; Bye-Laws, &c.; Borrowing of Money; Powers of Investment; Amendment and Repeal 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 Mayor, Aldermen, and Burgesses of the Borough of Brighton, in the county of Sussex, being also the Urban Sanitary Authority of the said borough (hereinafter called "the Corporation"), for leave to bring in a Bill for the purposes or some of the purposes following, that is to say:—

To authorise the Corporation to make, execute, and maintain the following works and seaside improvements or some of them, or some part or parts thereof respectively, in the borough and parish of Brighton, and in the county of Sussex, and on the adjoining foreshore, that is to say:—

Works.

An embankment or retaining wall, No. 1, commencing at a point 50 yards or thereabouts eastward of the toll-house, on the eastern side of the landward end of the Chain Pier, thence running in a southwardly direction for a distance of 50 yards or thereabouts, thence eastward to and terminating at the concrete groyne opposite Paston-place, at a point in that groyne 64 yards or thereabouts southward of the face of the archway, under the centre of the steps leading from the beach to the Marine-parade, opposite Paston-place aforesaid.

An embankment or retaining wall, No. 2, commencing at the eastern side of the said concrete groyne, at a point therein 40 yards or thereabouts southward of the face of the said archway, running thence in an easterly and north-easterly direction, and terminating on the southern side of the Newhaven-road, at or about the point at which the boundary of the borough of Brighton joins that road.

A roadway, No. 1, commencing at or about the point of commencement hereinbefore described of the said embankment or retaining wall No. 1, and terminating by a junction with the Marine-parade, opposite the western end of Lewes-crescent.

A roadway, No. 2, commencing by a junction with the said roadway No. 1, at a point 13 yards or thereabouts southward of the foot of the westernmost flight of steps leading from the beach to the Marine-parade, opposite Paston-place, and terminating at or about the point of termination hereinbefore described of the proposed embankment or retaining wall No. 2.

Seaside Improvements.

Tidal swimming and other baths, arcades, bazaars, conservatories, shelters, reading-rooms, lavatories, and other places and conveniences for the use, accommodation, recreation, and amusement of the inhabitants of and visitors in the borough of Brighton aforesaid (hereinafter referred to as "the Borough"), on the sea beach and adjoining land or on any other land for the time being belonging to the Corporation.

Buildings, lifts, elevators, and other machinery or means for the conveyance of passengers, goods, and other matters and things from and to the upper part of the cliff fronting Madeira-road aforesaid to and from the said road.

All proper embankments, walls, fences, groynes, footways, stairs, roads, approaches, buildings, works, and conveniences connected with or necessary for the use of the aforesaid works or any of them.

To empower the Corporation from time to time to provide, acquire, purchase, take on lease, or hire engines, carriages, wagons, pumps, machinery, appliances, and conveniences for the purpose of making or executing all or any of the works and seaside improvements aforesaid, and of repairing, maintaining, using, and applying all or any of the same when made or executed, and to make and levy tolls, rates, and charges in respect of the use of the said works and seaside improvements, and to employ and discharge officers, servants, and workmen in connection therewith.

To empower the Corporation from time to time to demise or let all or any of the said seaside improvements, and to enable any corporation, company, or persons to accept a lease of the same, and to exercise all or any of the powers by the Bill proposed to be conferred upon the Corporation with respect thereto, including the power of levying tolls, rates, and charges in respect thereof, and to apply their funds and raise further funds for that purpose, and to enable the Corporation from time to time to lease lands to any corporation, company, or person agreeing to make and maintain such seaside improvements or any of them.

To authorise the Corporation 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 Corporation 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, landing-places, groynes, railways, tramways, gas, water, and other pipes, and telegraphic apparatus within the borough and parish aforesaid, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up, for the purposes of the intended works and seaside improvements, or any of them, or of the Bill.

To authorise the Corporation to purchase and take by compulsion and also by agreement lands, tenements, and hereditaments for the purposes of the intended works and seaside improvements, 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, tenements, and hereditaments so purchased or taken.

To provide for the transfer to and vesting

in the Corporation, or the committee or committees hereinafter mentioned, and if need be for the purchase, compulsorily or otherwise, by the Corporation, or such committee or committees, of the enclosures or gardens forming part of the following squares and places in the borough and parish of Brighton, that is to say:—Marine-square, New Steine, Dorset-gardens, Montpelier-crescent, Royal-crescent, Regency-square, Bedford-square, Norfolk-square, Powis-square, Hanover-crescent, and Russell-square, and if need be for the extinguishment or variation of any rights and privileges therein or connected therewith, and to make provision for the maintenance, management, and improvement of such enclosures and gardens by the Corporation, or the committee or committees hereinafter mentioned, for the use and enjoyment of the same as pleasure grounds by the occupiers of the houses adjoining the same, or by such persons as may, under the powers of the said Bill, become entitled to the use and enjoyment thereof, and to provide that the provisions of the Bill with respect to the enclosures and gardens aforesaid, or any of them (excepting those relating to the compulsory purchase of the said enclosures or gardens), may be applied, or shall in certain events become applicable to any other enclosures or gardens, squares, and places within the borough.

To provide (if thought fit) for the appointment of a committee or committees of management for such enclosures or gardens or any of them, and to transfer to such committee or committees all or any of the powers, rights, property, and interest for the time being of the Corporation in such enclosures or gardens or any of them, and to empower the Corporation or such committee or committees as the case may be—

- (1) To raise and apply money for the purposes of acquiring, maintaining, managing, and improving such enclosures or gardens, or defraying any expenses in relation thereto.
- (2) To assess, levy, collect, and recover rates, rents, and charges for, or in respect of the use of, or the right to use any such enclosures or gardens upon or from the persons entitled to the use and enjoyment of the same as aforesaid, or from the owners or occupiers of such adjoining houses as aforesaid.
- (3) To employ and remunerate officers, servants, and workmen in connection with such enclosures or garden.
- (4) To make bye-laws, rules, and regulations with respect to any such enclosures or gardens, and the user and preservation thereof, and to impose penalties for the infringement of any such bye-laws, rules, and regulations, and otherwise to exercise all such powers, rights, privileges, and authorities as may be necessary or expedient in the management, maintenance, and improvement of the said enclosures or gardens.

To enable the Corporation to lay out, plant, control, regulate, maintain, repair and improve, and to keep as open spaces accessible to, and for the use and enjoyment of the public, certain disused burial grounds situated as follows:—

- (1) On the west side of Dyke-road between Upper North-street and Clifton-terrace.
- (2) On the east side of Dyke-road, and north side of Church-street.
- (3) On the east side of Queen's-road and north side of Church-street.

And to make provision for the dedication thereof to the public, subject to the rights and interests of the vicar and churchwardens of the parish of Brighton, in the grounds numbered 1 and 2, and to the rights and interests of the minister and trustees of the Hanover Presbyterian Church, in the ground numbered 3, and to confer upon the Corporation all such powers, rights, easements, and privileges in and over the said respective burial grounds, and with respect to everything in and on the same respectively, as may be necessary for those purposes, as well as all necessary powers for the management and regulation of such burial grounds, and the preservation of order therein, and the regulating the admission thereto, and conduct therein of the public. The Bill will also provide for the removal, with the consent of the said vicar and churchwardens, and the said minister and trustees respectively, of tombstones and monuments.

To provide for the transfer to, and vesting in the Corporation of all the rights, powers, privileges, and authorities, debts, obligations, and liabilities of Eardley Nicholas Hall, Charles Lamb, John Leonhardt Bridgen, Charles Spencer, Scrase Dickins, William Percival Boxall, and Richard Alexander Bevan, and their successors, as managing trustees of the piece of land, containing 105 acres and 30 perches or thereabouts, held upon certain trusts for the inhabitants and visitors of the town of Brighton, situate in the parish of Brighton, in the county of Sussex, known as the Race Ground or Tenantry Down (and hereinafter called "the Race Ground") under the following Indentures and fine, or some or one of them, that is to say:—

An Indenture dated the 17th day of April, 1822, and made or expressed to be made between Thomas Read Kemp and Frances his wife of the first part, Charles Scrase Dickins and Elizabeth, his wife, and Charles Scrase Dickins the younger of the second part, and several other parties, and which Indenture was enrolled in Chancery on or about the 7th day of May, 1822, and a fine levied in or as of Hilary Term, 1822, in pursuance of a covenant contained in the said Indenture.

Certain Indentures, dated respectively the 21st and 22nd days of April, 1822, the latter made or expressed to be made between George Hoper of the first part, Charles Scrase Dickins the elder and Charles Scrase Dickins the younger of the second part, and several other parties. And another Indenture, also dated the 22nd day of April, 1822, and made or expressed to be made between George Hoper, Thomas Read Kemp, and others.

An Indenture, dated the 29th day of May, 1849, and expressed to be made between Charles Scrase Dickins and Thomas Attree of the one part, and William Furner and others of the other part.

An Indenture, dated the 19th day of April, 1850, and expressed to be made between the Most Honourable Frederick William Marquis of Bristol, of the one part, and the said Charles Scrase Dickins and others of the other part.

An Indenture, dated the 17th day of August, 1877, and expressed to be made between William Furner and Eardley Nicholas Ball of the one part, Charles Spencer Scrase Dickins and others of the other part, and any other Indentures relating to the race ground, and to confer upon the Corporation the benefit of all covenants of any such

Indentures with respect to the race ground and the appurtenances thereof, and to provide for the exercise and enjoyment thereof by the Corporation, without the consent of the Vicar of Brighthelmston or of the lords of the manors of Brighthelmston and of Atlingworth, or any of them, and freed from any other restrictions imposed by the before-mentioned Indentures or any of them.

To enable the Corporation by agreement, but not otherwise, to purchase or acquire, and to have, hold, and enjoy all the estate, rights, and interest of any person or persons in the race ground.

To confer upon the Corporation all such powers, rights, privileges, and authorities as may be necessary or expedient for enabling them to preserve, improve, manage, and control the race ground as a park, or recreation ground, or otherwise for the benefit and enjoyment of the inhabitants and visitors of the borough, and to regulate the use thereof, and the holding of race meetings thereat, and the conduct of persons resorting thereto.

To empower the Corporation to purchase by agreement, lands within the borough, for the erection and maintenance of, and to provide, establish, maintain, and regulate, a new market for the sale of meat, fish, poultry, game, milk, butter, eggs, cheese, herbs, roots, fruits, garden-stuff, and other provisions or any of them, with stalls, sheds, and other conveniences, and from time to time, to enlarge or contract the limits of such market, and to form, construct, maintain, demise, let, and regulate market-places, market houses, dwelling-houses, buildings, shops, stalls, works, approaches, conveniences, and appurtenances connected with the new market, and from time to time to discontinue the use for market purposes of any part of the new market, and to appropriate or dispose of any lands not required for market purposes.

To provide upon the opening of the new market for the discontinuance of the existing provision market, and for the application to the new market of all or any enactments, bye-laws, and regulations with respect to tolls, and otherwise, in relation to the existing market, and all or any rights, powers, authorities, privileges, obligations, and liabilities of the Corporation in relation thereto, and to empower the Corporation to demand and take, levy, and receive tolls, rents, stallages, and other payments, for or in respect of the use of the new market, and of any stalls, shops, standings, and conveniences therein, and from time to time to vary and alter such tolls, rents, stallages, and payments, or any of the existing tolls, rents, stallages, and payments, and to confer, vary, or extinguish exemptions from the payment thereof, and to empower the Corporation, either in addition to or in substitution for the bye-laws, rules, and regulations so made applicable to the new market, to make, alter, vary, or rescind bye-laws, rules, and regulations for or with respect to any of the following matters, that is to say :

The regulation, control, and management of the new market, and of all provisions, articles, matters, and things brought to, or sold, or being therein, and of all persons coming to or being within the same.

The licensing of all porters and other persons employed in and about such market.

The fixing or varying the amount of the several tolls, rents, stallages, and charges to be taken thereat, and the payment, collection, and recovery thereof, and for preventing the evasion thereof.

For regulating the traffic of or in the market, or the approaches thereto, and for all or any such other purposes connected with the market, as may from time to time be deemed expedient or as may be prescribed by the Bill.

To authorise the Corporation to pull down and remove all or some of the buildings of the existing provision market, and to erect upon the site thereof, municipal offices, arcades, or bazaars, and other buildings, and to demise or let buildings so erected, or to lease the lands or site, or any part thereof, to any person or company agreeing to erect and maintain buildings thereon.

To alter and re-arrange the boundaries of the existing wards in the borough, or certain of them, and to transfer or provide for the transferring of some of the aldermen and councillors of such wards to the new or altered wards, or some or one of them.

To apportion and re-distribute, or provide for the apportionment and redistribution, of the aldermen and councillors of any wards which shall be altered or divided to or among such altered or divided wards, and generally to make provision for the representation of the altered or new wards.

To alter and increase the number of aldermen and councillors for the borough, and for the several wards thereof, and to provide for the election, retirement, and the time of going out of office and rotation of any added aldermen and councillors, or of any aldermen or councillors of any wards which may be affected by any of the provisions of the Bill, and to alter the time of going out of office and rotation of the existing aldermen and councillors, or to make provision in the Bill for determining any of the aforesaid matters.

To make better provision for preventing infection, and for dealing with cases of infectious and contagious diseases, and for the regulation, registration, and isolation of such cases, and to empower the Corporation to provide temporary or permanent hospitals and other places for persons suffering from such diseases, and to regulate the burial of or dealing with the bodies of any persons dying of any such disease.

To enable the Corporation to pay or contribute towards the payment of one or more public bands of music for the borough to perform in the public park and other places of resort within the borough, and to provide pay for or contribute to the expense of any exhibitions, performances, or amusements for the recreation of the inhabitants of and visitors to the borough.

To provide for the regulation of vehicles (including in that expression any velocipede or mechanical contrivance, hand chair, or similar vehicle, and any other vehicle or conveyance, whether plying for hire or not) within the borough, and the conduct of the proprietors, drivers, conductors, and persons in charge thereof, and otherwise with respect thereto, and to such proprietors, drivers, and conductors or persons, and for securing the safety of the persons and property of passengers using the same, and generally of the traffic, vehicular or otherwise, in the public streets or places within and adjoining the borough, and for preventing any obstruction therein, and if necessary for the closing of any street or streets or place, and the prohibition of traffic therein upon any public occasion ; for regulating, and if need be prohibiting the carrying, exhibiting, or circulating in any street or public place of any picture,

print, paper-board, placard, or notice by way of advertisement or otherwise, and the sounding or playing of musical instruments, singing or making any disturbance in the streets, or the doing of any matter or thing tending to the annoyance or inconvenience of the inhabitants and visitors of the borough.

To make provision for the regulation of all vehicles plying for hire between specified points within the borough and the driving and horsing thereof, and the routes to be taken, and stoppages made thereby, and otherwise in relation thereto, and to define the meaning of the term "driver" in the Towns Police Clauses Act, 1847, and to make the said term include any person in charge of any vehicle or other conveyances of what kind soever within the borough.

To make further provision for maintaining order and preventing offences, nuisances, and indecencies in the streets or other public places; for preventing betting in the streets; for the regulation or prohibition of processions; for the regulation of bathing, the control and regulation of coal dealers, and the weighing and selling of coal within the borough, the regulation of the use of bicycles and other velocipedes, the suppression of brothels, and for preventing prostitutes from importuning persons in the streets or any other public place within the borough; and for the regulation of the conduct of persons on the foreshore or beach, and providing (if thought fit) that such foreshore or beach shall for all or any purposes be deemed to be a street or public place within the borough; for preventing the defacing of names or numbers of streets and houses or the interference with notice boards, signs, &c., the shooting of rubbish, fencing of lands, or commission of any kind of nuisance within the borough; and for the improvement, management, and good government of the borough, and the safety and convenience of the inhabitants thereof.

To authorise the Corporation to license bathing machine attendants, to prohibit unlicensed persons from acting as such attendants, and to regulate the conduct of such attendants.

To prevent the unpacking, or exposure, or otherwise placing in any street of furniture, fruit, vegetables, fish, provisions, goods, wares, or merchandise, whether for sale or for any other purpose, or the obstruction in any other way of any street, public place, or footway within the borough.

To authorise the appointment as borough constables of any officers of the Corporation, or any persons appointed or employed by the Corporation, as keepers of parks or enclosures, or in or about any public market or other public place within the borough, or any such other persons as the Corporation may from time to time think fit so to appoint.

To make further provision with relation to slaughter-houses within the borough, to require notice to be given to the Corporation of any change of occupation of any building registered as or used for a slaughter-house, and to enable the Corporation to revoke the license or registration of any slaughter-house, and to make provision for preventing the selling or exposing for sale or keeping of diseased or unwholesome meat or other unwholesome provisions within the borough.

To make further provision with respect to premises licensed for the sale of intoxicating liquors and the licensing thereof.

To empower the Corporation to use and appropriate as a place or places of public resort

or recreation, or for the improvement thereof, or for any other purpose which may be deemed expedient for the improvement of the borough, or as being beneficial to the inhabitants of or visitors to the borough, any lands which they may now possess or may in future acquire, and to exempt all or any such lands, and the Corporation in respect thereof, from the provisions of any Acts relating to the Corporation, and of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands, and to authorise the Corporation to retain, hold, use, and deal with, or to sell, lease, exchange, or otherwise dispose of any lands or any interest in any lands acquired by them under the intended Act, and which they may not require for the purposes of the intended Act, and to sell, exchange, or dispose of any rents reserved on the sale, exchange, lease, or disposition of such lands, and to make provision as to the application of the proceeds of the sale of any such lands or rents.

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 Corporation with reference thereto respectively, and to make better provision for the drainage of existing and new houses and premises, streets, and places within the borough, or any part thereof, and for the cleansing thereof, and as to water-closets, cesspools, and other sanitary arrangements, and the supply of water to any houses and premises, and in streets and places within the borough, and for preventing interference with or injury to sewers and drains within the borough.

To make further provision with respect to the laying out, naming, and numbering of any streets and roads, public or private, and for prescribing the direction, width, level, and construction of streets and roads, public and private, and for providing for the sewerage thereof, and with respect to space about buildings, and for the ventilation of buildings, courts, and other places, and the sanitary and structural arrangements thereof, and for the regulation of the line of buildings and streets and roads, and the making of communications therewith, and the erection, rebuilding and alteration of buildings and the additions thereto, and the inhabitation and inspection thereof and dealing therewith, and for the prevention of injury to or obstruction in any street or place, and to make further provision for the improvement, management, and good government of the borough.

To make provision with respect to dangerous buildings (whether of a temporary or permanent nature) within the borough, and for the inspection and regulation thereof, and if necessary the pulling down and removal thereof, and to regulate or if need be prohibit the projection of any structure over or the construction of any cellar, vault, or arches under any street or place within the borough.

To confer upon the Corporation further powers for the recovery of and otherwise with respect to private improvement and other rates and expenses and commission and interest thereon, and for other expenses on the Corporation in connection therewith, and as to the paving and repair of streets and highways at the expense of owners, and to authorise arrangements with and to confer powers upon owners and others, including persons having limited interest with reference to the matters aforesaid.

To enable the Corporation from time to time to extend the provisions of any existing bye-laws, including the matters or any of the

matters mentioned in this notice, and to make, enforce, vary, or rescind bye-laws, rules, and regulations for all or any of the purposes mentioned in this notice, and to confer upon the Corporation all necessary powers, privileges, and authorities for enabling them effectually to carry out the provisions of the Bill, and to provide for the imposition and recovery of penalties for breach or non-observance of any of the provisions of the Bill or of any bye-laws, rules, and regulations now existing within the borough or which may be made under the provisions of the Bill.

To authorise the Corporation for the purposes of the proposed works and seaside improvements, and for all or any of the purposes of the Bill, to apply their funds, rates, and revenues, and any moneys which they are authorised to raise, and to make and levy additional and to alter existing rates, rents, duties, and charges, and to confer exemptions from the payment of rates, rents, duties, and charges, and to alter, amend, and extend the powers of the Corporation as to the making of assessments, and the levying and recovery of rates, rents, duties, and charges, and as to the raising of money on the security thereof.

To increase the powers of the Corporation as to the investment of the sinking funds, in respect of their loans, and to authorise the Corporation to invest the same in such debentures or other securities as the Bill may define, including those of any other Corporation, and to authorise trustees and other persons under disability to invest trust moneys in any of the debentures or mortgages of the Corporation, and if thought fit to exempt the Corporation from any notice of any trusts affecting such moneys or the securities in which the same may be invested.

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

And it is intended, so far as may be necessary 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 following, or some of them, that is to say: 6 Geo. IV, cap. 179; 13 Vict., cap. 5; 18 and 19 Vict., caps. 6 and 31; 24 and 25 Vict., cap. 39; 27 and 28 Vict., cap. 26; 30 Vict., cap. 22; 33 and 34 Vict., cap. 100; 35 and 36 Vict., cap. 86; 36 and 37 Vict., cap. 125; 39 and 40 Vict., caps. 34, 87, and 198, and the Brighton Corporation Waterworks Act, 1883, and any other Act or Acts relating to the Corporation.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the before-mentioned works proposed to be authorised by the Bill, showing the lines and levels thereof, the plans showing also the lands intended 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 Sussex, at his office at Lewes, in that county, and that on or before the said 30th day of November, a copy of the said plans, sections, book of reference, and notice will be deposited for public inspection with the parish clerk of the parish of Brighton aforesaid, 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 16th day of November, 1883.

Francis J. Tillstone, Town Clerk, Brighton.

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

In Parliament.—Session 1884.

Swanage Water.

(Construction of Additional Waterworks; Purchase of Lands and Easements, Compulsorily and by Agreement; Power to appropriate, Divert, and Take Water from Ulwell Spring and Stream; Additional Capital; Amendment of Order; Incorporation of Acts; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by or on behalf of George Burt, of Swanage, in the county of Dorset, the owner of the existing waterworks, situate at Swanage aforesaid (in this notice referred to as "the Proprietor," which expression includes also the sequels in estate of the Proprietor), for leave to bring in a Bill for the purposes or some of the purposes following, that is to say:—

1. To authorise the Proprietor to construct and maintain the following works, all of which will be situate wholly in the parish of Swanage, in the county of Dorset, that is to say:—

Work No. 1.—An impounding reservoir, situate partly in a piece of rough or waste land, lying on the north side of the public carriage road leading from Swanage to Studland, at a point adjoining such road, situate at a distance of 275 yards or thereabouts, measured along the said road in a westerly direction, from the centre of the road leading from Herston into the said first-mentioned road at its junction therewith, and partly in a field belonging or reputed to belong to the feoffees or trustees of Streche's Almshouse Charity, Wareham, and numbered 139 on the tithe map of the said parish, such field adjoining and lying to the north, east, and west of the said piece of waste land, and which reservoir will immediately adjoin the westerly end of a hedge or fence dividing the said field 139 from a field number 139a, on the said tithe map of the said parish.

Work No. 2.—A pumping station to be situate wholly in the said field, numbered 139 upon the said tithe map, immediately adjoining and to the north and east of the northern extremity of the said Work No. 1, and 10 feet or thereabouts to the north of the western extremity of the said hedge or fence dividing the said field No. 139 from the said field No. 139a.

Work No. 3.—A rising main, conduit, or line of pipes, commencing at the northern side of the before-mentioned pumping station, passing thence in a northerly direction through the said field No. 139, and through the down or land belonging or reputed to belong to the feoffees or trustees of Streche's Almshouse Charity, Wareham, and numbered 138 on the said tithe map, and terminating in the said down or land, numbered 138, in the reservoir or Work No. 4 hereinafter described on the southern side thereof.

Work No. 4.—A storage reservoir, to be situate wholly in the said down or land numbered 138 on the said tithe map, commencing at a point on the east side of and 13 yards or thereabouts measured in an easterly direction from the centre of a cut or trench in the said down or land numbered 138, and 226 yards or thereabouts measured in a northerly direction from the point where the said cut or trench

intersects the hedge or fence dividing the said fields numbered 138 and 139, such reservoir extending from the point of commencement, thence in a northerly direction a distance of 20 yards or thereabouts, thence in an easterly direction a distance of 10 yards or thereabouts, thence in a southerly direction a distance of 20 yards or thereabouts, and thence in a westerly direction a distance of 10 yards or thereabouts, and terminating at the said hereinbefore described point of commencement of the said reservoir.

Work No. 5.—An aqueduct, conduit, or line of pipes, commencing at or in the southern end or side of the said impounding reservoir (Work No. 1), proceeding thence in a southerly direction through the said rough or waste land lying on the north side of the said public carriage road leading from Swanage to Studland to the said public carriage road, and terminating in the existing storage tank of the pumping station of the waterworks belonging to the said Proprietor.

Work No. 6.—A conduit or line of pipes commencing at or in the before-mentioned intended reservoir (Work No. 4), at the southern end or side thereof, thence passing through the said down or land No. 138, and the said land No. 139, in a southerly direction to or near to the north-western corner of the said intended pumping station (Work No. 2), thence passing along the western side of the said pumping station across the said rough or waste land hereinbefore mentioned in the description of Work No. 2, to the said public carriage road adjoining thereto, thence to the northern end of Park-road, thence in a southerly direction along Park-road to its intersection by an existing culvert or tunnel, for water pipes belonging to the said Proprietor, thence through the said culvert or tunnel in a westerly direction across and under Grosvenor-road, to the termination of the said culvert or tunnel, thence in a southerly direction through land belonging to the said Proprietor, and terminating in the existing high level water-tank of the waterworks belonging to the said Proprietor, together with all needful cuts, channels, tunnels, filters, beds, outlets, gauges, tanks, engines, machinery, apparatus, works, and conveniences in connection with the proposed works or auxiliary thereto, or as may be convenient or necessary for the collecting, impounding, and delivery in and out of the said intended works, the streams, springs, and waters hereinafter mentioned.

2. To enable the said Proprietor to deviate both vertically and laterally from the lines and levels of the proposed works, as shown upon the plans and sections hereinafter mentioned to the extent prescribed by the Bill.

3. To divert into the said intended reservoirs, conduits, and aqueducts, and some or one of them, and to collect, and impound, take, use, and appropriate for the purposes of his said undertaking, all such streams, springs, and waters as may be obtainable by him by means of the proposed works, or as can be intercepted by the proposed works or any of them, or as may be found in or under any of the lands to be acquired under the powers of the Bill, or as may for the time being belong to the said Proprietor, and especially the spring and stream arising in the rough or waste land adjoining to and lying on the north side of the said public carriage-road leading from Swanage to Studland, and on the south side of the land No. 139, on said title map, known as Ulwell Spring and Stream, the waters of which spring now flow or

proceed near Ulwell or Pond's Mill into the sea, at or near the north end of the Shore-road leading from Swanage to Studland.

4. To lay down and maintain pipes, conduits, aqueducts, syphons, valves, and apparatus, in under, over, across, and along, and for that purpose to cross, break up, open, alter, divert, stop up, and interfere with, temporarily or permanently, all public and private roads, highways, footpaths, streets, public places, tramways, watercourses, streams, sewers, drains, pipes, and bridges in the aforesaid parish.

5. To purchase, take, and lease, or otherwise acquire by compulsion and agreement, and to hold such lands, houses, tenements, waters, and other hereditaments and property in the said parish of Swanage as may be requisite or convenient for the said works, or for the purposes of the Bill, including the land, mill, messuage, pond, or tenement, situate in the parish of Swanage, belonging to the feoffees or trustees of Streche's Almshouse Charity, Wareham, and occupied by Thomas Pond, and known as Ulwell or Pond's Mill; and also to take grants of or acquire easements in, over, or through lands, houses, springs, streams, waters, and other hereditaments, for the purposes of the undertaking or Bill.

6. The Bill will authorise the said Proprietor to raise further sums of money for the purposes of the Bill, and for the general purposes of the waterworks undertaking authorised by the Swanage Gas and Water Order, 1883, and also to apply to all or any of the purposes of the Bill any capital or funds now belonging or which may hereafter belong to him, or be under his control, or which he may be authorised to raise in respect of his said water undertaking.

7. To repeal, alter, and amend, so far as may be necessary for attaining all or any of the objects of the Bill, the Swanage Gas and Water Order, confirmed by the Gas and Water Orders Confirmation Act, 1883; and the Bill will or may adapt and make applicable to the powers sought thereby, and to the proposed works, all or any of the powers and provisions of that Order, and it will provide for the exercise by the Proprietor of all the powers of the said Order (including the power to take and levy water rates and charges) in respect of the proposed works and powers, or any of them, as fully and effectually as if such works had been included in the said Order.

8. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer upon the said Proprietor all such other rights and privileges as may be necessary for effecting any of the purposes of the Bill, and it will incorporate with itself, with or without amendment, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Waterworks Clauses Acts, 1847 and 1863, and also such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and the temporary occupation of lands.

9. Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property which may be taken for the purposes thereof, and of the Bill, together with a book of reference to such plans, and 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 day of November instant, be deposited for public inspection with

the Clerk of the Peace for the County of Dorset, at his office at Sherborne; and on or before the same day a copy of the said plans, sections, and book of reference, and a copy of this notice (published as aforesaid), will be deposited with the parish clerk of the parish of Swanage, at his residence.

10. 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 13th day of November, 1883.

R. W. Cooper, 4, Westminster-chambers,
Victoria-street, S.W., Parliamentary
Agent.

In Parliament—Session 1884.

Maryport District and Harbour.

(Repeal, Alteration, or Amendment of Maryport Improvement District and Harbour Acts, 1866, 1868, and 1878; Alteration or Dissolution and Re-constitution of Existing Trust; Representation of Ironmasters; Alteration of Number, Powers, and Qualification of Trustees and Electors; Transfer to new Trustees of Powers, &c.; Alteration of Rates; 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 all or some of the following among other objects and purposes, that is to say:—

To repeal, alter, or amend the provisions of the Maryport Improvement and Harbour Act, 1866, the Maryport District and Harbour Act, 1868, and the Maryport Improvement Act, 1878, and any other Acts relating to the district and harbour of Maryport, in connection with the constitution and election of the trustees for the district and harbour of Maryport, and to re-enact the provisions of such Acts, or some of them, with such alterations and amendments as may be deemed expedient or necessary.

To alter the constitution of, and if need be, to dissolve the present body of trustees, and to appoint or make provision for the election and appointment of a new body of trustees, in which the ironmasters trading or shipping in or at the district and harbour of Maryport shall be represented, and to provide for the representation of such ironmasters upon the present trust, either in addition to or in substitution for, all or some of the existing trustees, and to give such ironmasters a voice in the election of the trustees, and a power to elect some of the trustees.

To alter the number of the trustees, and their powers and qualifications, and the qualifications of the electors of, and the mode of electing trustees.

To vest in or make applicable to the new or altered body of trustees, all or some of the lands, works, property, powers, rights, privileges, duties, and liabilities vested in the present trustees by or under the Acts relating to such trustees, and the district and harbour of Maryport, subject to such alterations and extensions of such powers and provisions as may be necessary for the purposes of, and provided by the Bill.

To alter the tolls, rates, and charges authorised to be levied with respect to or in connection with the harbour of Maryport, and the shipping and trade thereat, and to authorise the levying of increased or modified tolls, rates, and charges, and to alter or vary the application of the revenue arising from such tolls, rates, and charges, and the application of the Harbour Fund.

To confer, vary, or extinguish, exemptions from

the payment of tolls, rates, and duties, and to vary or extinguish all such rights and privileges as would interfere with or prevent the execution of the objects and purposes of the Bill, or any of them, and to confer all rights and privileges which may be necessary for carrying the same into effect.

To incorporate with the Bill, with or without amendment or variation, all or some of the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, and the Commissioners' Clauses Act, 1847.

To amend or repeal, so far as may be necessary for the purposes of the Bill, all or some of the other provisions of the before mentioned Acts, and of the provisions of the following Acts (local and personal) viz.: 32 and 33 Vic., c. 84; 40 Vic., c. 38; 42 and 43 Vic., c. 101; and 45 and 46 Vic., c. 158.

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, 1883.

Dated this 15th day of November, 1883.

Brockbank, Helder, and Brockbank, Soli-
citors, Whitehaven;

Grahames, Currey, and Spens, 30, Great
George-street, Westminster, Parlia-
mentary Agents.

In Parliament.—Session 1884.

Golden Valley Railway.—Hay Extension.

(Construction of New Railways in the County of Hereford; Abandonment of Portion of Line authorised by the Golden Valley Railway (Extension to Hay) Act, 1877; Release of Proportionate Part of Deposit; Application of Funds and Additional Capital; Compulsory Purchase of Lands, Tolls, and Alteration of Midland Railway Company's Tolls; Running Powers over Portion of the Hereford Hay and Brecon Railway of the Midland Railway Company, and Use of Hay Station; Working Agreements with the Midland Railway Company and the Mid-Wales Railway Company; Payment of Interest out of Capital; Amendment or Repeal of Acts.)

APPPLICATION is intended to 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 empower the Golden Valley Railway Company (hereinafter called "the Company") to make and maintain the railways hereinafter described, with all necessary bridges, viaducts, junctions, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences in connection therewith, that is to say:—

A railway (No. 1) wholly in the county of Hereford, commencing in the parish of Clifford by a junction with the railway authorised by the Golden Valley Railway (Hay Extension) Act, 1877 (hereinafter called "the Act of 1877"), at or near the point which on the plans deposited for and referred to in that Act indicates the distance of 2 miles from the commencement of the line authorised by that Act, and terminating in the parish of Cusop at a point in the field marked No. 3 on the Tithe Commutation map of the said parish, in the joint occupation of Messrs. Williams and Son and Messrs. Hugh Brown and Co., measuring a distance of 11 yards or thereabouts in a north-easterly direction from the boundary fence of the Hereford Hay and Brecon Railway of the Midland Railway Company which divides the said field, which intended railway and works con-

nected therewith will be made and pass in, through, from, and into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Clifford Cusop, Hardwick, Castleton, Newton, Middlewood, and Westbrook.

A railway (No. 2) wholly in the county of Hereford, commencing in the parish of Cusop by a junction with the said intended railway (No. 1) at a point in the field marked No. 1 on the Tithe Commutation map of that parish, distant 5 yards or thereabouts measuring in a south-westerly direction from the boundary of the parishes of Cusop and Clifford, and terminating in the parish of Cusop by a junction with the Hereford Hay and Brecon Railway of the Midland Railway Company, at a point 407 yards or thereabouts from the north end of the down platform of the Hay Station of the above railway, measured in a north-easterly direction, which intended railway (No. 2) will be made pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them, that is to say:—Clifford, Cusop, Castleton, Newton, Hardwick, and Middlewood.

To empower the Company to abandon and relinquish the construction of so much of the railway authorised by the Act of 1877, as lies between the point at and from which the said intended railway (No. 1) is to commence, and the termination of the authorised railway in the parish of Hay, in the county of Brecon, in a pasture field called or known by the name of Lower Caebach, formerly in the occupation of William Terret, and now of Charles Griffiths, and which last-mentioned field abuts upon the northerly side of the road leading from the turnpike gate on the Brecon-road at Hay to Newforest Farm, at about 275 yards or thereabouts from the said gate measured along the said road in a south-easterly direction, and to release the Company from all liabilities, penalties, and obligations for the non-construction and non-completion thereof, and to cancel and declare null and void all contracts, agreements, and arrangements entered into by or on behalf of the Company, with reference to such portion of the authorised railway.

To provide for and sanction the re-lease or repayment of a proportionate part of the deposit fund paid or transferred into the Chancery Division of the High Court of Justice, upon the application to Parliament for the Act of 1877, with any interest or dividends which have accrued or may accrue on such part of the said deposit fund.

To enable the Company to apply to the purposes of the intended Act any capital or funds now belonging to, or which may hereafter belong to them, or be 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 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, either temporarily or permanently, all 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, that it may be necessary or convenient to cross, divert, alter, or stop up, for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion and also by agreement lands, houses, tenements, and hereditaments within the parishes, townships, extra-parochial and other places aforesaid, for the purposes of the intended railways and works and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the portion of railway stations and works hereinafter mentioned belonging to the Hereford Hay and Brecon Railway of the Midland Railway Company, and to alter the tolls, rates, and duties which that Company are now authorised to take, and 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 Hereford Hay and Brecon Railway of the Midland Railway Company as lies between the point of termination of the intended Railway No. 2, and the Hay Station, 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 authorise and enable the Company on the one hand, and the Hereford Hay and Brecon Railway of the Midland Railway Company and the Mid Wales Railway Company, or either of them, on the other hand, to make and carry into effect and vary and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies of their respective railway stations and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic of every description upon or coming from, passing over, 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 as aforesaid, and to confirm any agreements which have already

been or may be made touching any of the matters aforesaid.

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 Bill, to pay interest or dividends during the construction of the intended railways and works until the completion thereof respectively, or until such other time as may be prescribed by the Bill 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 or extinguish all rights and privileges which would interfere with the objects of the Bill, or with such contracts, agreements, or arrangements as aforesaid, and to confer other rights and privileges.

To alter, amend, enlarge or repeal, so far as may be necessary, some or all of the powers and provisions of the several Acts (Local and Personal) following, or some of them, that is to say:—The Act (Local and Personal) 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; the Golden Valley Railway Act, 1876; the Golden Valley Railway (Extension to Hay) Act, 1877; the Golden Valley Railway Act, 1882; the Hereford Hay and Brecon Railway Act, 1859; the Hereford Hay and Brecon Railway (Deviation) Act, 1860; the Hay Railway Act, 1860; the Hereford Hay and Brecon Railway Act, 1862; the Hereford Hay and Brecon Railway Act, 1863; the Brecon and Merthyr Railway Amalgamation Act, 1865; the Brecon and Merthyr Railway Arrangement Act, 1868; and the Hereford Hay and Brecon Railway Act, 1869, and any other Acts relating to or affecting the Hereford Hay and Brecon Railway Company, the Midland and Hereford Hay and Brecon Railway Act, 1874, and the Mid Wales Railway Company's Acts of 1859, 1864, 1865, 1869, 1872, and 1876.

On or before the 30th day of November, 1883, plans and sections of the railways and works proposed to be authorised by the Bill, showing the lines and levels thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Hereford at his office at Hereford, in that county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said railways and works, or any part thereof, are or is intended to be made or will be situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1883.

Dated this 6th day of November, 1883.

Elmslie, Forsyth, and Elmslie, 27, Leadenhall-street, London, E.C.;

James and Bodenham, 5, St. Peter-street, Hereford;

Solicitors for the Bill.

C. J. Hanly and Co., 27, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1884.

Swansea (Corporation) Water.

(New and Altered Reservoirs and Waterworks; Impounding of Streams; Provisions as to Compensation Water and alteration of existing provisions; Compulsory Purchase of Land and Water rights; Levy and alteration of Rates, Rents, and Charges; Borrowing of Money; Incorporation and Amendment 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 Swansea, in the county of Glamorgan (hereinafter called the Corporation), for an Act for all or some of the following purposes or objects (that is to say);—

To authorise the Corporation to make, alter, and improve and maintain the waterworks and other works and conveniences following, or some of them, viz.;—

1. A reservoir (the Upper Lliw Reservoir) on the River Lliw, commencing at and to be formed by an embankment to be placed across the said river at a point on the river 750 yards, measured in a southerly direction, from the south-west corner of the farmhouse known as Bryn-Lliffydd, which reservoir will extend from the said embankment up the said river, and terminate at a point on the said river 53 yards north-west from the north-west corner of the said farmhouse, and such reservoir and work will be wholly situate in the township of Mawr, in the parish of Llangyfelach, in the county of Glamorgan.

2. A conduit or line of pipes commencing in and out of the intended Upper Lliw Reservoir at a point in the bed of the River Lliw 670 yards, measured in a southerly direction, from the south-west corner of the said farmhouse, and terminating by a junction with the existing 24-inch main of the Corporation at a point where that main enters the gauge basin, situate 90 yards south of the existing embankment of the Lliw Reservoir, which said conduit and work will be wholly situate in the township, parish, and county aforesaid.

3. A new embankment or wall of the Lliw Reservoir of the Corporation, and an extension and improvement of the same reservoir, the new embankment or wall will run parallel with and 66 yards north of the existing embankment of the Lliw Reservoir, and will commence at a point 40 yards, measured in a northerly direction, from the north-west corner of the Swansea Waterworks Cottage, and terminate at a point 240 yards, measured in a north-westerly direction, from the north-west corner of the said cottage, and the extended and improved reservoir will commence at the intended new embankment or wall, and terminate at a point on the River Lliw 1310 yards, measured in a northerly direction, from the north-west corner of the said cottage, and such new embankment and improved reservoir and work will be wholly situate in the township, parish, and county aforesaid. Together with all proper embankments, bridges, roads, ways, wells, tanks, basins, gauges, filters, dams, sluices, weirs, outfalls, syphons, pipes, adits, shafts, tunnels, aqueducts, culverts, cuts, trenches, channels, conduits, drains, mains, junctions, valves, engines, pumps, works, apparatus, and conveniences connected with the said works, or any of them, or necessary for conducting, inspecting, maintaining, repairing, cleansing, or managing the same.

To empower the Corporation to take, collect, divert, impound, appropriate, and use, for the purposes of their water undertaking, the waters of the stream called or known as the River Lliw (which flows or proceeds into the Llwchwr

estuary or arm of the sea), and also all tributaries, brooks, rivulets, watercourses, and springs which flow into the said River Lliw above the proposed point of abstraction, and all waters found in or upon any of the lands proposed to be taken, or which can or may be intercepted or taken by the intended works.

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 township, parish, and county aforesaid, and any rights or easements in, over, or connected with any lands, houses, or buildings in the said township, parish, and county.

To purchase and take for the purposes aforesaid certain lands being, or reputed to be, common or commonable land, that is to say, part of the commonable lands called Mynydd Gwair and Mynydd-y-garn-bach respectively, in the township, parish, and county aforesaid, of which about 28 acres of Mynydd Gwair, and about 36 acres of Mynydd-y-garn-bach will be required for the purposes of the intended works.

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, and other waterworks in, through, along, under, across, and over public highways, streets, roads, streams, paths, and railways, and for the purposes of the intended Act to break up, cross, alter, divert, stop up (either temporarily or permanently) and interfere with any roads, streets, highways, footpaths, bridges, canals, towing paths, railways, tramways, sewers, drains, streams, brooks, watercourses, pipes, and telegraph wires and pipes within the township, parish, and county aforesaid, and to appropriate the soil and surface of the streets, highways, and footpaths so stopped up or disused.

To make provision for the discharge and regulation of compensation water to mill owners and others affected by the existing and intended waterworks of the Corporation, to reduce the quantity of compensation water prescribed by the Swansea Local Board of Health Waterworks Act, 1860, and to alter and amend the provisions of that Act with reference to the penalties and obligations therein contained with reference to the failure or default in the supply of compensation water, and to make other provisions in relation to the premises.

To empower the Corporation to purchase or acquire, by compulsion or agreement, the compensation and other water rights of mill owners and others entitled to the benefit of the provisions in that behalf of the said Act.

To empower the Corporation to charge the water rents for domestic purposes upon the gross rental, and to enable them to charge for water supplied to water-closets and baths, to increase or alter the charge for water supplied for shipping purposes, and to make other provisions in relation to the matters aforesaid.

To extend and increase the powers of the Corporation to prevent the fouling of the water of any stream flowing into or communicating with any of their existing or intended reservoirs, lines of pipes, or other works.

To provide that the said intended reservoirs and works shall form part of the water undertaking of the Corporation, and to enable the Corporation to exercise and enjoy in respect thereof, and of the water to be collected, impounded,

and supplied therein and therefrom, all and the like powers, rights, privileges, and authorities (including the power to make, demand, and recover water rates, or rents, or other charges or payments) which they now exercise and enjoy with respect to their existing water undertaking.

To authorise the Corporation to levy rates, rents, duties, and charges, to increase or 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 water undertaking 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 Swansea Corporation Loans Act, 1881, and the Swansea Corporation Loans Act, 1882, 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 repeal or amend the several local and private Acts and public Acts of a local nature following, or some of them, viz.:—The Swansea Local Board of Health Waterworks Act, 1860; The Swansea Municipal Corporation Act, 1863; The Swansea Local Board of Health Act, 1872; The Swansea Waterworks Act, 1873; The Swansea Improvements and Tramways Act, 1874; 39 and 40 Vic., cap. 235; the 40th and 41st Vic., cap. 242; the 41st and 42nd Vic., cap. 109; the 42nd and 43rd Vic., cap. 109; The Swansea Corporation Loans Act, 1881; The Swansea Corporation Loans Act, 1882; and to incorporate with or without alteration The Lands Clauses Consolidation Acts, 1845, 1860, and 1869; The Waterworks Clauses Acts, 1847 and 1863; The Commissioners Clauses Act, 1847; The Public Health Act, 1875; The Local Loans Act, 1875; or any part or parts of those Acts respectively.

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.

On or before the 30th day of November instant, duplicate plans and sections and books of reference to such plans, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff; and on or before the same day, a copy of the said plans, sections, and books of reference, together with a copy of this Notice, published as aforesaid, will, on or before the said 30th day of November, be deposited with the Clerk of the Parish of Llangyfelach, at his residence.

Printed copies of the intended Act or Bill will, on or before the 21st day of December, 1883, be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1883.

John Thomas, Town Clerk, Swansea.

Sharpe, Parkers, Pritchard, and Sharpe,
9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Barry Dock and Railways.

(Incorporation of Company; Power to make Dock, Entrance Channel, and other Works at Barry Island in Glamorganshire; Appropriation of Part of Channel between Barry Island and mainland; 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 and Great Western Railway Companies; Branch Railways and Sidings by Agreement; Capital, Costs, and Expenses.)

A PPLICATION 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 hereinafter described, or some of them, 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 south-western corner of the field numbered on the Ordnance Map (scale $\frac{1}{25000}$) 305 in that parish, and terminating on Barry Island, at or near the northernmost corner 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 corner 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 hereinafter described, at about 460 yards from the said point marked Red Brink Point, measured in a northerly direction, and led 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) hereinafter 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 piece of land 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 hereinafter described;

(3.) A breakwater, 240 yards or thereabouts in length, commencing on the eastern side of the entrance channel hereinafter described, at a point 450 yards or thereabouts south-east of Red Brink Point aforesaid, and terminating at a point 490 yards or thereabouts, measured in an easterly direction from Red Brink Point.

4. An embankment or dam (c), forming the south-eastern side of the timber pond next hereinafter described, commencing in the parishes of Sully and of Cadoxton-juxta-Barry, or one of them, by a junction with the dam (b) hereinafter described, at a point 180 yards or thereabouts, measured in an easterly direction from the point marked Castle Land Point on the said Ordnance Map, and terminating in the parish of Cadoxton-juxta-Barry, at a point 160 yards or thereabouts, measured in a southerly direction from the property described on the said Ordnance Map as Mill-cottage, and thereon numbered 260 in that parish.

5. A timber pond situate on the north-west side of the embankment or dam (c) lastly hereinafter described, and between that embankment or dam and the high-water mark bounding the properties respectively numbered on the said Ordnance Map 214, 215, 227, and 256, in the parish of Cadoxton-juxta-Barry.

6. A culvert, commencing between Castleland Point and Warren Tump, as marked on the said Ordnance Map, at or near a point 105 yards or thereabouts 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 or near a point in the channel between Barry Island and the mainland, 355 yards or thereabouts eastward of the house in the parish of Merthyr Dovan known as East Barry, and so marked on the said Ordnance Map, being the point where the embankment (a) hereinafter described is intended to cross the said channel.

7. 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.

8. A road, commencing by a junction with the existing road leading by East Barry, at the northern corner of the field numbered on the said Ordnance Map 262, in the parish of Merthyr Dovan, passing over the embankment (c) hereinafter described, and terminating on Barry Island, at the south-western side of the field numbered on the said Ordnance Map 3, in the parish of Sully.

Which said intended works hereinafter 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.

9. 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.

10. 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. 7), 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 Llanwunno 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;

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 305 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 90 yards or thereabouts measured in a southerly direction from the northernmost corner of the said field, and terminating in the parish of Sully at a point 230 yards or thereabouts, measured in a north-easterly 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, in the field numbered on the said Ordnance Map 8 in that parish at a point 120 yards or thereabouts, measured in a south-westerly direction from the northernmost corner of the said field.

Railway No. 4, 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 Michaelstone-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, measured along the said Great Western Railway in the direction of London from opposite the booking-office at the passenger station at Peterston.

Railway No. 5, commencing in the parish of St. Fagan's by a junction with the intended Railway No. 1, at a point 700 yards or thereabouts north-north-east of the Church of St. George-super-Ely, in an enclosure, numbered on the said Ordnance Map 127 in that parish, at or near the northern boundary fence, and 85 yards or thereabouts from the north-west corner of the said enclosure, and terminating in the said parish of St. Fagan's by a junction with the Great Western Railway, at a point 180 yards or thereabouts, measured along the said Great Western Railway in the direction of Milford, from opposite the booking-office at the passenger station at St. Fagan's.

Railway No. 6, wholly in the parish of Pentrch, 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 on the said Ordnance Map 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 in the said Act, as deposited in November, 1865, with the Clerk of the Peace for the county of Glamorgan.

Railway No. 7, wholly in the parish of Llan-twitfardre, 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, measured along that railway in the direction of Cardiff, from opposite the booking-office of the passenger station at Treforest.

Railway No. 8, commencing by a junction with the intended Railway No. 1, 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 Gyfeillon 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 Ystrad-y-Fodwg, in an enclosure numbered on the said Ordnance Map 662, in the said parish, at or near the north-west boundary fence of the said enclosure, and at a point 120 yards or thereabouts south-westward of the centre of the bridge carrying the Rhondda Fawr branch of the Taff Vale Railway over the River Rhondda on the western side of the Pentre Colliery.

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, Wenvoe, Caerau otherwise Cayra, 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, Pwll-gwaun, Graillon, Porth, Dinas, Dynas Powis, Tonypandy, Llwynypia, Pentre, Gyfeillon, Hafod, Cymmer, Ton Pentre, Treórky, Cwm Parc, Treforest, Trehafod, Eirw, Ton, Ystrad, and Ystrad-y-Fodwg, 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 105 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 a point in the said channel 350 yards or thereabouts eastward of the house in the parish of Merthyr Dovan, known as East Barry, and so marked on the said Ordnance Map, being the points of the commencement and termination of the intended culvert hereinbefore described.

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 yards, patent slipways, shipping places, sluices, timber ponds, stairs, sewers, drains, culverts, pipes, jetties, quays, sidings, tramways, wharves, public wharves, wells, reservoirs, gas works, 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 pilots 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 order and precedence of vessels of different classes passing into or out of 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, which land is or is 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. |

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 cost 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 of the Great Western Railway Company as will give access from the termination of Railway No. 5 hereinbefore described, to the station of the Great Western Railway Company at Cardiff;

So much of the Great Western Railway as will be situate between the termination of Railway No. 4, 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, 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 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 to provide for the effectual and speedy delivery and interchange of traffic to and with the Company in such manner as the Bill may define, 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 authorise the Company to enter into and carry into effect agreements with any owner or lessee of land or colliery works adjoining or near to the intended railway and works as to the construction, management, maintenance, working, and use of branch railways or sidings to be connected with their railway, and the provision of funds for that purpose.

To make provisions as to the raising of capital

by shares, stock, and by borrowing, for the purposes of the intended Act, and to provide for the repayment out of such capital of the costs and expenses of and incidental to the promotion of the Barry Dock and Railways Bill in the last Session of Parliament.

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 and 7 Will. IV., cap. 82, and any other Act relating to the Taff Vale Railway Company, the 5 and 6 Will. IV., 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 16th day of November, 1883.

Downing and Handcock, Cardiff, Solicitors for the Bill.

Dyson and Co., 23 and 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Pontypridd and Ogmore Railway.

(Incorporation of Company, with Powers to make and maintain new Railways in the County of Glamorgan, with junctions with other Railways; Compulsory Purchase of Lands and Houses, and Interference with Public Roads, &c.; Power to take part only of any Property; Running Powers over Railways of other Companies; Working and other Agreements with other Railway Companies, and Powers to other Companies to use the Proposed Railways; Tolls; Payment of Interest out of Capital; 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 to incorporate a Company (hereinafter referred to as "the Company"), and to confer on them all necessary

powers, and to make all necessary provision for effecting the following purposes, or some of them, that is to say:—

1. To make and maintain the railways herein-after described, or some of them, or some part or parts thereof, with all necessary stations, junctions, approaches, works, and conveniences connected therewith respectively, namely:—

Railway No. 1.—A railway commencing in the parish of Llanwonno by a junction with the Rhondda branch of the Taff Vale Railway, at a point thereon 106 yards or thereabouts, measured in a westerly direction along the said railway, from the westernmost abutment of the bridge carrying that railway over the road leading from Hopkinstown, near Pontypridd, to Rhondda House, and terminating in the parish of Llantrisant, in a field distinguished as No. 798 on the ordnance map of that parish (scale $\frac{1}{25000}$), at a point 88 yards or thereabouts, measured in a south-easterly direction, from the northernmost corner of that field.

Railway No. 2.—A railway commencing in the parish of Llanwonno by a junction with the Taff Vale Railway at a point 400 yards or thereabouts, measured in a south-westerly direction along that railway, from the westernmost abutment of the bridge carrying that railway over the road leading from the Berw-road, near Pontypridd, to the Daren-ddu Colliery, and terminating in the parish of Llantrisant, at the point of termination of the intended Railway No. 1.

Railway No. 3.—A railway commencing in the parish of Llantrisant by a junction with the intended Railways Nos. 1 and 2 at their point of termination, and terminating in the parish of Llanharan in a field distinguished as No. 208 on the ordnance map of that parish (scale $\frac{1}{25000}$), at a point 64 yards or thereabouts, measured in a south-westerly direction, from the north-easternmost corner of that field.

Railway No. 4.—A railway commencing in the parish of Llanharan by a junction with the intended Railway No. 3 at the point of termination of that railway, and terminating in the parish of Coychurch and township of Peterstone-super-Montem by a junction with the Great Western Railway (South Wales section) at a point 330 yards or thereabouts, measured in a westerly direction along that railway, from the junction therewith of the Cardiff and Ogmore Valley Railway.

Railway No. 5.—A railway commencing in the parish of Llanharan by a junction with the intended Railway No. 3, at the point of termination thereof, and terminating in the parish of Coity and township of Coity Lower by a junction with the Railway No. 1 authorised by the "Ogmore Dock and Railway Act, 1883," at the point where the centre line of that railway, as shown on the deposited plans of that railway, crosses the fence which separates the fields distinguished as Nos. 377 and 378 respectively on the ordnance map of that parish (scale $\frac{1}{25000}$) and 44 yards or thereabouts from the westernmost extremity of that fence.

Railway No. 6.—A railway wholly in the parish of Coity and township of Coity Lower, commencing by a junction with the Great Western Railway (South Wales section) at a point 336 yards or thereabouts, measured in an easterly direction along that railway, from the easternmost face of the bridge carrying the public road leading from Bridgend to Coychurch over that railway, and terminating

by a junction with the Railway No. 1 authorised by the "Ogmore Dock and Railway Act, 1883," at the point where the centre line of that railway, as shown on the deposited plans of that railway, crosses the fence which separates the fields distinguished as Nos. 391 and 408 respectively on the ordnance map of that parish (scale $\frac{1}{2500}$), and 15 yards or thereabouts from the westernmost extremity of that fence.

Railway No. 7.—A railway wholly situate in the parish of Llanharan, commencing by a junction with the Ely Valley branch of the Great Western Railway at a point on that railway 172 yards or thereabouts, measured in a south-easterly direction, from the south-east corner of Ynys-Maerdy Farmhouse, and terminating by a junction with the intended Railway No. 3 in the field or plantation distinguished as No. 423 on the ordnance map of that parish (scale $\frac{1}{2500}$), at a point 119 yards or thereabouts, measured in a south-easterly direction, from the south-easternmost corner of the field or plantation distinguished as No. 419 on the same map.

Railway No. 8.—A railway wholly situate in the parish of Llantrisant, commencing by a junction with the railway in course of construction authorised by the Treferig Valley Railway Act, 1879, at a point 60 yards or thereabouts, measured in a south-westerly direction, from the south-western corner of the field distinguished as No. 1942 on the ordnance map of that parish (scale $\frac{1}{2500}$), and terminating by a junction with the intended Railway No. 3 in a field distinguished as No. 1947 on the same map, at a point 47 yards or thereabouts, measured in a south-westerly direction, from the easternmost corner of that field.

The said intended railways will pass from, in, through, or into the following parishes, townships, hamlets, and extra parochial places, namely: Llanwonno, Llantrisant, Llantwit Fardre, Llanharan, Coychurch, Coychurch Lower, Peterstone - super - Montem, Llanilid, Pencoed, Coity, Coity Lower, or some or one of them, all in the county of Glamorgan.

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, raise, lower, alter, stop up, or otherwise 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, sidings, tramways, gas, water, and other pipes, and telegraphic and telephonic 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, raise, lower, alter, stop-up, or otherwise interfere with, 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 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, and to confer, vary, and extinguish other rights and privileges.

5. 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 railways, or portions of 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 such railways, or portions of railway, stations, and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

6. To empower the Company and any company or person 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 failing agreement, be settled by arbitration or as may be 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 railways or portions of railway following, or some of them, or some part or parts thereof respectively (that is to say):—

The Rhondda Branch Railways and the Aberdare Railway of the Taff Vale Railway Company, and the main line of that Company's railway, between the point of junction therewith of the intended Railway No. 2 and the termination thereof at Merthyr Tydfil.

The Ely Valley Railway.

The Ely Valley Extension Railway.

The Ely and Clydach Valleys Railway, and

The authorised railways of the Ogmore Dock and Railway Company.

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 railways or portions of railway and stations respectively.

7. To empower the Company on the one hand, and the Taff Vale Railway Company, the Great Western Railway Company, the Ely Valley Railway Company, the Ely and Clydach Valleys Railway Company, the Ogmore Dock and Railway Company, and the London and North Western Railway Company, or any 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 of the contracting Companies for carrying into effect every or any such agreements as aforesaid, and to confirm any agreements which have been made or may be made before the passing of the

Bill touching any of the matters aforesaid. And the Bill may empower all or any of the above-named Companies to run over and use the intended railways, or some of them, or some parts thereof, and the stations, works, and conveniences connected therewith respectively, on such terms and conditions as may be agreed on or prescribed in the Bill.

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 any funds of the Company from time to time interest or dividends on any shares or stocks of the Company.

9. 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.

10. And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill, to repeal, alter, amend, 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):—6 and 7 William IV, cap. 82, and all other Acts relating to the Taff Vale Railway Company; 5 and 6 William IV, cap. 107, and 26 and 27 Victoria, cap. 198, and all other Acts relating to the Great Western Railway Company; 20 and 21 Victoria, cap. 41, and all other Acts relating to the Ely Valley Railway Company; 36 and 37 Victoria, cap. 230, and all other Acts relating to the Ely and Clydach Valleys Railway Company; 46 and 47 Victoria, cap. 197, relating to the Ogmore Dock and Railway Company; and 9 and 10 Victoria, cap. 204, and all other Acts relating to the London and North Western Railway Company, and of all other Acts which it may be necessary to repeal, alter, or amend for effecting the objects of the Bill.

11. 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, and the lands and houses which may be taken for the purposes thereof, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and houses, and an ordnance map with the line of the intended railways delineated thereon, showing their general course and direction, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Glamorgan, at his office at Cardiff; 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 15th day of November, 1883.

W. Richard Randall, Bridgend, Glamorgan, Solicitor;

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

In Parliament.—Session 1884.

Dublin Wicklow and Wexford Railway.

(City of Dublin Junction Railways.)

(Power to Dublin Wicklow and Wexford Railway Company to Construct Connecting Railways between Westland Row Terminus and the Railways of the Great Northern Railway (Ireland), and the Midland Great Western Railway (Ireland), on North Side of the Liffey; to Constitute Separate Undertaking and Separate Capital; to Raise Additional Capital; Loan or Guarantee by Public Works Loan Commissioners, &c.; to Alter and to Levy Tolls, Rates, and Charges; Powers to the Company, the London and North Western Railway Company, the Great Northern Railway Company (Ireland), the Midland Great Western Railway of Ireland Company, the Great Southern and Western Railway Company, and the City of Dublin Steam Packet Company, to Grant Guarantees, and to Subscribe and Contribute towards the intended Undertaking, and to Raise Moneys in their Undertakings; Working and other Powers with and to these 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 Dublin Wicklow and Wexford Railway Company (herein called "the Company"), for leave to bring in a Bill (hereinafter called "the Bill") for the purposes following, or some of them, that is to say:—

To enable the Company to make and maintain the railways hereinafter mentioned, or one of them, with all necessary works, approaches, stations, and conveniences connected therewith respectively, that is to say:—

1. A railway (hereinafter called Railway No. 1), being an extension of the Dublin Wicklow and Wexford Railway (Dublin and Kingstown portion), commencing in the passenger shed of the Westland-row terminus of the Company, in the parish of Saint Mark's, in the city of Dublin, at a point in the said passenger shed 56 feet or thereabouts distant from the south-eastern face of the range of new offices on the Great Brunswick-street side of the said terminus, and 80 feet or thereabouts distant from the north-west face of the old offices of the said terminus in Westland-row, proceeding in a northerly direction, and crossing the river Liffey by a bridge, and terminating by a junction with the railway of the Great Northern Railway Company (Ireland), at a point thereon distant in a south-westerly direction 70 feet or thereabouts from the centre of the bridge which carries the said Great Northern Railway (Ireland) over the portion of the North Circular-road named Seville-place, in the parish of Saint Thomas, in the city of Dublin, which intended Railway No. 1 will pass from, through, or into the parish of Saint Mark's and the parish of Saint Thomas, both in the county and county of the city of Dublin.
2. A railway (hereinafter called Railway No. 2) commencing by a junction with the said intended Railway No. 1 in the parish of Saint Thomas, in the city of Dublin, at a point situated in a north-easterly direction 265 feet or thereabouts from the northern corner of the Amiens-street passenger terminus shed of the said Great Northern Railway (Ireland), and terminating by a junction with the railway of the Midland Great Western Railway (Ireland) (which

connects the Liffey branch with the lines of siding on the south-west side of the part of the Royal Canal usually known as the Spencer Dock, in the parish of Saint Thomas, in the city of Dublin), at a point on the said railway distant in a south-easterly direction 105 feet or thereabouts from the south-east face of the bridge, called the Newcomen Bridge, carrying the North Strand-road over the lock of the Royal Canal, which Railway No. 2 will be situate in the parish of Saint Thomas, in the county and county of the city of Dublin.

To empower the Company to acquire, by compulsion or by agreement, lands, houses, and other property for the purposes of the intended railways and works, and the Bill, and also to acquire compulsorily for the said purposes any easement only over the ground traversed by the said intended railways.

To authorise the Company to deviate laterally from the lines of the said intended railways and works to the extent shown on the plans to be deposited as after mentioned, or as may be provided by the Bill, and also to deviate from the levels shown on the sections to be deposited as after mentioned to such extent as may be provided by the Bill.

To empower the Company to purchase or acquire so much only of any property as they may require for the purposes of the intended railways and works, and of the Bill, without being subject to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

To empower the Company to cross, divert, alter, use, stop up, or appropriate, either temporarily or permanently, all such highways, roads, streets, quays, railways, sidings, tramways, telegraphs, drains, sewers, bridges, canals, pipes, rivers, navigations, and other works, and the quays and bed and soil of the river Liffey, as may be necessary for making and maintaining the said intended railways and works, or for the objects of the Bill.

To enable the Company to levy tolls, rates, and charges for and in respect of the use of the said intended railways and works, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon.

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

To provide, if deemed expedient with respect to the said intended railways and works, that the same may be constituted a separate undertaking of the Company, and that the capital to be raised for such undertaking (whether by shares or by stock, or by borrowing or debenture stock), and the revenues to be derived therefrom, shall be kept separate in all respects from the existing undertaking, and from the existing and other capital of the Company; and to provide for the keeping of separate accounts; and such other matters as may be necessary with respect to such separate undertaking and its capital and revenues.

To enable the Company to raise capital for the purposes of the Bill, and to subscribe towards the said intended railways, and to guarantee dividends, or interest, or annual or other payments, on the whole or any part of the capital to be raised for the same, whether as part of the general capital of the Company, or as a separate capital; and also for the said purpose and the purposes of the Bill, to apply any funds or revenues of the Company, and to raise additional capital in their undertaking, either as part of

their general capital or as a separate capital, by means of new ordinary, or new preference shares or stock, or by borrowing, or by the issue of debenture stock, and to attach to such additional capital such preference or priority in payment of dividends or of interest out of their revenues as the Bill will define, and also to define the rights of the subscribers to and holders of the capital raised for or applied to the purposes of the said intended railways and of the Bill.

To empower the London and North Western Railway Company, the Great Northern Railway Company (Ireland), the Midland Great Western Railway of Ireland Company, the Great Southern and Western Railway Company, and the City of Dublin Steam Packet Company respectively, or any one or more of them (hereinafter referred to as "the said Companies"), to subscribe towards and to guarantee to the Company, or subscribers or lenders, dividends, or interest, or annual or other payments, on the whole or any part of the money to be raised by the Bill, by shares or stock, or by borrowing, or debenture stock, for the purposes of the said intended railways and works, whether as part of the undertaking of the Company, or as a separate undertaking, and for such purposes to enable the said Companies respectively to apply any of their respective funds and revenues; and also to raise additional capital in their respective undertakings by new, ordinary, or new preference shares or stock, or by borrowing, or by debenture stock, and to attach to such additional capital such preference or priority of dividends or interest as the Bill will define.

To empower the Company and the said Companies, or any one or more of them, to apply their funds, to grant guarantees, to make annual payments out of their revenues, and to raise moneys in their undertakings by shares, or by borrowing, or debenture stock, with such preferences and priorities as may be defined by the Bill, for constructing, maintaining, and working the said intended railways, and for other the purposes of the Bill, on such terms as may be agreed upon or as may be provided by the Bill.

To empower the Company on the one hand, and the said Companies, or the Company and any one or more of the said Companies on the other hand, to enter into and carry into effect contracts and agreements for and with reference to the construction, working, maintenance, management, and use of the said intended railways and works, or one of them, or any part or parts thereof, or of the undertaking of the Company generally, and the undertakings, or any part or parts of the undertakings, of the said Companies respectively, and with reference to the terms of their subscriptions and payments to be made therefor, and with reference to the supply of rolling stock, plant and machinery, the appointment, payment, and removal of officers and servants, the payments to be made, and the conditions to be performed with respect to such construction, working, maintenance, management, and use, and with reference to the interchange, conduct, regulation, and management of traffic passing to and from the railways of the Company (including the said intended railways) and the undertakings of the said Companies, or any of them, and for the fixing, levying, dividing, and apportionment of the tolls, rates, charges, and profits arising from such traffic, or other profits of the respective undertakings of the contracting Companies, and the payment of any fixed or contingent rent or

other payment, and if necessary or expedient to provide for the appointment of a joint committee or committees for all or any of the purposes of the Bill; and further to confer upon the contracting Companies all such powers as may be necessary or expedient for carrying out the aforesaid purposes and the objects of the Bill, and to sanction and confirm any agreements made or to be made before the passing of the Bill between the Company and the said Companies, or any one or more of them, with reference to the said intended railways and works, or touching any of the matters before mentioned, or to any of the objects and purposes of the Bill.

To enable the Public Works Loan Commissioners, or the Board of Public Works, Ireland, or the Commissioners of Her Majesty's Treasury, to advance money to the Company or to grant guarantees on money to be raised for the purposes of the said intended railways and works and of the Bill, on such terms and conditions, and on payment of such interest as may be agreed upon.

The Bill will vary or extinguish all existing rights and privileges which might in any way interfere with the accomplishment of any of its objects, and it will confer other rights and privileges.

To incorporate in the Bill all or some of the provisions of the following Acts (with such modifications with respect to alterations of lines and levels of the works, the assessment of compensation in respect of property injuriously affected, or taken or interfered with for the purposes of the Bill and otherwise as may be deemed necessary) that is to say:—"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, 1863," "The Railways Acts (Ireland), 1851, 1860, and 1864."

The Bill will amend, vary, or repeal all or some of the powers and provisions of the following Acts (local and personal) relating to the following Companies, as well as all other Acts relating to those Companies, or any of them, or that may in any way interfere with its objects, that is to say: the Act 9 and 10 Vict., cap. 204, relating to the London and North Western Railway Company; "The Great Northern Railway (Ireland) Act, 1877," and "The Great Northern Railway (Ireland) Transfer Act, 1877," relating to the Great Northern Railway Company (Ireland); the Act 7 and 8 Vict., cap. 100, and the Act 8 and 2 Vict., cap. 124, relating to the Great Southern and Western Railway Company; the Act 8 and 9 Vict., cap. 119, relating to the Midland Great Western Railway of Ireland Company; the Act 3 and 4 Will. IV, cap. 115, relating to the City of Dublin Steam Packet Company; the Act 1 and 2 Will. IV, cap. 69, relating to the Dublin and Kingstown Railway Company; and "The Waterford Wexford Wicklow and Dublin Railway Act, 1846," relating to the Company.

Duplicate plans and sections describing the lines, situations, and levels of the said intended railways and works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, and an ordnance map with the lines of the said railways delineated thereon, and a copy of this notice as

published in the Dublin 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 the City of Dublin, at his office in Green-street, in the city of Dublin, and with the Clerk of the Peace of the County of Dublin, at his office in Kildare-street, in the said city; 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 said parishes in or through which the said intended railways and works will be made, and a copy of this notice as published in the Dublin Gazette, will be deposited as follows, that is to say: so much as relates to the said parish of St. Mark's, with the clerk of the South Dublin Poor Law Union, at his office at the South Dublin Poor Law Union Workhouse, at James-street, in the said city; and so much as relates to the parish of St. Thomas, with the clerk of the North Dublin Poor Law Union, at his office at the North Dublin Poor Law Union Workhouse, at North Brunswick-street, in the said city.

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, 1883.

George Keogh, 50, Westland-row, Dublin,
Solicitor.

Holmes, Anton, and Greig, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Croydon Direct Railway.

(Incorporation of Company; Powers to construct Railway from London Chatham and Dover Railway at Dulwich to Croydon and New Road in Croydon; Dedication to, and repair by public, of New Road, and power to Borough of Croydon to Subscribe towards Cost of Making and Maintaining same; Compulsory Purchase of Lands; Tolls; Running Powers over Railways of, Agreements with, and Provisions affecting London Chatham and Dover 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 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, road, and other works hereinafter mentioned, which will be situate in the county of Surrey, 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, channels, sewers, drains, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A railway, commencing in the parish of Camberwell, otherwise Saint Giles, Camberwell, 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 passenger platforms at their Dulwich station, terminating in the parish of Croydon, in the field numbered 1797 on the $\frac{1}{2500}$ Ordnance Map, at a point about 12 chains north-westward from the western end of the fence between the enclosures numbered respectively 1764 and 1765 on the same map.

The intended railway will be made or pass

from, in, through, or into the following parishes, or some of them (that is to say):—Camberwell, otherwise Saint Giles, Camberwell, Lambeth, otherwise Saint Mary, Lambeth, and Croydon.

A road wholly situate in the town and parish of Croydon, 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.

It is intended by the Bill to take, for or in connection with the intended railway, 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.:—

| Name by which the lands are known. | Parish and County in which the lands are situate. | Quantity within limits of deviation and estimated quantity to be taken. |
|------------------------------------|---|---|
| Duppas-hill Recreation Ground. | Croydon, Surrey | 1A. 1R. 0P. |

To provide for the dedication of the intended new road to, and its repair by the public, and to enable the mayor, aldermen, and burgesses of the borough of Croydon to subscribe towards the cost of making and maintaining the said road, and for that purpose to apply their Corporate funds and revenues; and to raise further money by borrowing on the security of their corporate estate lands and property, and of the rates which they are now authorised, or may by the Bill be authorised to levy.

To authorise the Company to stop up, divert or discontinue as public highways, passages, and footpaths, and to extinguish all rights of way and other rights over or affecting, 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.

To authorise the Company to deviate laterally from the lines of the intended works to the extent shewn 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 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 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, electric, and other 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.

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; 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.

To enable the Company to levy tolls rates, and duties upon or in respect of the intended railway and works, and upon and in respect of the portions hereinafter mentioned of the railways of the London Chatham and Dover Railway Company, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

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—

Such parts of the several railways belonging to the Chatham Company as lie to the northward of the intended junction therewith of the railway to be authorised by the Bill, together with the Dulwich, Victoria, Ludgate Hill, and Holborn Viaduct stations thereon, and the authorised station at or near Queen Victoria-street, together with all other stations thereon, 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 require and compel the Chatham Company upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to receive, 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, and from the railways of the Company, or any part or parts thereof respectively, so as to prevent any undue

interruption, diversion, or delay in the passage of the said traffic.

To empower the Company on the one hand and the Chatham Company 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 of the Chatham Company shall be made.

The alteration, reconstruction, use, management and maintenance of any of the stations, platforms, sidings, works and conveniences of the said Chatham Company.

The construction, use, management and maintenance of new stations, platforms, sidings, works and conveniences upon the railways of the said Chatham Company.

And the Bill will or may provide for the settlement, by arbitration or otherwise, of any difference which may from time to time arise between the Company and the said Chatham Company touching the matter or any of the matters aforesaid.

To empower the Company and the Chatham Company (hereinafter referred to as "The Two Companies") 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 two Companies, 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 two Companies, 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 two 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 agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

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.

And the Bill will or may 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.

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 Act, 16 and 17 Vic., cap. 132, and all other Acts relating to the Chatham Company.

And Notice is also hereby 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, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, in that county; and that on or before the said 30th day of November a copy of so

much of the said Plans, Sections, and Book of Reference as relates to the said parish of Camberwell, otherwise St. Giles, Camberwell, will be deposited with the vestry clerk thereof, at his office at the Vestry Hall, Camberwell; 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 Lambeth, otherwise St. Mary, Lambeth, will be deposited with the vestry clerk thereof, at his office at the Vestry Hall, Kennington Green, Kennington-road, in that parish; 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 Croydon, 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 Bill will be deposited at 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, 1883.

Higginson and Vigers, 3, Westminster Chambers, Victoria-street, Solicitors for the Bill.

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

In Parliament.—Session 1883–4.

Tower (Duplex) Bridge.

(Incorporation of Company; Construction of Bridge, with loop bridges thereto, and swing bridges therein, over River Thames, with Road Approaches from Freeschool Street, Horselydown, to Little Tower Hill; Purchase of Lands; Extinguishment of Ferry and other rights over River Thames; Tolls; Sale or Leases of Undertaking or Tolls; Agreements with and Powers to Corporation of London, Metropolitan Board of Works, London and Saint Katharine Docks Company, Commercial Dock Company, and Tower Subway Company; Power to dispose of Surplus Lands; Power to Corporation, Commissioners of Sewers, or Metropolitan Board of Works, or Police, or other Authorities, to make Bye-laws and Regulations as to traffic over Bridges and Roads within the City of London and the Metropolitan area; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the purposes, or some of the purposes, following, that is to say:—

1. To incorporate a Company and to empower the Company to be incorporated (in this Notice called "The Company") to make and maintain the following works, or some of them, that is to say:—(1) A Bridge over the River Thames, with roadways and approaches thereto for the passage of vehicles, foot passengers, animals and things, with all necessary works and conveniences connected therewith, to commence in the parish of Saint John, Horselydown, in the county of Surrey, at the point of intersection of Cross-street and Freeschool-street, and to terminate in the parish of Saint Botolph Without, Aldgate, and the district of the Tower, or one of them, in the county of Middlesex—in Little Tower Hill—one hundred feet to the westward of the main entrance gateway (fronting to Little Tower Hill) to the Saint Katharine Docks, and which Bridge, roadways, approaches, works, and conveniences will be made or pass from, in, through, or into the parishes and extra-parochial and other places following, or some of them, that is to say:—Saint John's, Horselydown, in the county of Surrey, Saint Botolph Without, Aldgate, the district of the Tower, otherwise Saint Peter ad. Vincula,

Liberty of the Tower Within, Liberty of Her Majesty's Tower of London, Precinct of the Tower, Old Tower Without, and Saint Katharine near the Tower, in the county of Middlesex, or some or one of them, and the bed and foreshore of the River Thames. (2 and 3.) Two loop bridges over part of the River Thames (forming an eastern and western loop respectively) with roadways thereon for the passage of vehicles, foot passengers, animals, and things, with all necessary works and conveniences connected therewith, each of such loop bridges to commence with a junction with the bridge (1) hereinbefore described, in or above the bed of the River Thames, at a point in the said parish of Saint John's, Horselydown 240 feet or thereabouts (measured across the River Thames at right angles to that river) from the centre or thereabouts of the northern boundary of the wharf known as Hartley's Wharf, and to terminate by a junction with the said bridge (1) in the said district of the Tower and the said parish or precinct of Saint Katharine, near the Tower of London, or one of them, 240 feet or thereabouts (measured across the River Thames at right angles to that river) from the top of the stairs known as Irongate Stairs; which loop bridges will be situate within the said parishes of Saint John's, Horselydown, and Saint Katharine, near the Tower of London, and the said district of the Tower, or some or one of them, and the bed and foreshore of the River Thames. (4.) All necessary and proper swing bridges, draw bridges, lift bridges, or other mechanical appliances in or upon the three bridges hereinbefore described, or some or one of them, for admitting the passage of ships and vessels through the said bridges, or some or one of them, together with all necessary piers, mooring blocks or posts, walls, fences, drains, culverts, footpaths, toll houses, toll gates, stairs, plying places, landing places, platforms, and other buildings, works and conveniences connected with the said bridges, roadways, and approaches respectively.

And to authorise the Company to exercise the powers, or some of the powers, following, viz:—

2. 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 Bill.

3. To cross, stop up, alter, or divert, either temporarily or permanently, roads, highways, footpaths, towing-paths, streams, watercourses, drains, sewers, pipes, telegraph wires and posts, ways and approaches within the parishes and places aforesaid, or any of them which it may be necessary or convenient to cross, stop up, alter, or divert, for the purposes of any of the intended works or of the Bill.

4. To purchase, by compulsion or agreement, for the purposes of the intended works and other purposes of the Bill, lands, houses, and hereditaments, and easements in or over any lands, houses, and hereditaments, or in or over the foreshore, bed, bank, and soil of the River Thames; and the Bill will vary or extinguish any rights or privileges connected with such lands, houses, hereditaments, foreshore, bed, bank, and soil which it may be necessary or convenient for the purposes of the Bill to vary or extinguish.

5. To extinguish or vary all or any rights of ferry, or other public or private rights across or affecting the river Thames, which it may be considered necessary or advisable to extinguish or vary, for any of the purposes of the Bill.

6. To levy tolls, rates and duties in respect of the use of the said bridge, roadways and other works, and to confer, vary, or extinguish exemp-

tions from the payment of such tolls, rates and duties.

7. To sell and convey, demise and lease, let, or otherwise dispose of, any lands and hereditaments, or any right or interest in 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; and, if thought necessary or advisable, to exempt the Company and their superfluous lands from the provisions of "The Lands Clauses Consolidation Acts (1845)," with respect to the sale of superfluous lands.

8. 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 Bill, for the use of the intended works or any of them to any other Company, or to any corporate body, person or persons, upon and subject to such terms and conditions as may be authorised or prescribed by the Bill.

9. To authorise the Company on the one hand, and the Mayor and Aldermen and Commonalty of the City of London (hereinafter called "the Corporation"), the Metropolitan Board of Works (hereinafter called "the Metropolitan Board"), the London and St. Katharine Docks Company, the Commercial Dock Company, and the Tower Subway Company, or any of them, on the other hand, to enter into and carry into effect contracts, and agreements with respect to the construction, management and maintenance of the proposed works, or any of them, and to subscribe and contribute funds towards the making and maintaining of the said works, or any of them, 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 shares or stocks, and the principal and interest of any loan of the Company; and for all or any of the purposes aforesaid, to apply their respective funds and revenues, and to raise further moneys by rates and on mortgage, or bond, or otherwise, and, if thought fit, to appoint directors of the Company.

10. To provide for the transfer to and vesting in the Corporation and the Metropolitan Board, or one of them, of the Company's Undertaking, powers, rights and privileges, or some part or parts thereof respectively, or to enable the Corporation and the Metropolitan Board, or one of them, to exercise all or some of the powers, rights and privileges proposed to be conferred upon the Company aforesaid, including the powers of compulsory purchase of lands and property, and of making and maintaining the bridges and other works proposed to be authorised by the Bill, upon such terms (pecuniary or otherwise) and conditions as may be presented or sanctioned by the Bill, and to empower the Corporation and the Metropolitan Board respectively, for any such purposes, to apply their corporate funds and revenues, and to raise further monies by rates and on mortgage, or bond, or otherwise.

11. To authorise and empower the Corporation or the Commissioners of Sewers of the City, or the Metropolitan Board, or the Police Authorities of the City or of the Metropolis, or some other public body, to make, vary and rescind bye-laws, rules and regulations for the conduct, management and regulation of traffic upon the intended bridges and roads, and to enforce the observance of such bye-laws, rules and regulations, and impose and recover penalties for the breach or non-observance thereof.

12. And the Bill will vary and extinguish all rights and privileges inconsistent with the objects of the Bill, and will confer other rights and privileges.

13. And the Bill 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 Railway Clauses Consolidation Act, 1845."

14. And it is intended, so far as may be requisite or is desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several Acts of Parliament following, that is to say:—3 and 4 Victoria, Chapter 131 (local and personal), and all other Acts relating to and affecting the Corporation; 18 and 19 Victoria, Chapter 120 (public), and all other Acts relating to or affecting the Metropolitan Board of Works, and the local management of the metropolis; 27 and 28 Victoria, Chapter 178 (local and personal), and all other Acts relating to or affecting the London and St. Katharine Docks Company; 27 and 28 Victoria, Chapter 31 (local and personal), and all other Acts relating to or affecting the Commercial Dock Company; and 31 and 32 Victoria, Chapter 8 (local and personal), and all other Acts relating to the Tower Subway Company.

15. Plans and Sections, defining the lines, situation and levels of the intended bridges, approaches and other 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, on before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, in that county; and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county; and with the Clerk of the Peace for the Liberty of Her Majesty's Tower of London, at his office at the Court House, Wellclose Square, in the Liberty of the Tower, in the county of Middlesex; and that on or before the 30th day of November instant, 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 Bill 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 parish of St. John, Horslydown, above mentioned, with the Clerk of the District Board of Works for St. Olave's District, at his office at No. 86, Queen Elizabeth-street, St. John's, Southwark; and for the other parishes and places mentioned in this Notice, with the Clerk of the District Board of Works for the Whitechapel District, at his office, at No. 15, Great Alie-street, Whitechapel.

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

Dated this 9th day of November, 1883.

Hallett and Woosnam, 32, Craven-street, W.C., Solicitors for the Bill.

In Parliament.—Session 1884.

Rickmansworth Waterworks.

(Incorporation of Company; Construction of Works; Supply of Water to the Parish of Rickmansworth, in the County of Hertford; Compulsory Purchase of Lands; Rates, Rents, and charges; Agreements with Local Authorities; 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 effecting the purposes or some of the purposes following, that is to say:

To incorporate a Company and to enable the Company to be incorporated (hereinafter called "the Company") to make and maintain the following works, to be situate wholly in the parish of Rickmansworth, in the county of Hertford, with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, outfalls, valves, wells, pumps, drains, filters, and other conveniences and appliances connected therewith respectively, that is to say:

- (1) A well and pumping station with pumping engines, engine and boiler house, and all other necessary works, buildings, and conveniences connected therewith, to be situate on land belonging or reputed to belong to Richard A. Arden, Esquire, and in the occupation of Robert Frederick Shackel, Esquire, being part of Long-lane Farm, and numbered 884 on the ordnance map for the parish of Rickmansworth ($\frac{1}{6250}$ scale), the said land being bounded on the north-west by the public road leading from Rickmansworth to Uxbridge, on the south-east by a branch of the river Colne, on the north-east by the public road leading to Drayton Ford, and on the south-west by a field belonging or reputed to belong to Sylvester Sapsford, Esquire.
- (2) A conduit or line of pipes, commencing in, from, or out of the said well and pumping station, and thence proceeding along the public road called or known as Long-lane to the Swillett, and terminating there in the reservoir hereinafter described at or near a point in Hill Farm hereinafter described.
- (3) A service reservoir or tank in the north-west corner of a field belonging or reputed to belong to the Right Honourable Lord Rendlesham, M.P., and in the occupation of Cornelius Wade Wild, Esquire, and numbered 376 on the ordnance map of the parish of Rickmansworth ($\frac{1}{6250}$ scale), and facing the Stag public-house at the Swillett, being part of the property known as Hill Farm, the said field being bounded on the north-west and north-east by the road leading from the Swillett to Hill Farm and on the south-east by the Long-lane aforesaid, and on the south and south-west by other lands belonging to or reputed to belong to the Right Honourable Lord Rendlesham, M.P.

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 enable the Company to divert into the said intended well, pumping station, reservoirs, tanks, conduits, aqueducts, and other works, and to take, use, and appropriate for the purposes of their undertaking all such underground springs and water as can be collected by the proposed works or any of them, or as may be found in or under any of the lands to be acquired under the powers of the Bill.

To empower the Company to lay down and maintain conduits, aqueducts, pipes, and other works, in, under, over, across, and along, and to break up, alter, divert, or stop up, either temporarily or permanently, any turnpike or

other roads, streets, highways, footpaths, bridges, canals, towing-paths, streams, water-courses, sewers, drains, railways, and tramways, within the parish of Rickmansworth, which it may be necessary or convenient to break up, alter, divert, or stop up for the purposes of the intended works or of the Bill.

To enable the Company to purchase and take, by compulsion and otherwise, and to take leases or grants of easements in and over lands, springs, streams, waters, and other hereditaments in the parish aforesaid, for the purposes of the intended works or of the Bill, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, springs, streams, waters, or hereditaments.

To enable the Company to supply water for public and private purposes to and within the parish of Rickmansworth, in the county of Hertford.

To empower the Company to supply and to require their customers to take water by meter for trade and other purposes, and to authorise the Company to sell meters or let them on hire.

To authorise and empower the Company to demand, take, and recover rates, rents, and charges, for the supply of water and for the hire of meters, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges.

To empower the Company from time to time to sell and dispose of, or let on lease, or otherwise, any of their works, lands, houses, and property for the time being.

To enable the Company to enter into and carry into effect contracts and arrangements for the supply of water in bulk or otherwise with any Corporation, Local Board of Health, Urban or Rural Sanitary or other Local Authority, and the trustees of any turnpike or other road, or any highway board, or any surveyors of any highway, and any railway company and any other companies, bodies, or persons, and to vary, suspend, or rescind any such contracts or arrangements, and to enter into and carry into effect any contracts or arrangements in lieu thereof, or in addition thereto, and to confer all necessary powers in that behalf upon all such corporations, boards, local authorities, trustees, surveyors, companies, bodies, and persons, and to 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 make special provision for the protection of the works, property, and water supply of the Company, and for defining and regulating their supply, and for preventing frauds and abuses of their supply, and for imposing penalties in respect of all or any such matters.

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

The Bill will, for the purposes thereof, incorporate 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 Acts, 1845, 1863, and 1869; and such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads, and the temporary occupation of lands, and such other matters as may be deemed expedient.

And notice is hereby further given, that on
No. 25291. X

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 County of Hertford, at his office at Saint Albans, in that county, and with the parish clerk of Rickmansworth, 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 16th day of November, 1883.

Tahourdins and Hargreaves, 1, Victoria-street, Westminster, Solicitors and Parliamentary Agents for the Bill.

In Parliament.—Session 1884.

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, and other Bodies and Companies in France; 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 (both and each of which Companies are included in the expression "the Company" hereinafter used), 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 parishes 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, water-courses, 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, tunnel, 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; and to empower the Company, the Government of France, the Compagnie du Chemin de Fer Sous-Marin entre la France et l'Angleterre, the Compagnie du Chemin de Fer du Nord, and any other railway company or authority in France, or any of those bodies or Companies, to enter into and carry into effect agreements with reference to the matters aforesaid, or any of them.

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 recommendations 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. 132; 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, 1883.

Dated this 22nd day of November, 1883.

| | |
|---|---------------|
| <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 1884.

Abergavenny and Monmouth Railway.

(Incorporation of Company; Construction of Railway from Abergavenny to Monmouth, in the County of Monmouth; Compulsory Purchase of Lands; Houses of Labouring Classes; Tolls and Alteration of Tolls of the London and North Western, Great Western, Wye Valley, Severn and Wye, and Severn Bridge Railway Companies; Running Powers over Railways of the Wye Valley, the Severn and Wye, and the Severn Bridge Railway Companies, and over Portions of the Railways of the London and North Western and Great Western Railway Companies, and Use of Stations; Working and other Arrangements with those Companies, and Compulsory Facilities and Short Distance Route; Payment of Interest during Construction; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament, in the ensuing session, for

leave to bring in a Bill for effecting the following purposes, or some of them, that is to say:—

To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company"), to make and maintain the railway hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, junctions, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A railway, wholly in the county of Monmouth, commencing in the parish of Abergavenny by a junction with the London and North Western Railway at a point 1 chain or thereabouts, measuring in a north-easterly direction from the centre of the bridge which carries that railway over the public road known as the Pen-y-pound-road, and terminating in the parish of Monmouth, by a junction with the Wye Valley Railway at a point 5 chains or thereabouts, measured in a westerly direction from the boundary which divides the parishes of Monmouth and Dixon-Newton on the centre of the bridge which carries the said Wye Valley Railway over the River Wye, which intended railway 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, Abergavenny, Hardwick, Llantilio-Pertholey, Llanthwy, Rytherch, Llanvapley, Llantilio-Crossenny, Penrhos, Llanvihangel-Ystern, Llewern, Llangatock, Vibon-Avel, Parc Grace-Dieu, Rockfield, and Monmouth.

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 cross, divert, alter, or stop up, either temporarily or permanently, all 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, that 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 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 provide at suitable places houses for the accommodation of persons belonging to the labouring classes who may be displaced under the powers of the Bill; to provide or appropriate lands and funds for that purpose, and either to retain and hold such houses when built as part of the property and undertaking of the Company, or to sell and dispose of them.

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 London and North Western Railway Company, the Wye Valley Railway Company, the Great Western Railway Company, the Severn and Wye Railway Company, and the Severn Bridge Railway Company, hereinafter called the five Companies, and to alter the tolls, rates, and duties which those Companies 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, 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 railways and stations hereinafter mentioned, that is to say:—

So much of the London and North Western Railway as lies between the point of junction therewith of the intended railway and the Brecon-road Station, including that station.

The Wye Valley Railway and stations.

The Great Western Railway between Monmouth and Coleford, and the stations at those places.

The Severn and Wye Railway and stations.

The Severn Bridge Railway and 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 railways and stations.

To empower the Company on the one hand, and the five Companies, or any one or more of them, 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 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 the five 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 Bill, to book through and forward all traffic (that word having in this notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854) to and from and 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 railway or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and as to all traffic passing over the lines of the five Companies, or any or either of them, destined for places to which the railway of the Company forms a portion of the shortest route, to forward all such traffic (not otherwise specially consigned) over the railway

of the Company, and (if need be) to alter and vary the tolls and rates which the five Companies are now authorised to receive and take upon their respective railways, or the railways under their management or control, or appropriated to or used by them as aforesaid, and to confer, vary, or extinguish exemptions therefrom.

Notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay to the shareholders of the Company during the construction of the intended works, and until the completion thereof, or during such time as may be prescribed by the Bill, interest, or dividends at and after a rate to be prescribed by the Bill on the amount of the calls from time to time made upon and paid by such shareholders in respect of the shares held by them.

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:—

The 9th and 10th Vict., cap. 204, and all other Acts relating to or affecting the London and North Western Railway Company.

The Wye Valley Railway Company's Act of 1866, and all other Acts relating to or affecting that Railway Company.

The 5th and 6th William IV, cap. 107, and all other Acts relating to or affecting the Great Western Railway Company.

The Severn and Wye Railway Company's Act of 1869, and all other Acts relating to or affecting that Railway Company.

The 35th and 36th Vict., cap. 109, and all other Acts relating to or affecting the Severn Bridge Railway Company.

On or before the 30th day of November instant, plans and sections of the railway and works proposed to be authorised by the Bill, showing the line and levels thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Monmouth, at his office at Usk, 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 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 6th day of November, 1883.

Elmslie, Forsyth, and Elmslie, 27, Leadenhall-street, London, E.C.;

Gabb and Walford, Abergavenny;

W. C. A. Williams, Monmouth;

Solicitors for the Bill.

C. J. Hanly and Co., 27, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1884.

South Eastern and Channel Tunnel
Railways.

(Powers to the South Eastern Railway Company to Make and Maintain Railways in Kent, and to the Submarine Continental Railway Company Limited to Make and Maintain a Tunnel Railway and other Works under the Straits of Dover; Special Powers of Deviation; Compulsory Purchase of Lands, Appropriation of Soil and Bed of the Straits of Dover; Power to those Companies or either of them to Maintain the Existing and Execute Further Experimental Works for or in Connection with the said Tunnel; Power to South Eastern Railway Company to Continue, Extend, &c., certain Works under the English Channel and on Foreshore; Special Powers relating to Levying of Tolls and Alteration of Existing Tolls; Special Powers for Regulating by Order in Council Construction and Use of Tunnel Railways and Works; Powers to Make Agreements with the Submarine Continental Railway Company Limited, the Channel Tunnel Company Limited, and other Companies, &c.; Power to Submarine Continental Railway Company Limited to Execute Works under the Straits of Dover; Provisions for Control, Protection, &c., of Tunnel and Railways, and Bye-laws relating thereto; Additional Capital; Application of Moneys and Subscription by South Eastern Railway Company to Tunnel Undertaking; Provisions for Separate Undertaking and Capital; Amendment, &c., of Section 14 of South Eastern Railway Act, 1874, and Sanctioning Expenditure of Moneys; Amendment or Repeal of Section 17 of the Railways Clauses Consolidation Act, 1845; Appointment by South Eastern Railway Company of Person to Vote, &c., at Meetings of Submarine Continental Railway Company Limited; Incorporation, Repeal, and Amendment of Acts, Memoranda and Articles of Association, and other purposes).

APPPLICATION is intended to be made to Parliament, in the next session, by the South Eastern Railway Company (hereinafter in this notice called "the Railway Company") and the Submarine Continental Railway Company Limited (hereinafter in this notice called "the Tunnel Company," and which Companies are together hereinafter referred to as "the two Companies"), or by one of those Companies, for leave to bring in a Bill for all or some of the following purposes, that is to say:—

To empower the Railway Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof, together with all proper stations, sidings, bridges, roads, approaches, tunnels, lifts, works, and conveniences connected therewith, that is to say:—

A railway (No. 1) commencing beneath the bed of the sea in the Straits of Dover, at a point four hundred and five yards or thereabouts south of the centre of the South Eastern Railway at the eastern face of Shakespeare Tunnel near Dover (by a junction with the intended railway in the intended tunnel hereinafter described) running thence into and through the parish of Hougham, in the county of Kent, and terminating in that parish, in the said county, at a point fifty-two yards or thereabouts northward of Elms-road, otherwise Elms-lane at a point two hundred and sixty

yards or thereabouts measured along the said Elms-road, otherwise Elms-lane from the junction of the southern side thereof, with the northern side of the main or high road from Dover to Folkestone.

A railway (No. 2), wholly in the county of Kent and parish of Hougham, commencing by a junction with the said intended railway (No. 1) at the termination thereof as hereinbefore described, and terminating by a junction with the South Eastern Railway at a point three hundred and eight yards or thereabouts from the eastern face of Shakespeare Tunnel, measuring along the said railway in the direction of Dover.

A railway (No. 3), wholly in the county of Kent, commencing in the said parish of Hougham by a junction with the said intended railway (No. 1) at the termination thereof as hereinbefore described, passing thence into and through the parishes of Buckland and Charlton or one of them, and terminating in the said parish of Buckland by a junction with the London Chatham and Dover Railway, at a point 110 yards or thereabouts from the southern side of the Union-road, measuring along the said railway in the direction of Priory Station.

To empower the Tunnel Company to make and maintain the tunnel railway and works hereinafter described, and all proper works and conveniences connected therewith necessary therefor or incidental thereto, and any soundings, borings, shafts, driftways, and other works subsidiary thereto, or by way of experiment, that is to say:—

A tunnel and a railway therein, commencing respectively beneath the bed of the sea, in the Straits of Dover, at a point 405 yards or thereabouts south of the centre of the South Eastern Railway, at the eastern face of Shakespeare Tunnel, near Dover (which intended railway will form a junction with the intended Railway No. 1, at the point of commencement thereof as hereinbefore described), thence continuing underneath the bed of the sea in the Straits of Dover, in a direction first easterly and then southeasterly, and terminating at a point beneath the bed of the sea 51 degrees 4 minutes 41 seconds, north latitude, and 1 degree 22 minutes 49 seconds, east longitude, from Greenwich.

To empower the Railway Company and the Tunnel Company respectively to purchase and take by compulsion or agreement, and to enter upon and appropriate for the purposes of the intended railways and tunnel, or any or either of them, and to hold lands and soil beneath the Straits of Dover and the bed of the English Channel or sea.

To enable the Railway Company and the Tunnel Company or either of them to deviate laterally from the lines of the intended railways, tunnel, and works hereinbefore mentioned, to any extent within the limits of deviation to be shown upon the deposited plans hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the deposited sections hereinafter mentioned to any extent shown thereon or defined by the Bill.

To vary or extinguish all existing rights and privileges connected with any such lands or houses or with the land and soil beneath the Straits of Dover and the bed of the English Channel or sea, or which would in any manner impede or interfere with the construction, maintenance, or use of the intended railways,

tunnel, and works or any of them, and to confer other rights and privileges.

To authorise the Railway Company to cross, stop up, alter, or divert, either temporarily or permanently, all roads, streets, highways, bridges, footways, ways, and rights of way, railways, tramways, telegraph wires or cables, electric wires, pipes, or other apparatus, rivers, navigations, streams, pipes, sewers, drains, and water-courses which it may be necessary or convenient to cross, stop up, to divert for the purposes of making, maintaining, or using the intended railways, to be made and maintained by the Railway Company or any of the stations, approaches, works, or conveniences connected therewith.

To enable the two Companies, or either of them, either alone or jointly with any other company, association, government, body, or person as may be provided by the Bill, to maintain, alter, vary, enlarge, and extend, for experimental or other purposes, the existing shafts, borings, headways, driftways, lifts, and other works already executed by the two Companies or either of them upon the foreshore and under the bed of the Straits of Dover, above and below low-water mark, at or near the Shakespeare Tunnel near Dover, and to authorise the two Companies or either of them, either alone or jointly with any other company, association, government, body, or person, to undertake, execute, make, and maintain such further shafts, borings, headways, driftways, lifts, and other works upon the foreshore and under the bed of the Straits of Dover, above or below low-water mark, as may be necessary or expedient for experimental or other purposes (which said works are hereinafter referred to as the "experimental works"), with a view to ascertain and determine the practicability of making and maintaining a tunnel or tunnels for railway purposes beneath the Straits of Dover between England and France, and for any other purpose which may be stated or defined in or provided for by the Bill.

To enable the two Companies or either of them, and any other company, association, body, or person as aforesaid, either alone or jointly with the two Companies or either of them, to enter upon, take, use, appropriate and hold so much of the foreshore, and the land, soil, and bed of the Straits of Dover, as may be required for effecting the experimental works, and for effecting any of the purposes of the intended Act.

To authorise the two Companies or either of them, either alone or jointly, to levy and take fares, tolls, rates, rents, and other charges upon or in respect of the use of the said intended railways, tunnel, and works, and any or either of them for the conveyance of passengers, animals, and goods thereon respectively, and also if thought fit upon or in respect of any other works and conveniences of the two Companies or either of them, for or in respect of the use and occupation of the said sidings, works, and conveniences, and for and in respect of all services and labour performed, used, and employed by the Railway Company and the Tunnel Company or either of them in connection therewith, and to alter existing tolls, rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from, and from time to time to compound for any such fares, tolls, rates, rents, duties and charges respectively, and to confer, vary, or extinguish other rights and privileges. Such tolls, rates, duties, and charges will or may be prescribed by the Bill, or the Bill may provide for such fares, tolls, rates, and charges being, such as the Rail-

way Company and the Tunnel Company or either of them, may from time to time fix and determine, subject to the approval of the Board of Trade, or the Railway Commissioners or other authority to be prescribed by the Bill, and the Bill will or may authorise the two Companies or either of them, from time to time, to alter and increase such fares, tolls, rates, and charges subject to such approval as aforesaid.

The Bill will or may provide for the powers conferred upon the Railway Company and the Tunnel Company respectively for making, maintaining, and using the said railways, tunnel, and works being exercised subject to such conditions, restrictions, and requirements as may from time to time be prescribed by Her Majesty by Order in Council for providing for the due execution of the said railways, tunnel, and works, the safety of Her Majesty's dominions, the jurisdiction, powers, and authorities of Her Majesty and of Her Courts of Law and of Her officers and servants, and for the administration of justice, and the punishment of offences committed within the said tunnel under the Straits of Dover, and to give effect to any convention or arrangements made or to be made in relation to the several matters aforesaid, or otherwise between Her Majesty's Government and the Government of France, and to provide that any such conditions, restrictions, and requirements prescribed or imposed by Her Majesty by Order in Council shall have the same force and effect in all respects as if they were enacted in the intended Act, and that such of the provisions, if any, of such Order in Council as are inconsistent with the provisions of the intended Act shall supersede the provisions thereof.

To enable the Tunnel Company on the one hand, and the Railway Company or the London Chatham and Dover Railway Company on the other hand, from time to time to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the said intended railways, tunnel, and works, or any or either of them, or any part or parts thereof, 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 Companies parties to any such agreement, and the collection, payment, division, apportionment, appropriation, and distribution of the fares, tolls, rates, and charges arising from any such traffic, and to enable the Railway Company and the Tunnel Company jointly, or either of them, singly, to make and carry into effect agreements for all or any of the purposes aforesaid with the Compagnie du Chemin de Fer du Nord, or any other Railway Company or authority in France.

To enable the Tunnel Company on the one hand, and the Railway Company on the other hand, from time to time to make and carry into effect agreements for all or any of the purposes next hereinafter mentioned, and to enable the Tunnel Company and the Railway Company jointly, or either of the said Companies singly, from time to time to make and carry into effect agreements for all or any such purposes with the Channel Tunnel Company Limited, or any association, company, committee, or body of persons.

The purposes for which such agreements may be made are as follows, that is to say:—

1. The construction and maintenance of the tunnel and railways proposed to be authorised by the intended Act.
2. The maintenance and execution of experimental borings, shafts, headways, and other

works for the purposes of the said railways, tunnel, and works, and the acquisition of any lands and property, rights, and privileges requisite therefor or incidental thereto.

3. The contribution of moneys towards defraying the expenses incurred from time to time in the construction, execution, and maintenance of the tunnel approach lines of railway, experimental and other works.
4. The applying for and obtaining any further powers, rights, and privileges in Great Britain or France which may be necessary for the accomplishment of the above objects or any of them, and the payment of the expenses from time to time incurred in relation thereto.

To authorise the Tunnel Company, either alone or with any other company, association, government, authority, persons, or bodies of persons, to undertake and execute any soundings, borings, shafts, driftways, and other works in connection with the construction of the tunnel and railways to be authorised by the intended Act, and the construction of the said tunnel and railways to be authorised by the intended Act, and any works, shafts, approaches, lifts, and conveniences connected therewith, and in and through such tunnel or any part thereof, and for those purposes respectively to exercise all or any of the powers of the intended Act so far as may be necessary or convenient for any such purpose.

To make provision for the control, management, use, regulation, and protection of the intended tunnel, railways, works, and conveniences, and the traffic thereof, and for making and enforcing bye-laws and regulations, and the imposition of penalties and restrictions with reference to any matters aforesaid.

To authorise the Railway Company to raise additional capital for the purposes of the railway undertaking to be authorised by the intended Act, and for the general purposes connected with the intended railways and works to be constructed by them, and also for the purpose of subscribing to the said tunnel undertaking, and for the experimental works proposed to be authorised by the intended Act, upon such terms and conditions, and either by preference or guaranteed or ordinary shares or stock to which special rights and privileges may be assigned, or all or any of such modes 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, and to enable the Railway Company to apply to the purposes of the intended Act, to be carried into effect by them as may be provided by the Bill, any capital or funds now or hereafter belonging to them.

To provide that the capital of the Railway Company necessary for the railways and works proposed to be authorised by the intended Act, and to be constructed by them, and any capital subscribed by the Railway Company to the Tunnel Company's undertaking, or any or either of such moneys or capital, may be distinct from the general capital of the Railway Company, and to constitute the said railways and works to be made and maintained by the Railway Company, or any of them, or any portion thereof, a separate undertaking or separate undertakings, as to outlay profits and revenue, and also to authorise the Railway Company to agree with the proprietors of the said separate capitals as to the payments to be made to them as the proportion of revenue, or rent, or dividend in lieu thereof, to be attributed to such separate undertaking or undertakings out of the receipts arising from the traffic common to the general

undertaking of the Railway Company, and to the said separate undertaking or undertakings, and to provide also for the ultimate merging (if so agreed upon) of the said separate capitals, or any portions thereof, in the general capital of the Railway Company, and to provide for the repayment or recoupment to the general capital of the Railway Company out of moneys expended, or to be hereafter expended by them, from or out of the general revenue or capital of the Railway Company, for or in respect of any purpose relating to any works, materials, matters, or things done or provided by the Railway Company, for or in connection with the construction of a tunnel under the English Channel, or any experimental or other works, materials, matters, and things connected therewith.

To amend, enlarge, and if need be to repeal and re-enact, with or without alteration or amendment, the provisions of section 14 of the South Eastern Railway Act, 1874, with respect to the application by the Company of capital and moneys towards the cost of any works in connection with the construction of a tunnel for a railway under the English Channel between England and France, and to sanction and confirm the application and expenditure by the Railway Company to or for any such purposes of any capital or moneys made or incurred by them before the passing of the intended Act.

To enable the Railway Company, whilst shareholders of the Tunnel Company, from time to time to appoint a person or persons to attend and vote at meetings of the Tunnel Company in respect of capital in such Company, held by or on behalf of or of capital or revenue guaranteed by the Railway Company, and to exercise all other powers, rights, and privileges attaching or belonging to shareholders of the Tunnel Company.

To alter and amend, and if need be to repeal or render inapplicable to the proposed works, section 17 of the Railways Clauses Consolidation Act, 1845, and to make other provisions in lieu thereof.

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 Tunnel 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 6th. William IV. cap. 75; the South-Eastern Railway (Capital) Act, 1867; the South-Eastern Railway Act, 1874; the South-Eastern Railway Act, 1881, and all other Acts relating to the South-Eastern Railway Company; the Channel Tunnel Limited Act, 1875, and the Acts 16 and 17 Vict., cap. 132; 22 and 23 Vict., caps. 45, 54, and 154; and 42 and 43 Vict., cap. 173, and all other Acts relating to the London Chatham and Dover Railway Company, and the Memorandum and Articles of Association of the Channel Tunnel Company Limited.

To incorporate with the intended Act, with or without alteration, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Companies Clauses Acts, 1845, 1863, and 1869; the Railways Clauses Consolidation Acts, 1845 and 1863; and the Regulation of Railways Act, 1873.

Maps, plans, and sections of the railways and other works proposed to be authorised by the Bill to be made and maintained by the Railway Company, and showing the lines and levels thereof, and plans also showing the lands intended to be taken compulsorily under the powers of

the intended Act by the Railway Company, with books 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 Kent, at his office at Maidstone; and a copy of so much of the said plans, sections, and books of reference as relates to any parish or extra-parochial place in which any of the said railways, works, or lands 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 in the case of an extra-parochial place, with the parish clerk of some adjoining parish, at his residence. And all such deposits will be made on or before the 30th day of November instant.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1883.

Dated this 15th day of November, 1883.

W. E. Stevens, 6, St. Thomas's-street, S.E.;

R. W. Perks, 147, Leadenhall-street, E.C.;
Solicitors for the Bill.

R. W. Cooper, 4, Westminster-chambers, Victoria-street, S.W.;

C. E. Mortimer, 22, Abingdon-street, S.W.;

Parliamentary Agents.

In Parliament.—Session 1884.

Halifax High Level and North and South Junction Railways.

(Incorporation of Company; Construction of Railways in the parish of Halifax and junctions with the authorised line of the Hull Barnsley and West Riding Junction Railway and Dock Company and the Halifax Thornton and Keighley Line of the Great Northern Railway Company; Special provisions as to Purchase and Sale of Lands, Deviation, Underpinning, and Exemption from Provisions of "Lands Clauses Consolidation Act, 1845;" Working and other Agreements with, Powers of Construction, Subscription, Guarantee, Raising and Application of Funds, Appointment of Directors and other Powers to the Hull, Barnsley, and West Riding Junction Railway and Dock Company, the Great Northern Railway Company, the Midland Railway Company, and the Lancashire and Yorkshire Railway Company; Running Powers and Facilities over portions of Railways and Works of Hull, Barnsley, and West Riding Junction Railway and Dock Company; Agreements with and Powers of Subscription and Raising of Moneys, and Appointment of Directors to Corporation of Halifax; Payment of Dividends or 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 to be wholly situate in the parish and borough of Halifax, in the West Riding of the county of York, commencing in the township of Halifax, by a junction with the Railway No. 2 authorised by the Hull, Barnsley, and West Riding Junction Railway and Dock (New Works) Act, 1882, at the termination of that authorised railway at or near the south side of George-street, Halifax, at a point about 15 yards east of the entrance door to the Union Bank in that street, and terminating in the township of Ovenden in a field called or known by the name of Upper Tinkler Royd, and at or near the south-east side of Wood-lane, and at a point 60 yards, or thereabouts, from and to the north-east of the junction of Wood-lane with Doctor-hill.

Railway No. 2.—A railway to be wholly situate in the said township of Ovenden and parish of Halifax, commencing by a junction with the said intended Railway No. 1, at the termination thereof as above described, and terminating in a field called or known as the Watkinson Hall Park, and at or near a point 264 yards or thereabouts from and to the north-east of the north-eastern angle of the Moor Side Schools, the property of the Ovenden School Board, and 374 yards or thereabouts, measured in a north-easterly direction from the junction of Moor-lane with the road leading from Ovenden Cross to Illingworth.

Railway No. 3.—A railway to be wholly situate in the said township of Ovenden and parish of Halifax, commencing by a junction with Railway No. 2, at the termination thereof as above described, and terminating by a junction with the Halifax, Thornton, and Keighley line of the Great Northern Railway Company at a point 15 yards or thereabouts from and to the south of the bridge carrying the road leading from Holmfild Mills to Holdsworth over that line, and 215 yards or thereabouts from and to the north of the north end of the Holmfild Passenger Station Buildings.

Railway No. 4.—A railway to be wholly situate in the said parish and borough of Halifax, commencing in the township of Ovenden by a junction with Railway No. 2, at the commencement thereof as above described, and terminating in the township of Halifax in a field called or known as the Four Days Work (and in that portion thereof which is now used as a nursery garden), and at a point 40 yards or thereabouts, measured in a westerly direction, from a point in the centre of Queen's-road, which is 100 yards or thereabouts from the junction of Queen's-road with King Cross-road.

Railway No. 5.—A railway to be wholly situate in the said parish of Halifax, commencing in the said township of Ovenden by a junction with Railway No. 2, at the termination thereof as above described, and terminating in the said township of Ovenden at or near the southern boundary of the station-ground of the Holmfild Goods Station, and at a point 15 yards or thereabouts east of the east end of the row of cottages known as Spindlepoint.

Which said intended Railways will be made, or pass from, through, or into the parishes, townships and places following, or some of them, that is to say:—Halifax (parish and township), Ovenden and Northowram, all in the West Riding of the county of York.

2. To authorise the Company to purchase

and take, by compulsion or agreement, lands, houses, easements, rights, and other 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, notwithstanding Section 92 of "The Lands Clauses Consolidation Act, 1845," to purchase and acquire, by compulsion or agreement, portions only of any lands and buildings 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 obliged or compellable to purchase the whole or any greater portion thereof than they may require.

4. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, highways, footpaths, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, telegraph wires, pipes, and other works and conveniences within or adjoining the aforesaid parish, townships or places, or any of them, and to appropriate and use the same for the purposes of the intended works, and also to appropriate and use the under surface of any lands, streets, roads, highways, passages, or places, under or along which any of the proposed works are intended to be made.

5. To authorize the Company to deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans to be deposited as hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections to be deposited as 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 authorise the Company 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 authorise the Company 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, and to exempt the Company from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

8. To authorise the Company on the one hand, and the Hull, Barnsley, and West Riding Junction Railway and Dock Company, the Great Northern Railway Company, the Midland Railway Company, and the Lancashire and Yorkshire Railway Company, 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 or working 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, maintenance, and supply, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, collecting, 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, 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 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 or portions of railways and stations hereinafter-mentioned (that is to say):—

So much of the authorised railways, or portions of railways, and such of the stations of the Hull, Barnsley, and West Riding Junction Railway and Dock Company, as will be situate in the borough of Halifax, together with the platforms, sidings, roads, watering places, water supply, booking and other offices, warehouses, landing places, signals, points, buildings, machinery, works, and conveniences on or connected therewith.

And to require and compel the Hull, Barnsley, and West Riding Junction Railway and Dock Company, or other the Company or Companies owning or working the said railways, or portions of railways, and stations 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, or portions of railways, and stations 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, or portions of railways, and stations respectively, and the works and conveniences connected therewith.

11. To empower the Company and the Mayor, Aldermen, and Burgesses of the borough of Halifax (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 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, and to authorise the Corporation from time to time to appoint and remove directors of the Company.

12. To enable the Company, out of the moneys to be raised by them under the powers of the Bill, or any other funds of the Company, 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.

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 (if any) as may be deemed expedient, or as may be contained in the Bill.

14. To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the provisions of the Acts of Parliament following, or some of them (that is to say):—

Local and personal Acts 43 and 44 Vic., cap. 199; 45 and 46 Vic., cap. 246; 46 and 47 Vic., cap. 143; and all other Acts relating to or affecting the Hull, Barnsley, and West Riding Junction Railway and Dock Company, 9 and 10 Vic., cap. 71, 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; 1 and 2 Wm. IV., cap. 60, and all other Acts relating to or affecting the Lancashire and Yorkshire Railway Company; and all Acts relating to or affecting the Corporation of Halifax; and all other Acts relating to or affected by the objects of the Bill, or any of them.

15. 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 rates, tolls, and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

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 West Riding of the County of York, at his office at Wakefield; 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 or 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 eighth day of November, 1883.

Holroyde and Smith, Halifax, Solicitors.

John Charles Ball, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1884.

Leominster and Bromyard Railway.

(Railway from the Leominster and Bromyard Railway at Steens Bridge; to Join the Worcester Bromyard and Leominster Railway at Bromyard; Powers to Raise, Regulate, and Apply Capital; Preference Shares; Running and other Powers; Traffic Arrangements; Powers to Worcester Bromyard and Leominster Railway Company, and other Companies; 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 all or some of the purposes following, that is to say:—

To revive the powers given to the Leominster and Bromyard Railway Company, incorporated by the Leominster and Bromyard Railway Act, 1874 (hereinafter called "the Company"), by the said Leominster and Bromyard Railway Act, 1874 (hereinafter called "the Act of 1874"), and by the Leominster and Bromyard Railway Act, 1878, (hereinafter called "the Act of 1878"), to make and maintain, or to authorise the Company to make and maintain, the following railway, that is to say:—

A railway, wholly in the county of Hereford, commencing by a junction with the authorised Leominster and Bromyard Railway, now in course of construction, at or upon the south-western side of the turnpike-road at Steens Bridge leading from Leominster to Bromyard, in a field the property of Major E. N. Heygate, and which field is in the parish of Humber, in the county of Hereford; passing thence from, through, or into the townships, parishes, and places of Leominster, Ivington, Eaton, Hennor, Stoke, Prior, Stretford, Humber, Docklow,

Pudleston, Hampton Wafer, Hatfield, Westwood, Edwin Ralph, Butterley, Wackton, Winslow, Bredenbury, Avenbury, Linton, Norton, Thornbury, Bromyard, or some of them, and terminating in the township of Linton, in the said parish of Bromyard, by a junction with the railway of the Worcester Bromyard and Leominster Railway Company at the termination of the last-named railway, at or near the turnpike-road leading from Bromyard to Stourport.

To construct stations, conveniences, sidings, junctions with other railways, and all other proper works and conveniences in connection with such proposed railway and works in the several parishes and townships before mentioned, to authorise deviations from the line and levels of the works as defined on the plans and sections hereinafter mentioned, and the stopping up, diversion, whether temporarily or permanently, crossing under, over, or on the level of any turnpike-roads, highways, streets, railways, tramways, canals, navigations, and rivers which may be interfered with by the railway and works, or which it may be necessary so to cross, divert, alter, or stop up for the purposes of the intended Act.

To purchase by compulsion the lands, houses, and property, required for the purposes of the intended railway and other works and objects of the Bill, and to purchase lands by agreement, and to authorise the lease of lands, and the acquisition of any rights or easement in or over the same.

To authorise the Company to levy tolls, rates, charges, and duties for the use of the intended railway and works, and to grant exemptions from the payment of tolls, rates, charges, and duties.

To authorise the Company to apply their existing funds, and any moneys they still have power to raise, to the purposes of the Bill, and for the same purposes and the general purposes of the Company to raise further sums of money by the creation and issue of new shares or stock, and as to such new shares or stock, or any authorised but unissued shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by the creation and issue of debenture stock, or by borrowing on mortgage or bond upon such terms and conditions as the Bill shall define or Parliament may prescribe, or by any of such means.

To enable the Worcester Bromyard and Leominster Railway Company, if they think fit, to guarantee the payment of interest or dividends upon any money expended by the Company in the construction of the intended railway and works, upon such terms as may be agreed upon between the two Companies.

To enable the Company, on the one hand, and the Worcester Bromyard and Leominster Railway Company, the Leominster and Kington Railway Company, the Kington and Eardisley Railway Company, the Great Western Railway Company, and the London and North Western Railway Company (in this notice called "the five Companies"), or any one or more of these Companies on the other hand, from time to time to enter and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the railways, stations, and works of the contracting Companies, or some of them, or some part or parts thereof respectively; the supply of rolling stock, plant, and machinery; the appointment and removal of officers and servants, the pay-

ments to be made and the conditions to be performed in respect to such working, use, management, construction, and maintenance; the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and apportionment of the revenue arising from such traffic or other the profits of the respective undertakings of the contracting Companies, the payment of any fixed or contingent rent, and the appointment of joint committees for carrying into effect any such agreement, and to confirm and give effect to any agreement which may have been or may be made touching any of the matters aforesaid.

To require the five Companies and each and every of them to afford all proper and necessary facilities for the collection, transmission, interchange, and delivery of traffic of whatever description, coming from or destined for the proposed railway or any railway of the Company, including through rates and through booking and the appointment by the Company of clerks and servants at any of the stations of the five Companies or any of them, upon such terms and conditions as shall be agreed upon, or, failing such agreement, as shall be settled by arbitration or as may be defined by the Bill.

To confer upon the Company all such rights, powers, and privileges as belong to or are or were possessed by the Worcester Bromyard and Leominster Railway Company, upon, over, and affecting the Shrewsbury and Hereford Railway, and which rights and privileges were conferred by or arise under the provisions of an agreement contained in Schedule B to the Shrewsbury and Hereford (Leasing) Act, 1862.

To enable the Worcester Bromyard and Leominster Railway Company to give running powers to the Company over their line, and also to enable the Great Western Railway Company to give running powers to the Company over so much of their line as lies between Bransford and Worcester, called the Worcester and Hereford Railway, and also to enable the Leominster and Kington Railway Company to give running powers to the Company over their line.

To alter, amend, extend, or enlarge, or to repeal some or any of the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say: all the said Acts of the Company, and "The Worcester Bromyard and Leominster Railway Act, 1861," or any other Act or Acts relating to the Worcester Bromyard and Leominster Railway Company; "The Shrewsbury and Hereford Railway Act, 1856," "The Shrewsbury and Hereford (Leasing) Act, 1862," and any other Act or Acts relating to the Shrewsbury and Hereford Railway Company; "The Leominster and Kington Railway Act, 1854," and any other Act or Acts relating to the Leominster and Kington Railway Company; "The Kington and Eardisley Railway Act, 1862," or any other Act or Acts relating to the Kington and Eardisley Railway Company; "The Acts 5 and 6 Wm. IV, cap. 107, 26 and 27 Vict., caps. 113 and 118," and any other Act or Acts relating to the Great Western Railway Company; "The Act 9 and 10 Vict., cap. 204," "The London and North Western Railway (Additional Powers) Act, 1870," and any other Act or Acts relating to the London and North Western Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1883, plans and sections of the said intended railway, and

the lands on or through which the same is intended to be made and maintained, and intended to be taken, a book of reference to such plans, an ordnance or published map, with the line of such 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 Hereford, at his office in Hereford; and that on or before the said 30th day of November, copies of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended railway is proposed to be made, or in which any lands intended to be taken are situate, will, together with a copy of this notice, as published in the London Gazette, be deposited with the parish clerk of each such parish, at his usual place of abode, and that on or before the 21st day of December, 1883, 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 12th day of November, 1883.

Lloyd and Son, Solicitors, Leominster.

Bell, Steward and Steward, 49, Lincoln's-Inn-Fields, London.

In Parliament—Session 1884.

London Central Electric Railway.

(Railways from Charing-cross and Regent-circus to the Post Office; Incorporation of Company; Powers of Construction; Subscription, &c., to Charing-cross and Waterloo Electric Railway Company; Working and Traffic Agreements; Underpinning; Repeal of 92nd Section of "Lands Clauses Consolidation Act, 1845;" Payment of Interest out of Capital; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the construction and maintenance of the following railways, with all proper stations, approaches, works, and conveniences connected therewith respectively (that is to say):—

A Railway (No. 1), commencing in the parish of St. Martin-in-the-Fields, in the county of Middlesex, by a junction with the railway authorised by "The Charing-cross and Waterloo Electric Railway Act, 1882," at or near a point about 58 yards from the commencement of the same, thence passing in from, through, or into the parishes or extra-parochial places of St. Martin-in-the-Fields, St. Anne, Soho, and St. Giles-in-the-Fields, in the county of Middlesex, and terminating in the parish of St. Giles-in-the-Fields, in the county of Middlesex, at or near a point about 20 yards to the east of the north-west corner of Dudley-street.

A Railway (No. 2), commencing in the parish of St. James, Westminster, in the county of Middlesex, at or near the north-east corner of Regent-circus and Piccadilly, thence passing in from, through, or into the parishes or extra-parochial places of St. James, Westminster, St. Anne, Soho, and St. Giles-in-the-Fields, in the county of Middlesex, and terminating in the parish of St. Giles-in-the-Fields, in the county of Middlesex, at the termination of Railway No. 1 above-described.

A Railway (No. 3), commencing at the termination of Railway No. 2, above described, in the parish of St. Giles-in-the-Fields, in the county of Middlesex, thence passing in from, through, or into the parishes or extra-parochial places of St. Giles-in-the-Fields, St. George, Bloomsbury, St. Andrew, Holborn,

otherwise St. Andrew, Holborn-above-Bars, in the county of Middlesex; St. Andrew, Holborn, otherwise St. Andrew, Holborn-below-Bars, in the City of London; the Liberty of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, in the county of Middlesex; and St. Sepulchre, in the City of London, and terminating in the parish of St. Sepulchre, in the City of London, at or near a point about 40 yards to the west of the north-west corner of the gaol of Newgate.

A Railway (No. 4), commencing at the termination of Railway No. 3, before described, in the parish of St. Sepulchre, in the City of London, thence passing in from, through, or into the parishes or extra-parochial places of St. Sepulchre, Christchurch, Newgate-street, St. Leonard, Foster-lane, and St. Michael-le-Querne, in the City of London, and terminating in the parish of St. Michael-le-Querne, in the City of London, at or near a point about 30 yards to the east of the north-west corner of Panyer-alley.

And it is proposed to incorporate a Company, and to confer upon the Company to be so incorporated, or upon the Charing-cross and Waterloo Electric Railway Company, all necessary powers for making and maintaining the said railways and works, and to authorise the Company so empowered (hereinafter referred to as "the Company") to purchase and take lands and buildings by compulsion in or near the several parishes, townships, and places aforesaid, for the purposes of the said intended railways and works, and to stop up, alter, or divert temporarily or permanently all or any turnpike or other roads, and highways, railways, tramways, bridges, subways, rivers, brooks, streams, waters, water-courses, sewers, drains, pipes, telegraphic, pneumatic, and telephonic tubes, wires, and apparatus, and other works of any description, which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the said intended railways and works; and to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payments of tolls, rates, and charges.

To authorise the Company, or the Charing-cross and Waterloo Electric Railway Company, to provide engine-houses, engines, machinery, stations, warehouses, yards, depôts, and works.

And it is proposed to authorise the Charing-cross and Waterloo Electric Railway Company to subscribe towards and hold shares or stock in the capital of the Company to be incorporated as aforesaid, and to appoint Directors of such Company, and to raise money for any of the purposes of the intended Act, or any of the purposes of the Charing-cross and Waterloo Electric Railway Company, by the creation and issue of new ordinary guaranteed or preference shares or stock in their own Undertaking, and by mortgage or otherwise.

Also to authorise the Company to be incorporated as aforesaid, and the Charing Cross and Waterloo Electric Railway Company, to run over and use with their engines and carriages the railways to be authorised by the intended Act, or some part or parts thereof, and all stations, works, and conveniences connected therewith, and to enter into contracts and agreements with respect to the construction, maintenance, working, and use of the intended railways, or any of them, the supply of rolling stock and other things necessary for such working or use, the appointment of joint committees of Directors for any of the purposes of the intended Act, the collection, delivery, interchange, transmission, and convey-

ance of traffic for, from, to, and over the railways of the said Companies respectively, the fixing, levying, collection, division, and apportionment of tolls, rates, charges, and receipts arising from such traffic, or any part or parts thereof, and all or any other matters incidental to the construction, maintenance, working, and use of the said intended railways and works; and to authorise the said Company, and the Charing Cross and Waterloo Electric Railway Company, and any Company for the time being working their railways, to enter into agreements with respect to all or any of the purposes aforesaid.

Also to vary and extinguish all rights and privileges of any description which might in any way prevent or interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

To authorise the Company and the Metropolitan Board of Works to enter into agreements with respect to the under surface of any roads or streets which they are authorised to construct under the powers of the Metropolitan Streets Improvement Act, 1877.

The Bill will vary and extinguish all existing rights and privileges which will 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 those provisions as may be contained in the Bill with respect to alterations from the line and levels of the works, the assessing of compensation in respect of property injuriously affected, the leasing and re-sale of property, the prevention of frauds upon the Company, and obstructions upon the railways or otherwise.

To authorise deviations from the lines or situations of the works, within the limits of lateral deviation shown on the plans and sections hereinafter mentioned, to such an extent as may be authorised by or determined under the powers of the Bill, and 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 or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required to be taken for the purpose aforesaid.

To authorise the purchase by compulsion or agreement of lands, houses, and other property for the purpose of the intended works; and, notwithstanding the 92nd Section of the Lands Clauses Consolidation Act, 1845, to empower the Promoters to purchase and take by compulsion or agreement any vaults, cellars, arches, or other offices, or parts attached to or belonging to any house, building, manufactory, or other 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 connected with such lands, houses, buildings, manufactories, and property.

To authorise and regulate sales, conveyances, demises and leases, or other disposal of lands and hereditaments purchased or required under the powers of the Bill.

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 interest or dividends on any shares or stock of the Company.

Also to repeal, alter, or amend all or some of

the provisions of "The Charing-cross and Waterloo Electric Railway Act, 1882," "The Metropolis Management Act, 1855," "The Metropolis Management Amendment Act, 1856," "The Metropolis Management Amendment Act, 1862," "The Metropolitan Street Improvement Act, 1877," and any other Act relating to the Metropolitan Board of Works.

A Plan and Section in duplicate of the proposed railways, a Plan in duplicate of all lands which may be taken under the compulsory powers of purchase to be conferred by the intended Act, a Book of Reference to the Plans, and a copy of the Ordnance Map, showing the general course or direction of the intended railways, will be deposited with the Clerk of the Peace for the City of London, at his office in the Old Bailey; with the clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; and a copy of so much of the said Plans, Section, and Book of Reference as relate to any parish or extra-parochial place will be deposited as follows (that is to say):—As regards the parish of St. Martin-in-the-Fields, with the Vestry Clerk of that parish, at his office at the Vestry Hall, St. Martin's-place; as regards the parish of St. James, Westminster, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Piccadilly; as regards the parish of St. Anne, Soho, with the Clerk to the District Board of Works for the Strand District, at his offices, 5, Tavistock-street, Strand; as regards the parishes of St. Giles-in-the-Fields and St. George, Bloomsbury, with the Clerk to the District Board of Works for the St. Giles' District, at his office, 199, High Holborn; as regards the parish of St. Andrew, Holborn-above-Bars, the Liberty of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, in the county of Middlesex, with the Clerk of the Holborn District Board of Works, at his office at the Town Hall, in the Gray's Inn-road; in the case of the parishes in the City of London, with the Parish Clerk of each such parish, at his residence; and in the case of an extra-parochial place, with the Parish Clerk of a parish adjoining thereto, at his residence. Each such deposit will be made on or before the 30th day of November, 1883, 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, 1883.

Dated 17th November, 1883.

In Parliament.—Session 1884.

Dore and Chinley Railway.

(Incorporation of Company; Construction of Railways in County of Derby; Bunning Powers over portions of Midland Railway; Agreements with Midland and Manchester, Sheffield, and Lincolnshire Railway Companies; 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 one 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):—

A railway (to be called Railway No. 1) wholly in the county of Derby, commencing in the parish of Dronfield by a junction with the Chesterfield and Sheffield line of the Mid-

land Railway, at or near the south end of the passenger platform of the Dore and Totley Station, and thence passing in, through, or into, or situate within all or some of the parishes, townships, and extra-parochial or other places of Dronfield, Beauchief, Beauchief Abbey, Norton, Dore, Dore with Totley, Totley, Holmsfield, Hathersage, Outseats, Bamford, Derwent, Derwent Chapel, Derwent Woodlands, Hope, Aston, Thornhill, Hope Woodlands, Castleton, Edale, Edale Chapel, Edale Holy Trinity, Chapel-en-le-Frith, Bowden Edge, Bradshaw Edge, Coombs Edge, Glossop, Chinley, Chinley with Bugsworth, and Bugsworth, and terminating in the parish of Glossop by a junction with the Ambergate and Manchester line of the Midland Railway, at or near the north end of the Milton Viaduct, and 11 chains or thereabouts, measured in a north-westerly direction along the said railway from the mile-post on that line denoting 30 miles from Ambergate.

A railway (to be called 'Railway No. 2') wholly in the parish of Glossop, in the county of Derby, commencing by a junction with the intended Railway No. 1, in a certain field in the parish of Glossop, known as the Lower Breck field, numbered 1120 on Sheet IX. 9 of the large scale (25 inch) ordnance map of Derbyshire Northern Division, belonging to Daniel Wood and Samuel Wood, and in the occupation of John Hadfield, and terminating by a junction with the Ambergate and Manchester line of the Midland Railway, at a point 23 chains or thereabouts, measured along the said railway in a north-westerly direction from the before described termination of the intended Railway No. 1.

To empower the Company to purchase and take by compulsion or agreement for the purposes of the intended railways, or either 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 empower 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 and servants, and for the purposes

of traffic of every description, the portions of railways hereinafter described (that is to say):—

- (1) So much of the Chesterfield and Sheffield line of the Midland Railway Company as lies between the commencement of Railway No. 1 and the station on that line at Sheffield.
- (2) So much of the railway of the Midland Railway Company as lies between the termination of Railway No. 1 and the Buxton Station of that Company.
- (3) So much of the railway of the Midland Railway Company as lies between the said termination of Railway No. 1 and the Manchester, Sheffield, and Lincolnshire Railway at New Mills.

And to use the said stations and all other stations on the said portions of railway respectively, 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 or Companies exercising such powers, and the Midland Railway Company or failing such agreement as shall be settled by arbitration, or as otherwise prescribed or provided for by the intended Act.

To enable the Company on the one hand, and the Midland Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company or either of them, on the other hand, 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 railways 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 construction, 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 Companies' 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 Act 7 and 8 Vict., cap. 18, and any other Act relating to the Midland Railway Company; and the Act 12 and 13 Vict., cap. 81, and any other Act relating to the Manchester, Sheffield, and Lincolnshire 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 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 Derby, at his office at Derby, 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 some 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 14th day of November, 1883.

Fowler, Christie, and Co., Victoria-mansions, Westminster, Solicitors.

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

In Parliament.—Session 1884.

Golden Valley Railway (Monnow Valley Extension).

(Construction of Railway between the Golden Valley and Wye Valley Railways, in the Counties of Hereford and Monmouth; Compulsory Purchase of Lands; Application of Funds and Additional Capital; Houses of Labouring Classes; Tolls; and Alteration of the Great Western, Wye Valley, Severn and Wye, and the Severn Bridge Railway Companies' Tolls; Running Powers over Portion of the Railways of the Great Western Railway Company, and over the Railways of the Wye Valley Railway Company, the Severn and Wye Railway Company, and the Severn Bridge Railway Company, and Use of Stations; Working and other Arrangements with those Companies and Compulsory Facilities and Short Distance Route; Payment of Interest during Construction; 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 following purposes, or some of them, that is to say:—

To enable the Golden Valley Railway Company (hereinafter called "the Company") to make and maintain the railway hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, junctions, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A railway commencing in the parish of Ewias Harold, in the county of Hereford, by a junction with the Golden Valley Railway, at a point 26 chains or thereabouts, measured in a northerly direction from the centre of the bridge carrying that railway over the River Dore, and terminating in the parish of Monmouth, in the county of Monmouth, by a junction with the Wye Valley Railway, at a point 2 chains or thereabouts, measured in a westerly direction from the boundary which divides the parishes of Monmouth and Dixon Newton on the centre of the bridge which carries the said Wye Valley Railway over the River Wye, which intended railway 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: Ewias Harold and Kentchurch, in the county of Hereford; and Llangua, Grosmont, Skenfrith, Rockfield, St. Maughan, Monmouth, and Dixon Newton, in the county of Monmouth.

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 cross, divert, alter, or stop up, either temporarily or permanently, all 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, that 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 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 apply to the purposes of the intended Act any capital or funds now belonging to or which may hereafter belong to them or be 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 at suitable places, houses for the accommodation of persons belonging to the labouring classes who may be displaced under the powers of the Bill, to provide or appropriate lands and funds for that purpose, and either to retain and hold such houses when built as part of the property and undertaking of the Company or to sell and dispose of them.

To levy tolls, rates, and duties upon or in respect of the intended railway and works, and upon the railways and portion of railway stations and works hereinafter mentioned belonging to the Great Western Railway Company, The Wye Valley Railway Company, The Severn and Wye Railway Company, and the Severn Bridge Railway Company, hereinafter referred to as "the four Companies," and to alter the tolls, rates, and duties which those Companies are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

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

(a.) The Great Western Railway between Monmouth and Coleford, and the stations at those places.

(b.) The Wye Valley Railway and stations.

(c.) The Severn and Wye Railway and stations.

(d.) The Severn Bridge Railway and 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 railways and portion of railway and stations.

To empower the Company on the one hand, and 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, vary, 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 railway stations and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic of every description upon or coming from, passing over, 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 as 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 Bill, to book through and forward all 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 and stations belonging to them respectively or 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 railway of the Company, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic.

And as to all traffic passing over their lines, or the lines of any or either of them, destined for places to which the railway of the Company forms a portion of the shortest route, to forward all such traffic (not otherwise specially consigned) over the railway of the Company, and (if need be) to alter and vary the tolls which the four Companies are now authorised to receive and take upon their respective railways or the railways under their management or control, or appropriated to or used by them as aforesaid, and to confer, vary, or extinguish exemptions therefrom.

Notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay to the shareholders of the Company during the construction of the intended works and until the completion thereof or during such time as may be prescribed by the Bill, interest or dividends at and after a rate to be prescribed by the Bill on the amount of the calls from time to time made upon and paid by such shareholders in respect of the shares held by them.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts, agreements, or arrangements as 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, the Coleford, Monmouth, Usk, and Pontypool Railway Company's Act of 1853, and all other Acts relating to or affecting that Company; the Wye Valley Railway Company's Act of 1866, and all other Acts relating to or affecting that Company; the Severn and Wye Railway Company's Act of 1869, and all other Acts relating to or affecting that Company; the 35 and 36 Vic., cap. 109, and all other Acts relating to or affecting the Severn Bridge Railway Company; the 5 and 6 Will. IV., cap. 107, and all other Acts relating to or affecting the Great Western Railway Company; the Golden Valley Railway Act, 1876; the Golden Valley (Extension to Hay) Act, 1877; and the Golden Valley Railway Act, 1882.

On or before the 30th day of November, 1883, plans and sections of the railway and works proposed to be authorised by the Bill, showing the line and levels thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Hereford, at his office at Hereford, and with the Clerk of the Peace for the county of Monmouth, at his office at Usk, 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 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, 1883.

Dated this 6th day of November, 1883.

Elmslie, Forsyth, and Elmslie, 27, Leadenhall-street, London, E.C;

James and Bodenham, 5, Saint Peter's-street, Hereford;

Solicitors for the Bill.

C. J. Hanly and Co., 27, Great George-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1884.

Tramways Act, 1870.

Colchester Tramways.

(Construction of Tramways in the Borough of Colchester, in the County of Essex, in connection with Authorised Lines; Power to use other than Animal Power on the Tramways; Repeal and Amendment of Acts; and other Purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 22nd day of December next, under the provisions of the above Act, for a Provisional Order to authorise the Promoters to make, form, lay down, maintain, and use the tramways hereinafter described, 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 All Saints, by a junction with Tramway No. 2, authorised by the Colchester Tramways Order, 1883, at a point in the road called High-street, opposite to the entrance of Queen-street, 13 yards

or thereabouts from the house occupied by Walter Scott, passing thence in an easterly direction along the said High-street and East Hill, and terminating at the bottom of East Hill in the parish of St. James, at a point 44 yards or thereabouts, measured in a westerly direction from the lamp-post at the junction of Brook-street with East Hill.

This tramway will be a single line, except at the following places where it will be double, namely: at a point 16 yards or thereabouts from the commencement of the said tramway, and for a distance of 66 yards or thereabouts along the tramway; from that point, also for a distance of 66 yards or thereabouts along the tramway from a point 190 yards or thereabouts from the commencement of the said tramway also for a distance of 66 yards or thereabouts, along the tramway from a point 530 yards or thereabouts from the commencing point of the said tramway.

Tramway No. 2, commencing in the parish of St. James, by a junction with Tramway No. 1, at the termination thereof above described, passing thence in an easterly direction along East-hill, and in a southerly direction along the road called Brook-street, and in an easterly direction along Barrack-street, and terminating in the parishes of St. Botolph and St. James, one or both of them, by a junction with Tramway No. 3, authorised by the Colchester Tramways Order 1883, at a point in Barrack-street, 33 yards or thereabouts, measured in a south-easterly direction from the corner of St. Mary Magdalen Church.

This tramway will be a double line except at the following place, where it will be single, namely, for a distance of 44 yards or thereabouts along the said tramway from its commencement.

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

As regards Tramway No. 1, on both sides of High-street and East-hill, between two points respectively commencing 16 yards or thereabouts from the commencement of the tramway; and from thence along the said tramway for a distance of 66 yards in an easterly direction. On both sides of East-hill, commencing at a point 190 yards or thereabouts from the commencing point of the said tramway, and from thence along the said tramway for a distance of 66 yards in an easterly direction, and on both sides of East-hill, commencing at another point 530 yards or thereabouts from the commencement of the said tramway to the termination thereof.

As regards tramway No. 2, on both sides of Brook-street, between two points respectively commencing 61 yards or thereabouts from the commencement of the said tramway, and continuing along the remaining portion of Brook-street to the termination of the said tramway in Barrack-street.

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:—All Saints, St. James, St. Mary Magdalen, and St. Botolph, in the said Borough of Colchester, and County of Essex.

The said tramways hereinbefore described are intended to be constructed on a gauge of 4 feet.

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

To empower the Promoters, from time to time,

No. 25291

Z

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 either 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 Promoters.

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

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 Essex, at Chelmsford.

And notice is also given, that on or before the same day a copy of the said plans and sections, and a copy of this Notice, and a published map with the line of the proposed tramways marked thereon, together with a diagram, will be deposited at the Railway Department of the Board of Trade, Whitehall-gardens, and that a copy of such plans and sections, and a copy of this Notice, will, on or before the same day, be deposited at the office of the Town Clerk of the borough of Colchester, at the Town Hall, Colchester; with the Clerk of the Peace for the Borough of Colchester, at his office in Church-street North, Colchester; in the office of the Clerk of the Parliaments; and in the Private Bill Office of the House of Commons; 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 22nd 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, Alexander M. White, North-hill, Colchester, and at the office of 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 16th day of November, 1883.

Alexr. M. White, North Hill, Colchester,
Solicitor.

Fowler, Christie, and Co., Victoria Mansions,
Westminster, Parliamentary Agents.

Board of Trade.—Session 1884.

Tramways Act, 1870.

Haverstock Hill and Hampstead
Tramways.

(Construction of Tramways in the Parishes of St. John, Hampstead, and St. Pancras, in the County of Middlesex; Power to use Hallidie's system of Cable Tramways or other Mechanical Power; Repeal and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 22nd 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 tramway hereinafter described, with all necessary and proper rails, plates, sleepers, works, and conveniences in connection therewith (that is to say):

A tramway commencing at or near the central point of the junction of the four roads called respectively Chalk Farm-road, Haverstock-hill, Crogsland-road, and the Regent's Park-road, or the continuation of such road to the junction aforesaid, passing thence along Haverstock-hill, Rosslyn-street, and a portion of High-street, Hampstead, and terminating at a point opposite Church-lane, in High-street aforesaid.

The tramway will be a double line throughout.

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

In the following instance the said tramway is proposed to be laid along the roads herein-after 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 herein-after mentioned and the nearest rail of the said tramway, that is to say, between a point in Rosslyn-street situate 60 yards or thereabouts, measured in a north-westerly direction along the said street, from the junction therewith of Pilgrim's-lane, and a point 90 yards or thereabouts, measured along the said street in a north-westerly direction, from such first-mentioned point.

The tramway hereinbefore described is intended to be constructed on a gauge of 3 feet 6 inches.

It is not proposed to run on the said tramway carriages or trucks adapted for use upon railways.

To empower the Company from time to time, either temporarily or permanently, to make, maintain, alter and remove such crossings, passing places, sidings, junctions, curves, turnouts, engine-houses, buildings, 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 tramway, to work such tramway 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 Hallidie's system of cable tramways, or by mechanical or motive power in addition to, or in substitution for, animal power.

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

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 22nd 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 16th of November, 1883.

Fowler, Christie, and Co., Victoria Mansions,
Westminster, Solicitors and Parliamentary Agents.

Board of Trade—Session 1884.

Wigan Tramways.

(Construction of Tramways in the Borough of Wigan, and in the Townships of Wigan, Pemberton, Ince-in-Makerfield, Hindley, and Orrell, all in the Parish of Wigan and County of Lancaster; Tolls; Use of Steam on Proposed and Authorised Tramways; Extension of Time for Commencement and Completion of Authorised Tramways; Amendments of Act and Order.)

NOTICE is hereby given, that the Wigan Tramways Company, Limited (hereinafter called the Promoters), intend to apply to the Board of Trade for a Provisional Order under the Tramways Act, 1870, for all or some of the following objects and purposes, that is to say:—

To authorise the Promoters to make, form, lay down and maintain, with all proper rails, plates, sleepers, works, and conveniences connected therewith, the tramways hereinafter described, or some of them, that is to say:—

A Tramway (No. 8) wholly situate in the townships of Orrell and Pemberton, commencing at a point 2 chains or thereabouts west of the centre of the Stag Inn at Orrell Post, in the township of Orrell, and proceeding in an easterly direction along Ormskirk-road to and terminating in Ormskirk-road by a junction with the Promoters' existing Tramway No. 1, at a point 1 chain 60 links west of the centre of Church-road; and Tramway No. 8 will be laid as a single line, except in the following places, namely, between the point 1 chain 50 links west and a point 1 chain 50 links east of the western entrance to "Orrell Mount" and between the points 60 links, and 3 chains 60 links east of the east entrance to "Orrell Cottage," where it will be double.

A Tramway (No. 9) wholly situate in the township of Orrell, commencing by a junction with Tramway No. 8, in Ormskirk-road at a point 70 links or thereabouts west of the centre of Far Moor-lane, proceeding thence in a southerly and south-westerly direction to and terminating at a point in Far Moor-lane, 1 chain 80 links south-west of the centre of Ormskirk-road; and Tramway No. 9 will be laid as a single line throughout.

A Tramway (No. 10) wholly situate in the township of Orrell, commencing by a junction with Tramway No. 9, in Far Moor-lane, at a point 80 links south-west of the centre of Ormskirk-road, and proceeding in an easterly direction to and terminating by a junction with Tramway No. 8, in Ormskirk-road, at a point 70 links east of the centre of Far Moor-lane; and Tramway No. 10 will be laid as a single line throughout.

A Tramway (No. 11) wholly situate in the township of Pemberton, commencing in Ormskirk-road by a junction with Tramway No. 8, at a point 60 links west of the centre of Fleet-street, thence proceeding in a southerly direction along a certain road called Old-road leading to Chapel-street, thence in an easterly direction along Chapel-street, to and terminating in Ormskirk-road by a junction with the Promoters' existing Tramway No. 1A, at a point 1 chain 60 links west of the centre of Church-road; and Tramway No. 11 will be laid as a single line throughout.

A Tramway (No. 12) wholly situate in the townships of Pemberton and Orrell, commencing in Ormskirk-road by a junction with Tramway No. 8, at the boundary of the

townships of Orrell and Pemberton, thence in a south-easterly direction, thence along Back-lane to and terminating in the road called Old-road, leading from Ormskirk-road to Chapel-street by a junction with Tramway No. 11, at a point 2 chains 50 links south of the centre of Ormskirk-road; and Tramway No. 12 will be laid as a single line throughout.

A Tramway (No. 13) wholly situate in the township of Pemberton, commencing in Ormskirk-road by a junction with Tramway No. 8, at a point 90 links north-west of the centre of Chapel-street, thence in a southerly direction to and terminating in Chapel-street by a junction with Tramway No. 11, at a point 90 links south-west of Ormskirk-road; and Tramway No. 13 will be laid as a single line throughout.

A Tramway (No. 14) wholly situate in the township of Wigan, in the borough of Wigan, commencing in Market Place by a junction with the Promoters' existing Tramway No. 3, at a point 90 links north of the centre of the Wiend, thence in a northerly direction to Standishgate, thence in a north-easterly and south-easterly direction along a proposed new road leading to Millgate-street, thence along Chapel-lane, thence along Douglas-street and Harrogate-street, to and terminating in Darlington-street by a junction with the Promoters' existing Tramway No. 7, at a point 50 links east of Harrogate-street; and Tramway No. 14 will be laid as a single line, except between the points in the proposed new road, 7 chains 40 links and 4 chains 40 links north-west of the centre of Millgate-street, where it will be double.

A Tramway (No. 15) wholly situate in the township of Wigan, in the borough of Wigan, commencing in Harrogate-street by a junction with Tramway No. 14, at a point 70 links north of the centre of Darlington-street, thence in a south-westerly direction to and terminating in Darlington-street by a junction with the Promoters' existing Tramway No. 7, at a point 60 links west of the centre of Harrogate-street; and Tramway No. 15 will be laid as a single line throughout.

A Tramway (No. 16) commencing in the township of Wigan, in Darlington-street, by a junction with the Promoters' existing Tramway No. 7, at a point 70 links west of the centre of Warrington-lane, proceeding thence in a southerly direction along Warrington-lane, Warrington-road, and Walthew-lane, and terminating in that lane in the township of Hindley, at a point 50 links south of the centre of Platt Bridge Inn; which tramway will be wholly situate in the townships of Wigan, Ince-in-Makerfield, and Hindley, and will be laid as a single line except between the following points, namely, in Warrington-road, 2 chains 30 links north and 70 links south of the centre of New-road, and between 90 links north and 2 chains 10 links south of the centre of Cemetery-lane, and between 3 chains 10 links and 6 chains 10 links south of the centre of Taylor's-lane, and in Walthew-lane, between the points, 3 chains 60 links and 6 chains 60 links south of the centre of the railway bridge in that lane, where it will be double.

A Tramway (No. 17) wholly situate in the township of Hindley, commencing in Walthew-lane by a junction with Tramway No. 16, at a point 80 links north of the centre of

Stony-lane, and proceeding in an easterly direction to and terminating in Stony-lane, at a point 1 chain 80 links east of the centre of Walthew-lane; and Tramway No. 17 will be laid as a single line throughout.

A Tramway (No. 18) wholly situate in the township of Hindley, commencing in Stony-lane by a junction with Tramway No. 17, at a point 1 chain east of the centre of Walthew-lane, and proceeding in a south-westerly direction to and terminating by a junction with Tramway No. 16 at a point 90 links south of the centre of Stony-lane; and Tramway No. 17 will be laid as a single line throughout.

All the proposed tramways will be situate in the parish of Wigan and county of Lancaster.

The gauge of the proposed tramways will be 3 feet 6 inches, and as regards the carriages using the same it is proposed to render inapplicable the provisions of Section 34 of the Tramways Act, 1870, and to make other provision as to the width of the carriages.

It is not intended to run on the tramways carriages or trucks adapted for use upon railways, and it is not proposed to lay any tramway so that for a space of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the street and the nearest rail of the tramway, except in the following instances:—

| Name of street or road. | No. of Tramway. | Part of street or road where less space than 9 feet 6 inches intervenes between the outside of the footpath and nearest rail of tramway for a distance of 30 feet and upwards. |
|---|-----------------|---|
| Township of Orrell. Ormskirk-road. | 8 | <p>On the north side, commencing at a point 44 yards west of the Stag Inn, and continuing for 20 yards in an easterly direction.</p> <p>On the south side, commencing at a point 28 yards in a westerly direction from the west entrance to "Orrell Mount" and continuing in an easterly direction 55 yards.</p> <p>On the south side, commencing at a point 183 yards in an easterly direction from the west entrance to "Orrell Mount," and continuing in an easterly direction for 60 yards.</p> <p>On the south side, commencing at a point 15 yards west of the centre of the Vicarage, and continuing in an easterly direction 87 yards.</p> <p>On the south side, commencing at a point 18 yards in an easterly direction from the east entrance to "Orrell Cottage," and continuing in an easterly direction 55 yards.</p> <p>On the south side, commencing at a point 24 yards west of the centre of "Prospect Place," and continuing in an easterly direction 50 yards.</p> |
| Far Moor-lane | 9 & 10 | <p>On the south side, commencing at a point 17 yards east of the centre of the Fishergate Inn, and continuing in an easterly direction to the boundary of the township of Pemberton a distance of 154 yards.</p> <p>On the south-east side, commencing at a point opposite the Red Lion Inn, and continuing in a north-easterly direction 20 yards.</p> |
| Township of Pemberton. Ormskirk-road. | 8 | On the south side, commencing at the boundary of the township of Orrell, and continuing in an easterly direction for a distance of 159 yards. |
| Chapel-street | 11 | On the south-east side, commencing at a point 8 yards south-west of the centre of the Plough and Harrow Inn, and continuing in a north-easterly direction 68 yards. |
| Townships of Pemberton and Orrell. Back-lane. | 12 | On the west side for the whole length of the tramway. |
| Township and Borough of Wigan. Proposed New Road from Market Place to Millgate. | 14 | On the east side, commencing from a point 157 yards in a north-westerly direction from the centre of Millgate-street, and continuing in a south-easterly direction for a distance of 55 yards. |
| Warrington-lane. | 16 | On the east side, commencing at a point 15 yards in a southerly direction from the centre of Brookside-street, and continuing in a southerly direction for a distance of 15 yards. |
| Township of Ince-in-Makerfield. Warrington-road. | 16 | <p>On the east side, commencing at a point 30 yards in a southerly direction from the centre of Brookside-street, where the township and borough of Wigan joins the township of Ince-in-Makerfield, and continuing in a southerly direction for a distance of 130 yards.</p> <p>On the east side, commencing at a point 45 yards in a northerly direction from the centre of New-road, and continuing in a southerly direction for a distance of 55 yards.</p> |

| Name of street or road. | No. of Tramway. | Part of street or road where less space than 9 feet 6 inches intervenes between the outside of the footpath and nearest rail of tramway for a distance of 30 feet and upwards. |
|--------------------------------------|-----------------|---|
| Township of Hindley. Walthew-lane | 16 | On the east side, commencing at a point 20 yards in a southerly direction from the Pearson and Knowles Coal and Iron Company's pay office, and continuing in a southerly direction for a distance of 142 yards. |
| | | On the east side, commencing at a point 15 yards in a northerly direction from the centre of Cemetery-lane, and continuing in a southerly direction for a distance of 55 yards. |
| | | On the west side, commencing at a point 40 yards in a southerly direction from the centre of Cemetery-lane, and continuing in a southerly direction for a distance of 257 yards. |
| | | On the west side, commencing at a point 13 yards in a northerly direction from the centre of Pearson-street, and continuing in a southerly direction for a distance of 20 yards. |
| | | On the west side, commencing at a point 25 yards in a southerly direction from the centre of Taylor's-lane, and continuing in a southerly direction for a distance of 374 yards. |
| | | On the west side, commencing at a point 26 yards in a southerly direction from the centre of Slackey-lane, and continuing in a southerly direction for a distance of 23 yards. |
| | | On the west side, commencing at a point 83 yards in a southerly direction from the centre of the Railway Bridge, and continuing in a southerly direction for a distance of 55 yards. |
| | | On the west side, commencing at a point 97 yards in a northerly direction from the centre of the Wesleyan Chapel, and continuing in a southerly direction for a distance of 29 yards. |

The said Provisional Order will incorporate with itself the whole or some of the provisions of the Tramways Act, 1870, with such alteration and amendments thereof as may be deemed expedient, and will enable the Promoters to exercise the powers granted by that Act to parties who are therein called Promoters, as well as the powers hereinafter mentioned, that is to say:—

To empower the Promoters to make junctions or connections of the proposed tramways with any tramways for the time being belonging to, or worked, or run over by the Promoters, and to enable the Promoters from time to time to make such crossing places, passing places, sidings, junctions and other works in addition to those particularly specified in this advertisement as may be necessary or convenient to the efficient working of both the proposed and authorised tramways or any of them.

To empower the Promoters, whenever by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise it is necessary or expedient to remove or discontinue the use of any of the proposed tramways, or any part thereof, to make in the same, or any adjacent street, road, or thoroughfare (in any parish, township, or place mentioned in this Notice), and maintain so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or any part of a tramway so removed or discontinued to be used or intended so to be.

To empower the Promoters to levy and take tolls and charges for the use of the proposed tramways and works by carriages passing along the same, and for the carriage of passengers or other traffic upon the same, and to levy and take such tolls and charges either apart from, or in connection with, their existing or authorised tramways.

To empower the Promoters to grant a lease or leases of the proposed tramways (with or without their authorised tramways) or any parts thereof respectively, and to grant licenses to use the same.

To authorise the use on the tramways authorised by the Wigan Tramways Order, 1879, and also on the proposed tramways or any part or parts thereof respectively, of carriages and engines moved by steam or other mechanical or other power.

To extend the time limited for the commencement and completion of the Tramways Nos. 4 and 4A authorised by the said Wigan Tramways Order, 1879, and if necessary to revive the powers conferred by that Order.

To alter, amend, or repeal all or some of the provisions of the Wigan Tramways Order, 1879.

The intended Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way impede or interfere with its objects, and will confer other rights and privileges.

And Notice is hereby further given, that the plans and sections of the proposed tramways and works, and a copy of this advertisement, as published in the London Gazette, will be deposited on or before the 30th day of November, 1883, for public inspection, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and with the parish clerk of the parish of Wigan, at his residence, and also with the several local authorities following (that is to say):—With the Town Clerk of the borough of Wigan, at his office in Wigan, the clerk of the Pemberton Local Board, at his office in Pemberton, with the clerk of the Ince-in-Makerfield Local Board, at his office at Luce-in-Makerfield, with the clerk of the Hindley Local Board, at his office at Hindley, and with the clerk of the Orrell Local Board, at his office at Orrell, and also at the offices of Messrs. Darlington and Sons, solicitors, 3, King-street, Wigan, and at the office of the Board of Trade.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 22nd day of December,

1883, and printed copies of the Draft Provisional Order, when deposited, and of the Provisional Order, when made, may be obtained (at the price of one shilling for each copy) at the said offices of Messrs. Darlington and Sons, 3, King-street, Wigan, and of Messrs. Sharpe, Parkers, Pritchard, and Sharpe, Parliamentary Agents, 9, Bridge-street, Westminster.

Every Company, Corporation, or person desirous of making any representations 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 January next, and copies of their objections must at the same time be sent to the Promoters, at the offices either of the Solicitors or Parliamentary Agents hereinbefore named, 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 20th day of November, 1883.

Darlington and Sons, 3, King-street, Wigan,
Solicitors to the above-named Promoters.
Sharpe, Parkers, Pritchard and Sharpe,
9, Bridge-street, Westminster, S.W.,
Parliamentary Agents.

In Parliament.—Session 1884.

North Metropolitan Tramways.

(New Lines in Middlesex and Essex; Tolls; Agreements with Vestries and District Boards; Provisions as to Mechanical Power and as to Capital; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the North Metropolitan 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, work, and use the tramways hereinafter described, with all proper rails, plates, sleepers, works, and conveniences connected therewith, that is to say:—

Tramways No. 1 and No. 1a, to be wholly situate in the parish of St. Leonard, Shoreditch, commencing in Old-street by junctions with the existing tramways of the Company at or near the end of Great Eastern-street, passing into and along Great Eastern-street into and terminating in High-street, Shoreditch, by junctions with the existing tramways of the Company, at or near the end of Great Eastern-street.

Tramway No. 2, commencing in Great Eastern-street by a junction with Tramway No. 1, at or near the south-eastern end of that street, and passing thence into and along Commercial-street, and terminating by a junction with the existing tramway of the Company, at or near the junction of High-street, Whitechapel, with Commercial-road.

Tramway No. 2a, commencing in Great Eastern-street by a junction with Tramway No. 1a, at or near the south-eastern end of that street, and passing thence into and terminating in Commercial-street by a junction with Tramway No. 2, at a point 1 chain from the north-west end of that street.

Tramway No. 2b, a passing place $2\frac{1}{2}$ chains in length in Commercial-street, commencing and terminating by a junction with Tramway No. 2 at points respectively opposite to and $2\frac{1}{2}$ chains south-east of Fleur de Lis-street.

Tramway No. 2c, in Commercial-street, com-

mencing and terminating by junctions with Tramway No. 2, at points respectively opposite the end of White Lion-street, and half a chain south-east of the end of Lamb-street.

Tramway No. 2d, commencing in Commercial-street by a junction with Tramway No. 2 at a point about half a chain north-west of Church-street, and passing thence along Commercial-street, and terminating by a junction with the existing tramway of the Company, at or near the junction of High-street, Whitechapel, with Commercial-road.

Tramways Nos. 2, 2a, 2b, 2c, and 2d will pass from, through, or into, or be situate in the several parishes or places of St. Leonard Shoreditch, Christchurch Spitalfields, St. Mary Whitechapel, and the Liberty of Norton Folgate, all in the county of Middlesex.

Tramway No. 3, commencing in High-street, Whitechapel, by a junction with Tramway No. 2 at or near the end of Commercial-street and passing across High-street, Whitechapel, into and along Leman-street and Dock-street, and terminating at or near the south end of Dock-street.

Tramway No. 3a, commencing in High-street, Whitechapel, by a junction with Tramway No. 2d, passing thence into and along and terminating in Leman-street by a junction with Tramway No. 3 at or near the end of Colchester-street.

Tramway No. 3b, a passing place 3 chains in length in Leman-street, commencing and terminating by junctions with Tramway No. 3, at points respectively opposite to and 3 chains south of Great Alie-street.

Tramway No. 3c, commencing in Leman-street by a junction with Tramway No. 3, at or near Great Prescott-street, and passing thence along Leman-street, into and along Dock-street, and terminating at or near the south end of that street.

Tramways Nos. 3, 3a, 3b, and 3c will be situate in the parish of St. Mary, Whitechapel, in the county of Middlesex.

Tramways No. 4 and No. 4a, commencing in High-street, Shoreditch, by junctions with the existing tramways of the Company, at or near the end of Bethnal-green-road, and passing thence into and along Bethnal-green-road, into and terminating in Cambridge-road, by junctions with the existing tramways of the Company, at or near the end of Bethnal-green-road.

Tramways Nos. 4 and 4a will pass from, through, or into, or be situate in the several parishes or places of St. Leonard, Shoreditch, and St. Matthew, Bethnal Green, in the county of Middlesex.

Tramway No. 5, a passing place 4 chains in length, in Goswell-road, commencing and terminating by junctions with the existing tramway of the Company, at points respectively 3 chains north and 1 chain south of Compton-street.

Tramway No. 5 will be situate in the parishes of St. James and St. John, Clerkenwell, and St. Luke, Middlesex, in the county of Middlesex.

Tramways No. 6 and No. 6a, commencing by junctions with the existing tramways of the Company, at or near the south end of Burdett-road, and passing thence into and along and terminating in the West India Dock-road, at or near the crossing thereof by the London and Blackwall Railway.

Tramways Nos. 6 and 6a, will pass from, through, or into, or be situate in the several parishes of St. Anne, Limehouse, and All Saints', Poplar, in the county of Middlesex.

Tramway No. 7, a crossover in Commercial-road, 3 chains in length, commencing and terminating by junctions with the existing tramways of the Company in that road, at points respectively 2 chains and 5 chains east of the west end of that road.

Tramway No. 7 will be wholly situate in the parish of St. Mary, Whitechapel, in the county of Middlesex.

Tramways No. 8 and No. 8a, commencing in High-street, Stratford, by junctions with the existing tramways of the Company, at or near the Swan Hotel, at Stratford, and passing thence along High-street, Stratford (on the south-east side of Stratford Church), into and along Romford-road, Ilford-road, and Great Essex-road, and terminating in Great Essex-road, at or near the junction therewith of White Post-lane.

Tramways Nos. 8 and 8a will pass from, through, or into, or be situate in the parishes of West Ham and East Ham, in the county of Essex.

Tramway No. 9, wholly in Barking-road, commencing at a point about $2\frac{1}{2}$ chains west of Victoria Dock-road, passing thence in an easterly direction, and terminating at a point about 6 chains east of Greengate-street.

Tramway No. 9a, 2 chains in length, commencing at a point about $2\frac{1}{2}$ chains west of Victoria Dock-road, and terminating by a junction with Tramway No. 9, at a point half a chain west of Victoria Dock-road.

Tramway No. 9b, a passing place 3 chains in length, commencing and terminating by junctions with Tramway No. 9, at points respectively 3 chains west and opposite the end of Rathbone-street.

Tramway No. 9c, a passing place 3 chains in length, commencing and terminating by junctions with Tramway No. 9, at points opposite the end of Church-street and Hudson-road respectively.

Tramway No. 9d, a passing place 3 chains in length, commencing and terminating by junctions with Tramway No. 9, at points respectively 2 chains west of and 1 chain east of the end of Croydon-road.

Tramway No. 9e, a passing place 3 chains in length, commencing and terminating by junctions with Tramway No. 9, at points respectively 3 chains west of and opposite to the end of Denmark-street.

Tramway No. 9f, a passing place 3 chains in length, commencing and terminating by junctions with Tramway No. 9, at points respectively 3 chains and 6 chains east of Balaam-street.

Tramway No. 9g, a passing place 3 chains in length, commencing and terminating by junctions with Tramway No. 9, at points respectively $1\frac{1}{2}$ chains west, and $1\frac{1}{2}$ chains east of the Northern Outfall Sewer.

Tramway No. 9h, a passing place 3 chains in length, commencing and terminating by junctions with Tramway No. 9, at points respectively opposite to and 3 chains east of the end of Greengate-street.

Tramways Nos. 9, 9a, 9b, 9c, 9d, 9e, 9f, 9g, and 9h, will be situated in the parish of West Ham, in the county of Essex.

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:—

Tramways No. 2 and No. 2a in Commercial-street, on both sides, for a distance of 30 yards from the north-west end of Commercial-street.

Tramways No. 3 and No. 3b in Leman-street, on both sides, between Great Alie-street and a point 2 chains south of Great Alie-street.

Tramways No. 4 and No. 4a in Bethnal-green-road, on both sides, between Fuller-street and Church-row.

Tramway No. 5 in Goswell-road, on the west side, between Compton-street and a point $2\frac{1}{2}$ chains north of Compton-street.

Tramways No. 8 and No. 8a in Romford-road, on both sides, between points respectively $1\frac{1}{2}$ chains and $4\frac{1}{2}$ chains east of the east side of "The Grove," Stratford.

Tramways No. 8 and No. 8a in Romford-road, on both sides, between points respectively 3 chains and $4\frac{1}{2}$ chains west of the west side of Vicarage-lane.

Tramways No. 8 and No. 8a in Romford-road, on both sides, between Ham Frith-road and Norwich-road.

Tramways No. 8 and No. 8a in Romford-road, on both sides, between points respectively 5 chains and 9 chains west of Wood Grange-road.

Tramways No. 9 and No. 9e in Barking-road, on both sides, between a point 3 chains west of Denmark-street and the end of Denmark-street.

Tramways No. 9 and No. 9f in Barking-road, on both sides, between points respectively 3 chains and 6 chains east of Balaam-street.

Tramways No. 9 and No. 9g in Barking-road, on both sides, between points respectively $1\frac{1}{2}$ chains west and $1\frac{1}{2}$ chains east of the Northern Outfall Sewer.

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 over 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 places, 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, 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 places, 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, land 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 a 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 enable the Company to levy tolls 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 existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, or charges.

To empower the Company on the one hand, and the several vestries, district boards of works, 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 authorise and empower the Company, from time to time, on such terms and conditions, and subject to such restrictions (if any), as may be prescribed by the intended Act, to use upon their undertaking or such part thereof as may be authorised or prescribed by the intended Act, such mechanical power, fixed or movable, other than or in addition to animal power, for the moving thereon of their carriages as may be prescribed or authorised by the intended Act, and to hold and acquire patent and other rights, or licenses to use patent rights, in relation to any such mechanical power as aforesaid.

To authorise the Company to increase their capital for all or any purposes of the intended Act, and for the general purposes of their undertaking, and to raise further capital by new, ordinary, or preference shares, and by borrowing; and to authorise the Company to apply to the like purposes, and to the general purposes of their undertaking, all or any part of the capital which they are by their existing Acts, or may be by the intended Act authorised to raise.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with any of the objects of the intended Act, and to confer other rights and privileges.

The intended Act will incorporate the whole or some of the provisions of the Tramways Act, 1870, with such alterations or 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 North Metropolitan Tramways Act, 1869; the North Metropolitan Tramways Act, 1870; the North Metropolitan Tramways Act, 1871; the North Metropolitan Tramways Act, 1873; the North Metropolitan Tramways Act, 1874; the North Metropolitan Tramways (New Works) Act, 1877, the North Metropolitan Tramways Act, 1880, and the North Metropolitan Tramways Act, 1882, and any other Act

or Acts relating to the Company or their undertaking.

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 Middlesex, at his office in Clerkenwell, and with the Clerk of the Peace for Essex, at his office at Chelmsford, 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 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 Christ Church, Spitalfields, the parish of St. Mary, Whitechapel, and the Liberty of Norton Folgate, with the clerk of the Board of Works for the Whitechapel district, at his office, 15, Great Alie-street, Whitechapel. As regards the parish of St. Leonard's, Shoreditch, with the vestry clerk of that parish, at his office at the Town-hall, Old-street. As regards the parish of St. Matthew, Bethnal Green, with the vestry clerk of that parish, at his office in the Vestry-hall, Church-row, Bethnal Green. As regards the parish of St. Luke, Middlesex, with the vestry clerk of that parish, at the Vestry-hall of that parish, in the City-road. As regards the parish of St. Anne, Limehouse, with the clerk of the District Board of Works for the district of Limehouse, at his office in White Horse-street, Commercial-road. As regards the parish of All Saints', Poplar, with the clerk of the District Board of Works for the district of Poplar, at his office in High-street, Poplar. As regards the parish of St. James and St. John, Clerkenwell, with the vestry clerk of that parish, at his office, Upper Rosoman-street, Clerkenwell. And as regards the parishes of West Ham and East Ham, with the parish clerks of those parishes, at their respective residences.

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

Dated this 15th day of November, 1883.

Hugh C. Godfray, 101, Finsbury-pavement, E.C., Solicitor for the Bill.

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

In Parliament.—Session 1884.

East London Tramways.

(Incorporation of Company with Powers to Construct Street Tramways in Limehouse and Poplar, 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, Dock Companies, 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.—A tramway commencing in the parish of St. Anne, Limehouse, in the Commercial-road, at a point opposite the north-east end of Gill-street, passing thence into and along Commercial-road, West India Dock-road, Garford-street, Bridge-road, West Ferry-road, Manchester-road, East Ferry-road, New-road and Preston's-road, and terminating in Preston's-road, in the parish of All Saints, Poplar, at a point 2·30 chains or thereabouts, measured in a northerly direction from the centre of Bedford-street.

The said tramway will be laid as a single line, except between the following points, where it will be double line, that is to say:—

In West India Dock-road and Garford-street, between a point 1 chain from the commencement, and a point 0·55 chain or thereabouts, measured in an easterly direction, from the south-east corner of Garford-street.

In Garford-street and Bridge-road, between points respectively about 1·15 chain east, and 1·25 chain south, from the centre of the junction of Garford-street with Bridge-road.

In Bridge-road, between points respectively 2·60 chains and 5·05 chains or thereabouts, measured in a south-easterly direction, from the southern end of the turnbridge over the Lock at the Limehouse entrance to the basin of the West India Docks.

In West Ferry-road, between points respectively, 6·80 chains and 4·30 chains or thereabouts measured in a northerly direction from the centre of Cuba-street, and from a point opposite the centre of Havannah-street to a point 2·50 chains south therefrom; and between points, respectively about 0·65 chain north, and 1·85 chains south from a point opposite the centre of Glengall-road, and crossing the swing-bridge between points respectively 9·65 chains and 4·05 chains or thereabouts, measured in a northerly direction from a point opposite the centre of Gaverick-street and between points respectively about 1·30 chain north-easterly, and 1·20 chain south from a point opposite the centre of Gaverick-street; and between points respectively 2·80 chains and 0·30 chain or thereabouts, measured in a north-west direction from a point opposite the centre of Ingelheim-place; and between points respectively 5·25 chains and 7·75 chains or thereabouts, measured in a south-east direction from a point opposite the centre of British-street.

In West Ferry-road and Manchester-road, between points respectively about 1·05 chain west and 1·45 chains east from a point opposite the centre of the southern end of East Ferry-road.

In Manchester-road, from a point opposite the north-western end of Johnson-street to a point 2·50 chains easterly therefrom; and between points respectively about 1·90 chain south-west and 0·55 chain north-east from a point opposite the centre of Newcastle-street; and between points respectively 4·90 chains and 2·35 chains or thereabouts, measured in a south-easterly direction, from a point opposite the centre of Pier-

street West; and between points respectively about 2·28 chains south and 0·20 chain north from a point opposite the north-eastern end of Glengall-road; and between points respectively about 1·70 chain south and 0·78 chain north or thereabouts from a point opposite the centre of Samuda-street.

In East Ferry-road, between points respectively 5·60 chains and 3·10 chains or thereabouts measured in a southerly direction from the centre of the southern end of the swing-bridge over the lock to the entrance of the basin of South Dock.

In New-road, between points respectively 2·85 chains and 0·85 chain or thereabouts measured in a southerly direction from the centre of the southern end of the drawbridge over the lock to West India Dock Basin.

In Preston's-road, between points respectively 6·45 chains and 3·95 chains or thereabouts measured in a southerly direction from a point opposite the centre of Leicester-street.

In Preston's-road, between points respectively 0·35 chain and 1·85 chain or thereabouts measured in a northerly direction from a point opposite the centre of Bedford-street.

The tramway hereinbefore described will be situate and pass from, in, through, or into the parishes, extra-parochial or other places following, or one of them, that is to say, St. Anne, Limehouse, and All Saints, Poplar, all in the county of Middlesex.

In the following instances it is proposed to lay the tramway so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the streets, roads, or bridges hereinafter mentioned, and the nearest rail of the tramway, that is to say—

In Garford-street, on the south side thereof, between West India Dock-road and Bridge-road.

In Garford-street on the north side, and Bridge-road on the west side, between points respectively about 1·05 chain east, and 1·15 chain south from the centre of the junction of Garford-street with Bridge-road.

In Bridge-road, including the turnbridges on the east-north-east and east side of the road between Garford-street and a point 6 yards south from the southern end of the turnbridge over the Limehouse entrance to the West India Docks, and on the west side of the road between points respectively about 1·45 chain north and 1 chain south from the centre of the turnbridge over the Limehouse entrance to the Basin of the West India Docks, and on the south-west side between points respectively 2·60 chains and 4·75 chains or thereabouts measured in a south-easterly direction from the southern end of the last-mentioned turnbridge.

The Bridge-road (including the turnbridge) and West Ferry-road, on the west side, between points respectively about 10·20 chains and 4·30 chains measured northwards from the centre of Cuba-street.

In West Ferry-road, on the west side thereof, from the centre of Havannah-street to a point 2·50 chains south therefrom, and on the west side between points respectively about 0·65 chain north, and 1·85 chain south or thereabouts from the centre of Glengall-road, and on the west side (and over the swing-bridge) between points respectively 9·65 chains and 4·45 chains or thereabouts measured in a northerly direction from the centre of Gaverick-street, and on the east side thereof (and over the swing-bridge) between points respectively 8·20 chains and 4·75 chains or thereabouts, measured

in a northerly direction from the centre of Gaverick-street, and on the east side thereof between points respectively 2·80 chains and 0·30 chain or thereabouts measured in a northerly direction from the centre of the roadway of Ingelheim-place, and on the south-westerly side thereof between points respectively 2·60 chains north-west, and 3·40 chains south-east from the centre of Deptford Ferry-road, and on the north-east side thereof between points respectively 5·25 chains and 7·75 chains or thereabouts, measured in a south-east direction from the centre of British-street.

In Manchester-road, on both sides thereof, between points respectively 0·35 chain and 1·30 chain measured in an easterly direction from the centre of Johnson-street.

In East Ferry-road, on the east side thereof, between points respectively 5·60 chains and 3·10 chains or thereabouts, measured in a southerly direction from the southern end of the swing-bridge over the lock to the entrance basin of South Dock.

In the road over the swing-bridge at the northern end of East Ferry-road, and for a distance of about 13 yards on either side of the bridge on both sides.

In New-road, on the west side thereof, from a point about 0·70 chain from the north end of the last-mentioned swing-bridge to a point about 2·85 chains south from the southern end of the drawbridge over the lock into West India Dock Basin.

In New-road (over drawbridge) and Preston's-road, on the west and north sides of the roadway from a point about 1·10 chain south from the southern end of the last-mentioned drawbridge to a point about 1·05 chain or thereabouts east from the northern end of the said drawbridge, and on the east and south sides thereof, from a point about 0·30 chain south from the southern end of the said drawbridge, to a point about 0·45 chain, measured in an easterly direction from the northern end of the same drawbridge.

In Preston's-road, on the west side thereof, between points respectively about 4·35 chains south and 7·30 chains north from the centre of Russell-street, and on the west side thereof between points respectively about 2·80 chains and 3·85 chains, measured in a northerly direction from the centre of Leicester-street, and on the east side thereof between points respectively about 0·35 chain and 1·85 chain measured in a northerly direction from the centre of Bedford-street.

It is intended to lay the tramways on a gauge of 4 feet 8½ inches, and 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 licenses 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, the East and West India Dock Company and the Millwall Dock Company, and any corporation, local or road authority, dock company, trustees, bodies, or persons having respectively the control or management, or the duty of directing the repairs of any streets, roads, or bridges along which the proposed tramways will be laid, in, along, or across, 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 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, water-courses, 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, draw-bridges, 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 the East and West India Dock Company, and the Millwall Dock Company, and any corporation, local or road authority, or other body, company, or persons respectively, on the other hand, for or with respect to any of the purposes mentioned in this notice.

To 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 to confer other rights and privileges.

Duplicate plans and sections describing the lines, situations, 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, E.; and 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.

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 1883.

Sutton and Ommamney, 3 and 4, Great Winchester-street, London, E.C., Solicitors.

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

In Parliament.—Session 1884.

West Gloucestershire Water.

(Incorporation of Company; Powers to supply Water in Wickwar, Thornbury (detached), Yate, Iron Acton, Chipping Sodbury, Old Sodbury, Frampton Cotterell, Westerleigh, Wapley and Codrington, Dodington, Filton, Stoke Gifford, Winterbourn, Frenchay and Hambrook, Mangotsfield, Pucklechurch, Dyrham and Hinton, Siston, Wick and Abson, otherwise Abstone, Doynton, Oldland, Hanham and Bitton, all in the County of Gloucester; Construction of Waterworks; Diversion of Waters; Compulsory Purchase of Lands and Water-rights; Agreements with Sanitary Authorities and Companies, and Powers to them to raise and apply Monies; 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 all or some of the following, among other purposes (that is to say):—

1. To incorporate a Company (hereinafter called "The Company"), and to confer upon the Company all necessary powers to enable them to execute the works and carry into effect the objects following, or some of them (that is to say):—

2. To supply with water for public and private purposes the whole or any part of all or some of the parishes, townships, and places following, viz., Wickwar, Thornbury (detached), Yate, Iron Acton, Chipping Sodbury, Old Sodbury, Frampton Cotterell, Westerleigh, Wapley and Codrington, Dodington, Filton, Stoke Gifford, Winterbourn, otherwise Winterbourne, Frenchay and Hambrook, Mangotsfield, Pucklechurch, Dyrham and Hinton, Siston, Wick and Abson, otherwise Abstone, Doynton, Oldland, Hanham, and Bitton, all in the county of Gloucester.

3. To make and maintain the waterworks and other works and conveniences following, or some of them (that is to say):—

(1.) A well and pumping station in the said parish of Frampton Cotterell, to be situate at the site of the existing pumping engine and pit shaft lately belonging to and worked by the Frampton Hæmatite Mining Company, and in a field numbered 471 on the Tithe Commutation Map of that parish.

(2.) An aqueduct, conduit, or line of pipes commencing at the said well and pumping station above described, and terminating in the intended reservoir next hereinafter described.

(3.) A reservoir in the said parish of Dodington, to be situate in and near to the western boundary of a field numbered 96 on the Tithe Commutation Map of that parish, and commencing at a point 60 yards or thereabouts, measured in a southerly direction, from the north-west corner of the said field, thence proceeding in a southerly direction for a distance of 60 yards or thereabouts, thence proceeding in an easterly direction for a distance of 60 yards or thereabouts, thence proceeding in a northerly direction for a distance of 60 yards or thereabouts, and thence proceeding in a

westerly direction for a distance of 60 yards or thereabouts to and terminating at the point of commencement above described.

Which intended well and pumping station, aqueduct, conduit, or line of pipes and reservoir 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) Frampton Cotterell, Westerleigh, Yate, Old Sodbury, Chipping Sodbury, and Dodington, all in the county of Gloucester.

4. To make and maintain in the parishes, townships, and places aforesaid, or any or either of them, and in connection with the intended reservoir and waterworks, or any of them, all necessary and proper embankments, walls, filtering beds, softening tanks, dams, drains, sluices, residuum lodges, catchpits, conduits, culverts, channels, bye-washes, weirs, wells, tanks, engines, pipes, buildings, machinery, roads, approaches, and other works and conveniences connected therewith or incidental thereto.

5. To take, collect, divert, impound, and use all or some of the waters in or arising or flowing from the said existing pit shaft lately belonging to and worked by the Frampton Hæmatite Mining Company, and also the waters of all springs and streams in the line of the proposed works, or within the limits of deviation defined upon the plans hereinafter mentioned, or which can or may be taken or abstracted by means of the said intended works, or any of them, which waters now proceed directly or derivatively into the River Frome and the Bristol Docks and Harbour, or some or one of them.

6. To make effectual provision for the protection of the waterworks and property of the Company, and for preventing the waste, fouling, and misuse of 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.

7. To deviate laterally from the lines of the intended waterworks within the limits shown upon the plans hereinafter mentioned or as may be provided by the Bill, and whether within or beyond the limits of deviation allowed by the "Waterworks Clauses Act, 1847," and to deviate vertically to any extent from the levels of those works as shown upon the sections hereinafter mentioned.

8. To purchase by compulsion or agreement, and acquire, and to take on lease, and to take grants of easements over any lands, houses, springs, streams, waters, and other hereditaments within the parishes, townships, and places mentioned in this notice, or any or either of them, which may be required for the purposes of the intended waterworks, or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected therewith.

9. To levy and receive rates, rents, and charges, differential and otherwise, for or in respect of the supply of water, to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

10. To lay down, maintain, take up, alter, and repair mains, pipes, culverts, conduits, sluices, drains, and other works in, through, under, over, across, and along, and to cross, break up, open, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footways, streets, public places, bridges, canals, navigations, towing paths, railways, tramways, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses, in any of the parishes, townships, and places before mentioned, so far as may be necessary or

convenient for all or any of the purposes of the Bill.

11. To enable the Company on the one hand, and any sanitary authority, company, corporation, 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 sanitary authority, company, corporation, 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 sanitary authority, corporation, company, 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.

12. To confer upon the Company all powers, rights, and authorities which are or may become necessary for carrying the objects of the Bill into complete and full effect, to vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

13. To incorporate with the Bill, with such variations and modifications as may be deemed expedient, 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 Waterworks Clauses Acts, 1847 and 1863;" and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and to the temporary occupation of lands.

14. 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 all Acts and Provisional Orders (if any) which may relate to or be affected by the objects of the Bill.

And notice is hereby further given that—

On or before the 30th day of November instant plans and sections of the works proposed to be authorised by the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands to be taken compulsorily under the powers of the Bill, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Gloucester at his office at Gloucester; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes and extra-parochial places from, in, through, or into which the said intended works will be made, or in which any lands or houses intended to be taken are situate, and a copy of this notice published as aforesaid, will be deposited for public inspection in the case of each parish with the parish clerk thereof at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And 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 8th day of November, 1883.

Stanley, Wasbroughs, and Doggett, 27, Clare-street, Bristol, Solicitors.

John Charles Ball, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1884.

Barnstaple and Lynton Railway.

(Incorporation of Company; Construction of Railways from Barnstaple to Lynton; Provisions as to Gauge and Light Railway; Working and other Agreements with, and Powers to, the Great Western and London and South Western Railway Companies; Running Powers and Facilities over Railways and Works of other Companies; Agreements with and Powers of Contribution and Application of Funds, and Appointment of Directors to Corporation of Barnstaple; payment of Dividends, or 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 and approach road 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, wholly situate in the parish of Barnstaple, in the county of Devon, commencing by a junction with the Devon and Somerset Railway at or near to a point on that railway 250 yards, or thereabouts (measured along that railway) from and to the eastward of the eastern end of the platform at the passenger station on that railway at Barnstaple, and terminating in a field numbered 233 on the Tithe Commutation Map of that parish, which field is bounded on the southward by the Derby-road, on the westward by the road leading from the Derby-road to Raleigh Factory, and on the north by a road leading from the said road to the Raleigh Factory to a farm known as Frank Marsh.

Railway No. 2.—A railway commencing in the parish of Pilton by a junction with the London and South Western Railway at a point 1480 yards, or thereabouts (measured along that railway) from and to the westward of the western end of the passenger platform at the Quay Passenger Station at Barnstaple on that railway, and terminating in the parish of Barnstaple at the point

where Railway No. 1 is intended to terminate, as above described.

Railway No. 3.—A railway commencing by a junction with the intended Railways Nos. 1 and 2 at the termination thereof respectively as above described, and terminating in the parish of Kentisbury, in a field numbered on the Tithe Commutation Map of that parish 219, and bounded on the northward by the main road leading from Blackmoor Gate to Bratton Fleming and Challacombe, and on the eastward by a road leading from the last-mentioned road to the farm known as Westland Pound, and at a point 700 yards or thereabouts, measured in a north-easterly direction, from the Westland Pound Farm house, and 130 yards or thereabouts from and to the southward of the junction of the said road leading from Blackmoor Gate to Bratton Fleming and Challacombe with the road leading to the said Westland Pound Farm.

Railway No. 4.—A railway commencing in the parish of Kentisbury by a junction with Railway No. 3 at the termination thereof as above described, and terminating in the parish of Lynton, otherwise Linton, in a field numbered 172 on the Tithe Commutation Map of that parish.

An approach road to be wholly situate in the parish of Lynton commencing at or near the termination of the intended Railway No. 4, as above described, and terminating by a junction with the public road which is shown on the Tithe Commutation Map of the said parish as being between the fields numbered 168 and 247 on that map.

Which said intended railways, approach road, 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):—Barnstaple, Pilton, Newport, Goodleigh, Sherwell, otherwise Sherwill, Stoke Rivers, Bratton Fleming, Loxhore, Arlington, Challacombe, Kentisbury, Paracombe, Martinhoe, Lynton, and Countisbury, all in the county of Devon.

And it is intended by the Bill to take for or in connection with the proposed railways and works, or other the purposes of the Bill, certain lands being, or reputed to be, commons or commonable lands, of which the following are particulars, and the quantities included within the limits of deviation shown upon the plans intended to be deposited as hereinafter mentioned, and the estimated quantities proposed to be taken (that is to say):—

| Railways and works for which the lands will be taken. | Name by which the lands are known. | Parish or place in which the lands are situate. | Quantities included within the limits of deviation. | Estimated quantity to be taken. |
|---|--|---|---|-----------------------------------|
| Railway No. 4. | Paracombe Common. Martinhoe Common. Lynton Common. | Paracombe. Martinhoe. Lynton. | 10 acres. 50 acres. 10 acres. | 2 acres. 10 acres. 2 acres. |

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, approach road, 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 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 con-

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, or places, under or along which any of the proposed works are intended to be made.

4. To authorise the Company 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.

5. To authorise the Company to construct and maintain the said railways, or any or either of them, or any part or parts thereof respectively, on the gauge of four feet eight inches and half-an-inch, or on a gauge of three feet, or on such other gauge or gauges as may be prescribed in the Bill, and so far as may be necessary to exempt the Company and their undertaking from the provisions of the Act 9 and 10 Vic., cap. 57, intitled "An Act for regulating the Gauge of Railways," and to amend or repeal the Provisions of that Act.

6. To authorise the Company to construct and work the intended railways, or any or either of them, or any part or parts thereof respectively, as a light railway.

7. To authorise the Company on the one hand, and the Great Western Railway Company and the London and South Western Railway Company, 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 or working 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, maintenance, and supply the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, collecting, 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 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 portions of railways and stations respectively hereinafter mentioned (that is to say):—

So much of the Devon and Somerset Railway as is situate and lies between the junction therewith of the intended Railway No. 1 and the Barnstaple Station on that railway including that station;

So much of the London and South Western Railway as is situate and lies between the junction therewith of the intended Railway No. 2 and the Quay Passenger Station at Barnstaple on that railway including that station.

Together with the stations, platforms, sidings, quays, 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 Devon and Somerset Railway Company, the Great Western Railway Company, and the London and South Western Railway Company, or other the Company or Companies owning or working the said portions of railways and stations 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 portions of railways, and stations 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 portions of railways and stations respectively, and the works and conveniences connected therewith.

9. To empower the Company and the Mayor, Aldermen, and Burgesses of the borough of Barnstaple (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 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, and to authorise the Corporation from time to time to appoint and remove directors of the Company.

10. To enable the Company, out of the moneys to be raised by them under the powers of the Bill, or any other funds of the Company, 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.

11. 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 Railway Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Regulation of Railways Act, 1868," with such variations, modifications, and exceptions as may be deemed expedient, or as may be contained in the Bill.

12. To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the provisions of the several local and personal Acts relating to or affecting the Devon and Somerset Railway Company, the Great Western Railway Company, the London and South Western Railway Company, and the Corporation of Barnstaple respectively, and all other Acts relating to or affected by the objects of the Bill, or any of them.

13. 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 rates, tolls, and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

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 or 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 8th day of November, 1883.

| | |
|---|---------------|
| <i>William Toogood</i> , 16, Parliament-street, Westminster. | } Solicitors. |
| <i>James Turner</i> , 7, Golden-square, London. | |
| <i>John Charles Ball</i> , 16, Parliament-street, Westminster, Parliamentary Agent. | |

Board of Trade.—Session 1884.

Tramways Act, 1870.

Highgate Hill Extension Tramway.

(Construction of Tramways in the Parishes of St. Pancras and Hornsey, in the County of Middlesex; Power to use Hallidie's system of Cable Tramways or other mechanical power; Repeal and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 22nd 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 tramway hereinafter described, with all necessary and proper rails, plates, sleepers, works, and con-

veniences in connection therewith (that is to say):

A tramway 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 and northerly direction along High-street, North-hill, and Archway-road, and terminating in the latter road at the junction thereof with North-hill at or near a point where the centre lines would intersect.

This tramway will be a double line, except at the following points, where it will be single, viz., for a distance of 103 yards or thereabouts along the tramway from its commencement, and for a distance of about 300 yards along the tramway between two points situated respectively 353 yards or thereabouts and 53 yards or thereabouts from its termination before described.

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

The said tramway hereinbefore described is intended to be constructed on a gauge of 3 feet 6 inches.

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

To empower the Company from time to time, either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turnouts, engine-houses, buildings, 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 tramway, 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 tramway, to work such tramway 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 Hallidie's system of cable tramways, or by mechanical or motive power in addition to, or in substitution for, animal power.

To incorporate with the Provisional Order and extend and apply to the proposed tramway and works all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal, or extend all or some of the provisions of that Act, and 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 tramway 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, a copy of this Notice, and a published map with the line of the proposed tramway 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 depo-

sited 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. Pancras, at his office in Pancras-road, and with the Clerk of 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 22nd 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, 1883.

Fowler, Christie and Co., Victoria Mansions, Westminster, Solicitors and Parliamentary Agents.

In Parliament—Session 1884.

Liskeard and Caradon Railway.

(Extension to Launceston and Junction with North Cornwall Railway; Power to make Conduit and divert Waters; Working and other Agreements with and between and Powers of Construction, Subscription Guarantee, Raising and Application of Funds, and other Powers to Liskeard and Looe Union Canal Company, North Cornwall, Bodmin, and Wadebridge, Great Western, and London and South Western Railway Companies; Running Powers and Facilities over Railways of North Cornwall, Bodmin, and Wadebridge, and London and South Western Railway Companies; Lease, Sale, or Amalgamation of Undertaking of Liskeard and Looe Union Canal Company; Additional 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, by the Liskeard and Caradon 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 authorise the Company to make and maintain the railway hereinafter described, or some part or parts thereof, together with all proper and necessary stations, sidings, junctions, roads, approaches, communications, works, and conveniences connected therewith or incidental thereto (that is to say):—

A railway commencing in the parish of Altarnun, by a junction with the railway of the Company authorised by the Liskeard and Caradon Railway Act, 1882, and therein called "Railway No. 7," at or near a point marked 5 miles and 2 furlongs

on the deposited plans of that authorised railway (which plans were deposited in respect of the said Act with the Clerk of the Peace for the county of Cornwall, in November, 1881), and which point of junction is in a field adjoining Trewint Marsh, and numbered 37 in the parish of Altarnun on the said deposited plans, and terminating in the parish of Saint Thomas the Apostle, by a junction with the railway of the North Cornwall Railway Company, authorised by the North Cornwall Railway Act, 1882, and therein called "Railway No. 2," at a point marked on the deposited plans of that authorised railway, 29 miles 4 furlongs, (which plans were deposited in respect of the said last-mentioned Act with the Clerk of the Peace for the county of Cornwall, in November, 1881), and which point of junction is in a field, numbered 83, in the parish of Saint Thomas the Apostle, on the said last-mentioned plans.

Which said intended railway 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):—

Altarnun, Lewannick, South Petherwin, and St. Thomas the Apostle, and the Hamlet of St. Thomas, all in the county of Cornwall;

And it is intended by the Bill to take for or in connection with the proposed railway and works or other the purposes of the Bill, certain land being, or reputed to be, commons or commonable lands, called or known as Trewint Marsh, situate in the said parish of Altarnun, and of which ten acres or thereabouts will be included within the limits of deviation shown upon the plans to be deposited as hereinafter mentioned, and the estimated quantity proposed to be taken will not exceed two acres or thereabouts.

2. To authorise the Company to make and maintain an aqueduct, conduit, or line of pipes, to be wholly situate in the parish of St. Cleer, in the said county, commencing at or near a certain spring or stream of water which is situate in the north-east corner of a certain piece of waste land numbered 1113 on the Tithe Apportionment Map of that parish (forming part of the estate called or known as East and West Hendra), and terminating on the railway of the Company at a point 4 chains or thereabouts to the westward of a bridge carrying the public road over the said railway at Polwrath, in the said parish, and to authorise the Company to take, divert, and use the waters of the said stream or spring.

3. To authorise the Company to purchase and take, by compulsion or agreement, lands, houses, easements, rights, springs, streams, waters, and property required for the purposes of the intended railway and works, or any part or parts thereof respectively, and to levy tolls, rates, and duties for the use of the intended railway or any part or parts thereof, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

4. To empower the Company to deviate laterally from the lines of the intended 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 of the works shown on the sections to be deposited as hereinafter mentioned, to such an extent as may be authorised by the Bill, and 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,

so far as may be necessary in constructing or maintaining the said intended railway and works.

5. To authorise the Company, the Liskeard and Looe Union Canal Company, the Great Western Railway Company, the London and South Western Railway Company, the Bodmin and Wadebridge Railway Company, and the North Cornwall Railway Company, or any two or more of those Companies, 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 their respective railways, undertakings, and works, or any or either of them, or any part or parts thereof respectively, the supply of rolling and working 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, maintenance, and supply, 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.

6. 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 authorised and intended railways and works of the Company, 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 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 authorised and intended railways and works of the Company, 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.

7. To empower the Company and all companies and persons lawfully working or using the intended railway, or any part or parts thereof, 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, in default of agreement, as may be settled by

arbitration, or defined by the Bill, the railways and portions of railways respectively hereinafter mentioned, or any part or parts thereof respectively, together with the stations, platforms, sidings, roads, watering places, water supply, booking and other offices, warehouses, landing places, signals, points, buildings, machinery, works, and conveniences, on or connected therewith respectively (that is to say):—

The North Cornwall Railway;

The Bodmin and Wadebridge Railway;

The railways of the London and South Western Railway Company from the point of junction of the authorised North Cornwall Railway with the Holsworthy line to the Queen-street Station at Exeter, including that station;

And to require and compel the North Cornwall Railway Company, the Bodmin and Wadebridge Railway Company, the London and South Western Railway Company, or other the Company or Companies owning or working the said railways and portions of railways 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 and portions of railways 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 and portions of railways respectively, and the works and conveniences connected therewith.

8. To require and compel the before mentioned Companies, or any or either 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 (that word 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 belonging to them respectively, whether separately or jointly with any others, or other of them, or under their respective management or control, to or 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 (if need be), to alter and vary the tolls which the said Companies 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.

9. To authorise the lease or sale and transfer to, or the amalgamation with, or otherwise to provide for the vesting in the Company of all or any part of the undertaking of the Liskeard and Looe Union Canal Company, and all lands, property, rights, powers, privileges, and easements connected therewith, vested in, belonging to, or enjoyed by, the Liskeard and Looe Union Canal Company, upon such terms and conditions and for such considerations and at such period or periods as have been or may be agreed upon between the two Companies, and to provide for the exercise and fulfilment by the Company of all or any of the rights, powers, privileges, authorities and obligations of every description of the Liskeard and Looe Union Canal Company, with reference to the undertaking leased, sold, transferred, amalgamated and vested.

10. To authorise the North Cornwall Railway Company and the Great Western Railway Company, and the London and South Western

Railway Company, or any two 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 Railway, and works, or any part or parts thereof, and to confer upon those Companies, or any two 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 four Companies; or any three or two of them, of a Joint Committee for the conduct and management of the said undertaking, or for otherwise carrying into effect all or any of the purposes aforesaid.

11. 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.

12. To authorise the Company, for all or any of the purposes of the Bill, to increase their capital, and to raise further sums of money 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 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 now belonging to the Company.

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 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.

14. 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 6 and 7 Vic. cap. 43, 23 Vic. cap. 20, 45 and 46 Vic. cap. 111, and all other Acts relating to or affecting the Company; 6 Geo. IV., cap. 163, and 21 Vic. cap. 11, and all other Acts relating to or affecting the Liskeard and Looe Union Canal Company; 45 and 46 Vic. cap. 254, and all other Acts relating to or affecting the North Cornwall Railway Company; 2 and 3 Wm. IV. cap. 47, 28 and 29 Vic. cap. 370, and all other Acts relating to or affecting the Bodmin and Wadebridge Railway Company; 4 and 5 Wm. IV. cap. 88, 18 and 19 Vic. cap. 188, 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 Vic. 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.

15. 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.

And Notice is hereby further given, that—

On or before the 30th day of November instant, plans and sections of the intended railway and works, together with books of reference to such plans, an Ordnance Map with the line of the intended 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 Cornwall, at his office at Bodmin; 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 railway 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 twelfth day of November, 1883.

Childs and Son, Liskeard, Solicitors.

John Charles Ball, 16, Parliament Street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1884.

Blackpool Tramways (Provisional Order).

Powers to Corporation of Blackpool to Construct Tramways in the Borough, to be worked by Animal, Steam, Gas, Compressed Air, Electricity, Hallidie's System, or other Mechanical Power; Breaking up Streets; Levying Tolls, Rates, and Charges; Borrowing Moneys; Agreements; Incorporation and Amendment of Acts).

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Blackpool, in the county palatine of Lancaster (hereinafter called "the Corporation"), intend to apply to the Board of Trade for a Provisional Order, to be confirmed by Parliament in the ensuing session, for the following or some of the following among other purposes, that is to say:—

1. To enable the Corporation to make, lay down, form, and maintain wholly in the township of Layton-with-Warbreck, in the parish of Bispham, in the said county, and within the said borough, all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, junctions, turn-tables, turn-outs, crossings, passing places, stables, carriage houses, sheds, buildings, works, and conveniences connected therewith respectively.

The said proposed tramways are the following:—

Tramway No. 1, commencing in Warbrick-road at a point lineable with the northerly boundary of the premises known as the Claremont Hotel, passing thence along Warbrick-road, southwards along the back of Lansdowne-crescent and Carlton-terrace to Cocker-street, thence westwards along the south-westerly end of Warbrick-road, otherwise Cocker-street, to and terminating on the road known as the Carriage-drive, constructed under the powers of "The Blackpool Improvement Act, 1865," and herein-

after referred to as "the Carriage-drive," at a point 0·24 chains north of a point lineable with the division wall between the forecourts of houses Nos. 1 and 2 in Regent-terrace by a junction with Tramway No. 3 hereinafter described.

Tramway No. 2, commencing in Warbrick-road at a point about 3·30 chains south of the centre of Pleasant-street, thence passing into and along Dickson-road, to and along Cocker-street, and terminating by a junction with Tramway No. 1 at a point 0·08 chains east of a point lineable with the westerly side of General-street.

Tramway No. 3, commencing in Queen's drive, Claremont Park, at a point lineable with the northerly boundary of the premises known as the Claremont Hotel, and thence passing along Queen's drive, southwards along the front of Lansdowne-crescent and Carlton-terrace to the Carriage-drive, and there terminating by a junction with Tramways No. 1 and No. 4, at a point about 0·24 chains north of a point lineable with the division wall between the forecourts of houses Nos. 1 and 2 in Regent-terrace.

Tramway No. 4, commencing by a junction with the termination of Tramways No. 1 and No. 3, at their said point of termination, thence proceeding southwards along the front of Regent-terrace, Brighton-parade, and Albert-terrace, the Carriage-drive west of Talbot-square, Central Beach, and South Beach, and terminating on the Carriage-drive, west of South Beach, at a point lineable with the north front of the Wellington and Pier Hotel.

Tramway No. 5, commencing in the Carriage-drive, at a point lineable with the north front of the Wellington and Pier Hotel by a junction with the termination of Tramway No. 4, proceeding thence southwards along the Carriage-drive west of Wellington-terrace, York estate, Tyldesley-terrace, Manchester-terrace, Eaves-terrace, Waterloo-terrace, Eccleston Bank, Crystal-terrace, Kensington-place, Victoria-terrace, South Parade, Albert-terrace, South Shore, to the west end of Station-road, and terminating on the Carriage-drive at a point lineable with the centre of Station-road.

The tramways will be laid as single lines, except between the following points, where they will be laid as double lines, that is to say:—

Tramway No. 1.—In Warbrick-road, between points respectively 0·30 chains south and 3·30 chains south of the centre of Pleasant-street.

Tramway No. 2.—In Dickson-road, between points respectively 2·02 chains north and 0·10 chains north of a point lineable with the centre of Cocker-street.

Tramway No. 3.—In Queen's drive, between two points respectively 0·18 chains north and 2·32 chains south of a point lineable with the south front of the Claremont Hotel.

Tramway No. 4.—In the Carriage-drive, between the termination of Tramways Nos. 1 and 3 and a point 0·15 chains north of a point lineable with the division wall between the forecourts of houses No. 7 and No. 8, Regent-terrace.

In the Carriage-drive, between a point lineable with the division wall between the forecourts of houses No. 7 and No. 8, Victoria-terrace, otherwise Brighton-parade, and a point 1·38 chains south of the centre of Springfield-road.

In the Carriage-drive, between points respectively 0·57 chains south and 2·57 chains south of a point lineable with the north side of Talbot-square.

In the Carriage-drive, between points respectively 1·71 chains north and 0·29 chains south of a point lineable with the north front of the Lane Ends Hotel.

In the Carriage-drive, between points respectively 1·94 chains south and 4·94 chains south of a point lineable with the north end of Queen's-terrace, otherwise Palatine-buildings.

In the Carriage-drive, between points respectively 3·94 chains south and 5·94 chains south of a point lineable with the centre of Bonny-street.

In the Carriage-drive, between points respectively 0·58 chains south and 2·58 chains south of a point lineable with the division wall between the forecourts of houses Nos. 38 and 39 in South Beach.

Tramway No. 5.—In the Carriage-drive, between a point 0·92 chains north of a point lineable with the north front of the Foxhall Hotel and a point 1·03 chains south of such north front.

In the Carriage-drive, between points respectively 0·73 chains south and 2·73 chains south of a point lineable with the south end of the house No. 10, in Tyldesley-terrace.

In the Carriage-drive, between points respectively 1·38 chains north and 0·62 chains south of a point lineable with the centre of Wellington-road.

In the Carriage-drive, between points respectively 1·28 chains north and 0·72 chains south of a point lineable with the centre of Alexandra-road.

In the Carriage-drive, between points respectively 1·68 chains north and 0·32 chains south of a point lineable with the centre of Waterloo-road.

In the Carriage-drive, between points respectively 1·64 chains north and 1·36 chains south of a point lineable with the centre of Dean-street.

All of the said tramways will be constructed on a gauge of 4 feet 8½ inches, or such other gauge as the Board of Trade may approve, and the Provisional Order prescribe, and it is not intended to run on such tramways carriages or trucks adapted to run on railways, and it is not proposed to lay any tramway so that, for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the street and the nearest rail of the tramway, except in the case of the following tramways, and then only at the places hereinafter described, that is to say:—

Tramway No. 1.—On both sides of Warbrick-road, between the commencement of the said tramway and a point lineable with the south side of Claremont-terrace.

On both sides of Warbrick-road, between a point 0·16 chains north-east of the easterly side of the house No. 22, in the said road, and a point 0·46 chains north of a point lineable with the north front of the house No. 16, in that road.

On both sides of Warbrick-road, between a point 0·06 chains south of a point lineable with the north side of house No. 14 in Warbrick-road, and a point 0·20 chains south of a point lineable with the northerly side of the Brewer's Arms beerhouse.

In Warbrick-road, otherwise Cocker-

street, on both sides thereof, between a point 0.51 chains west of the westerly side of General-street and the junction of Tramway No. 1 with Tramway No. 3 on the Carriage-drive.

Tramway No. 2.—In Dickson-road, on both sides thereof, between points respectively 2.02 chains north, and 0.10 chains north of a point lineable with the centre of Cocker-street.

In Cocker-street, on both sides thereof, between a point lineable with the west kerbstone in Dickson-road and a point lineable with the east side of General-street.

Tramway No. 4.—In the Carriage-drive, on the east side thereof, between the point of junction of the said tramway with Tramways Nos. 1 and 3 and a point 0.15 chains north of a point lineable with the division wall between the forecourts of houses Nos. 7 and 8, in Regent-terrace, and on the west side thereof between points respectively 1.20 chains north and 0.15 chains north of a point lineable with the last-mentioned division wall.

Tramway No. 5.—In the Carriage-drive, on both sides thereof, between points respectively 1.38 chains north and 0.62 chains south of a point lineable with the centre of Wellington-road.

In the Carriage-drive, on both sides thereof, between the points respectively 1.28 chains north and 0.72 chains south of a point lineable with the centre of Alexandra-road.

In the Carriage-drive, on both sides thereof, between points respectively 1.68 chains north and 0.32 chains south of a point lineable with the centre of Waterloo-road.

In the Carriage-drive, on both sides thereof, between points respectively 1.64 chains north and 1.36 chains south of a point lineable with the centre of Dean-street.

2.—To empower the Corporation to make from time to time such crossings, passing places, sidings, loops, junctions, and other works in addition to those specified herein, as may be necessary or convenient to the efficient working of the tramways, or any of them, or for affording access to the stables, carriage houses, buildings, sheds, and works of the Corporation.

3.—To empower the Corporation from time to time, when by reason of the execution of any work in, or the alteration of any street, road, highway, or thoroughfare in which any tramway shall be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of such tramway, and to make and lay down temporarily in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway or substituted tramways.

4.—To reserve to the Corporation and their lessees the exclusive right of using on any of the tramways, carriages drawn or propelled by animal, steam, gas, compressed air, electricity, or other power, or having wheels adapted to run on or in an edged, grooved, or other rail on such tramways.

5.—To provide for the repair by the Corporation, their lessees, or other persons, bodies, or authorities, of any streets, roads, highways, or thoroughfares in which any tramway may for the time being be laid, and for the use or disposition of any materials or things found in the construction or repair of any of the tramways.

6.—To authorise the Corporation and their lessees, or other the person or persons working

the said tramways, 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' goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, rates, and charges.

7.—To authorise the Corporation, and any corporation, person, company, or body from time to time to enter into and fulfil contracts and agreements for and in relation to the working, lease, sale, and purchase of the whole or any part of the tramways in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties, or as the Order may define, and to confirm any such contracts and agreements which may have been or may be entered into prior to the grant or confirmation of the intended Order.

8.—To empower the Corporation for all or any of the purposes of the Order to stop up, break up, alter, remove, and interfere with, temporarily or permanently, public and private streets, roads, highways, footways, sewers, drains, gas and water mains, valves, hydrants, pipes, tubes, telegraph and other apparatus.

9.—To enable the Corporation for any of the purposes of their undertaking, to purchase or otherwise acquire by agreement, and to take on lease lands and hereditaments, and easements thereover, and to erect offices, buildings, stables, sheds, and other conveniences thereon.

10.—To empower the Corporation to apply to the purposes of the Order their district fund and general district rates, and borough fund, and borough rate, and any revenues over which they have control, and any moneys they are now authorised to borrow, and to borrow further sums by debentures, mortgage, debenture stock, or annuities, and to charge such moneys on all or any of the before-mentioned funds, rates, and revenues.

11.—The Order will vary or extinguish all rights and privileges which might in any way interfere with its objects, and will confer other rights and privileges, and will, or may incorporate with itself, and with or without alteration, all or some of the provisions of "The Tramways Act, 1870," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869" (except the compulsory powers thereof), and "The Local Loans Act, 1875," and enable the Corporation (in addition to the powers herein specifically mentioned) to exercise all or any of the powers by "The Tramways Act, 1870," conferred on the persons therein referred to as Promoters, and to acquire and hold patent rights in relation to tramways, and the motive power thereon; and will or may authorise the use on the proposed tramways, or any part or parts thereof, of carriages and engines propelled by animal, steam, gas, compressed air, electricity, Hallidie's system, or any mechanical power, and will or may, so far as may be necessary, alter, amend, extend, and repeal the necessary provisions of "The Blackpool Improvement Act, 1853," "The Blackpool Improvement Act, 1865," "The Local Government Supplemental Act, 1867 (No. 4)," "The Local Government Act, 1868 (No. 6)," "The Blackpool Improvement Act, 1879," and any other Act relating directly or indirectly to the Corporation; "The Locomotives Act, 1861," and "The Locomotives Act, 1865," and of any and every other Act which will interfere with its objects.

12.—Duplicate plans and sections of the proposed tramways and works, 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, 1883, with the Clerk of the Peace for the County of Lancaster, at his office at Preston; and on or before the same date a copy of the said plans and sections, and of this notice, will be deposited at the Town-hall, in the borough of Blackpool, and with the parish clerk of Bispham, at his residence at Bispham, and at the office of the Board of Trade, Whitehall, London.

13.—The draft of the proposed order will be deposited at the office of the Board of Trade on or before the 22nd day of December, 1883, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the price of one shilling each at the Town-hall of the borough of Blackpool, and at the office of Messrs. Dyson and Co., Parliamentary Agents, No. 24, Parliament-street, Westminster.

14.—All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1884, and copies of such objections must at the same time be sent to the Corporation, at the office of the Town Clerk of Blackpool, or their Parliamentary Agents hereinbefore named, and in forwarding such objections the objectors or their agents should state that a copy of the same has been forwarded to the Corporation or their Agents.

Dated this 20th day of November, 1883. e

T. Loftos, Town Clerk, Blackpool.

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

In Parliament.—Session 1884.

Brighton District Tramways (Extensions).
(Powers to Brighton District Tramways Company to Construct New Tramways and New Street and Street Improvements, Tolls, Rates, and Duties; Capital Powers; Change of Name; 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 Brighton District 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, plates, sleepers, works, and conveniences connected therewith respectively (that is to say):—

(Where, in the description in this notice of any of the proposed tramways, reference is made to streets intersecting or forming a junction with the road or street along which the tramways are proposed to be laid, the point of intersection or junction, as the case may be, is, except where otherwise expressed, to be taken as the point at which lines drawn along the centres of the streets or roads (and if needs be produced) would intersect each other; and where reference is made to a building or house, the measurement is taken from a point in the centre line of tramway from which a line drawn at right angles would cut the particular portion of the building mentioned. All measurements are taken along the centre line of proposed tramway.)

Tramway No. 1, commencing in Marlborough-place (Brighton), at a point 0.40 chain north of Church-street, and proceeding in a northerly direction along Marlborough-place, and terminating at a point in North-road, 2.20 chains west of Gloucester-place.

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

From its commencement for a distance of 1.50 chains.

Tramway No. 2, commencing in Marlborough-place by a junction with Tramway No. 1, at a point 1.30 chains south of North-road, and proceeding in a north-easterly direction along Marlborough-place, thence in a northerly direction along Gloucester-place, and terminating at a point therein opposite Gloucester-street.

Tramway No. 2 will be a single line throughout.

Tramway No. 3, commencing in Marlborough-place by a junction with Tramway No. 1, at a point 1.30 chains south of North-road, and proceeding in a north-easterly direction along Marlborough-place, thence in an easterly and a northerly direction along Grand-parade, and terminating at a point therein 0.40 chain south of Richmond-street.

Tramway No. 3 will be a single line throughout.

Tramway No. 3a, commencing in Gloucester-place by a junction with Tramway No. 2 at a point 0.80 chain north of North-road, and proceeding in a south-easterly direction, and terminating by a junction with Tramway No. 3 at a point 0.80 chain east of Gloucester-place.

Tramway No. 3a will be a single line throughout.

Tramway No. 4, commencing in Gloucester-place by a junction with Tramway No. 2 at the termination thereof, and proceeding in a northerly direction along St. George's-place and York-place, and terminating therein at a point 0.50 chain south of Cheapside.

Tramway No. 4 will be a double line throughout.

Tramway No. 5, commencing in York-place by a junction with Tramway No. 4 at the termination thereof, and proceeding in a northerly direction along London-road, and terminating at a point in Preston-road 2 chains north-west of New England-road.

Tramway No. 5 will be a double line throughout.

Tramway No. 6, commencing in Preston-road by a junction with Tramway No. 5 at the termination thereof, and proceeding in a north-westerly direction along Preston-road, otherwise London-road, and terminating therein at a point 0.60 chain south of Clermont-road.

Tramway No. 6 will be a double line throughout.

Tramway No. 7 commencing in Preston-road, otherwise London-road, by a junction with Tramway No. 6 at the termination thereof, and proceeding thence in a westerly direction along Clermont-road, and terminating therein at a point 1 chain east of Station-road.

Tramway No. 7 will be a single line throughout.

Tramway No. 7a, commencing in Clermont-road by a junction with Tramway No. 7 at a point 0.60 chain east of Clermont-terrace, and proceeding in a southerly direction along Clermont-terrace, and terminating at a point therein 2 chains south of Clermont-road.

Tramway No. 7a will be a single line throughout.

Tramway No. 7b, commencing in Clermont-road by a junction with Tramway No. 7 at a point 1·80 chains east of Station-road, and proceeding in a south-easterly direction along Clermont-terrace, and terminating by a junction with Tramway No. 7a at a point in Clermont-terrace 0·90 chain south of Clermont-road.

Tramway No. 7b will be a single line throughout.

Tramway No. 8, commencing in Grand-parade by a junction with Tramway No. 3 at the termination thereof, and proceeding in a northerly direction along Richmond-terrace, thence in a north-easterly direction along Waterloo-place, Lennox-place, and Lewes-road, and terminating therein at a point 1 chain north-east of Hollingdean-road.

Tramway No. 8 will be a double line throughout.

Tramway No. 9, commencing in Lewes-road by a junction with Tramway No. 8 at the termination thereof, and proceeding in a north-easterly direction along Lewes-road, and terminating at a point therein 8 chains south of the north-east angle of the boundary wall of the cavalry barracks.

Tramway No. 9 will be a single line except at the following place, where it will be a double line:—

From a point 0·50 chain south-west of the Royal Hussar public-house for a distance of 3·20 chains to the north-east.

Tramway No. 10, commencing in North-road by a junction with Tramway No. 1 at the termination thereof, and proceeding in a westerly direction along North-road, and terminating at the point of intersection of Queen's-road.

Tramway No. 10 will be a single line, except at the following places, where it will be a double line:—

From its commencement for a distance of 3 chains to the west.

From its termination for a distance of 3 chains to the east.

Tramway No. 10a, commencing in North-road by a junction with Tramway No. 10 at a point 2·20 chains west of Gloucester-place, and proceeding in an easterly direction towards Grand-parade, and terminating by a junction with Tramway No. 3 at a point 1 chain east of Gloucester-place.

Tramway No. 10a will be a double line throughout.

Tramway No. 11, commencing at the point of intersection of North-road and Queen's-road by a junction with Tramway No. 10, at the termination thereof, and proceeding in a westerly direction across Queen's-road, and along North-road, and thence in a south-westerly direction along Mount Sion-place, thence in a southerly direction along Kew-street, thence in a south-westerly direction along the new road to be formed across St. Nicholas Churchyard, and terminating at the intersection of Upper North-street and Dike-road.

Tramway No. 11 will be a double line throughout.

Tramway No. 12, commencing by a junction with Tramway No. 11 at the point of intersection of Mount Sion-place, North-road, and North-gardens, and proceeding in a northerly direction along North-gardens, thence in an easterly direction along Gloucester-road, thence in a northerly direction along Surrey-street, and terminating therein 0·40 chain south of Guilford-road.

Tramway No. 12 will be a double line except

at the following place, where it will be a single line:—

From its termination for a distance of 2 chains to the south.

Tramway No. 13, commencing at the intersection of Upper North-street, and Dyke-road, by a junction with Tramway No. 11 at the termination thereof, and proceeding in a westerly direction along Upper North-street, Montpelier-terrace, Montpelier-place, and Lansdowne-road, and terminating therein at a point 1·80 chains west of Norfolk-terrace.

Tramway No. 13 will be a single line, except at the following place, where it will be a double line:—

In Montpelier-terrace from Montpelier-street to Montpelier-villas.

Tramway No. 14, commencing in Lansdowne-road by a junction with Tramway No. 13, at the termination thereof, and proceeding in a westerly direction along Lansdowne-road, and terminating therein 1 chain east of Holland-road.

Tramway No. 14 will be a single line, except at the following place, where it will be a double line:—

From a point 0·20 chain west of Brunswick-road, for a distance of 3 chains to the west.

Tramway No. 15, commencing in Lansdowne-road by a junction with Tramway No. 14 at the termination thereof, and proceeding along Lansdowne-road in a westerly direction, thence along Holland-road in a southerly direction, thence along Church-road, Church-street, St. Andrew's-terrace, and Church-road West, in a westerly direction, and terminating in Vallance-road, otherwise Church-road, by a junction with Tramway No. 8, authorised by the Brighton District Tramways Act, 1882.

Tramway No. 15 will be a double line, except at the following place, where it will be a single line:—

From its termination in Vallance-road, otherwise Church-road, for a distance of 2 chains to the east.

Tramway No. 16, situate wholly in the parish of Hove, commencing in Church-street, Hove, by a junction with Tramway No. 15 at a point 0·5 chain east of Hova-villas, thence proceeding along Hova-villas in a northerly direction, thence along Blatchington-road in a westerly direction, along Goldstone-villas in a northerly direction, and terminating therein opposite the south-eastern angle of Cliftonville Hotel.

Tramway No. 16 will be a single line of tramway except at the following places, where it will be a double line:—

From a point in Blatchington-road 2 chains west of Hova-villas for 4·50 chains to the west.

From a point in Goldstone-villas 4 chains from the termination of the tramway for 3 chains to the north.

It is not proposed to lay any tramway so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the street and the nearest rail of the tramway, except in the following instances:—

Tramway No. 5, for its whole length on both sides.

Tramway No. 9, from a point in Lewes-road 0·50 chain south-west of the Royal Hussar public-house for a distance of 3·20 chains to the north-east on the west side.

Tramway No. 10, from its commencement in

North-road for a distance of 13 chains to the west on both sides.

Tramway No. 11, in North-road, from its junction with Queen's-road to the junction of Mount Sion-place with North-gardens on both sides.

In Mount Sion-place, from its junction with North-gardens to the north-west corner of Kew-street on both sides.

In Kew-street, for the length of that street on both sides.

Tramway No. 12, in North-gardens, on both sides.

In Surrey-street on both sides.

Tramway No. 14, from a point in Lansdowne-road 0.45 chain west of Brunswick-road for a distance of 2.50 chains to the west on both sides.

Tramway No. 15, in Lansdowne-road, from a point 1 chain east of Holland-road to the intersection of Lansdowne-road on both sides.

In St. Andrew's-terrace, from a point 6.40 chains west of the south-west angle of St. Andrew's Burial Ground boundary wall to a point 0.70 chain east of George-street.

To enable the Company to make the following works or some of them, or some part or parts thereof in the parish of Brighton:—

To widen Surrey-street on both sides for its entire length.

To widen the roadway in North-gardens on the west side for its entire length.

To widen North-road on the north side from its junction with the Queen's-road to the junction of Mount Sion-place with North-gardens.

To widen Mount Sion-place on both sides from its junction with North-gardens to the north-west corner of Kew-street.

To widen Kew-street on the east side for its entire length.

To make a new road, commencing at the junction of Kew-street and Church-street, passing through St. Nicholas' Churchyard in a south-westerly direction, and terminating at the intersection of Upper North-street and Dike-road.

To widen Church-road west, and St. Andrew's-terrace, in the parish of Hove, from the junction of the former with Sackville-road, to the junction of St. Andrew's-terrace with George-street.

Which said intended tramways and works will pass from, in, through, or into, or be situated within the borough and parish of Brighton, the town and parish of Hove, and the parish of Preston, or some of them, in the county of Sussex.

Each tramway is intended to be constructed on a gauge of 3 ft. 6 in., and the carriages to be used thereon shall not exceed 6 ft. 3 in. in width. It is not proposed to run on any of the said tramways, carriages or trucks adapted for use upon railways.

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 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, goods, merchandise, and other 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, new street and street widenings, and works, and for the erection of buildings, offices, or other conveniences thereon, 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 enable the Company and any 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 made or constructed, and for facilitating the passage of

carriages and traffic over and along the same, or any part thereof.

To authorise the Company to make junctions or connections of the proposed tramways, or some of them, with any of their authorised tramways.

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

To authorise the use of steam or other mechanical power on the tramways, and to prohibit, except by an agreement with the Company, or upon terms to be prescribed by the intended Act, the use of the tramways by Companies or persons other than the Company, with carriages with flanged wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other Companies and persons for the use of the tramways with such carriages, and to confer all necessary powers in that behalf on all such other Companies and persons.

To confirm (if need be) all or any agreements with reference to all or any of the purposes of the Bill.

To authorise and empower the Company to build, purchase, hire, provide, work, use, and run omnibuses, coaches, hackney carriages, and other vehicles, from, to, and in connection with their tramways, and generally to carry on the business of omnibus, coach and hackney carriage proprietors, and to levy and recover tolls, rates, and charges for the use of such omnibuses, coaches, hackney carriages, and other vehicles, and to make such other provisions with respect to the matters aforesaid as the intended Act will define.

To authorise the Company (if need be) to alter their present powers of raising capital, and to raise additional capital by ordinary or preference shares and by borrowing, 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 change the name of the Company and their undertaking.

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 and 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 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 Brighton District Tramways Act, 1882.

And notice is hereby given, that duplicate plans and sections of the proposed tramways new street, street widenings, 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 Sussex, at his office at Lewes, at the office of the Town Clerk of Brighton, at the office of the Town Clerk of Hove, and with the local authority (if any) of the other districts through which the said tramways will be made or pass, and that a copy of so much of the said plans, sections, and book of reference as relates to each parish or place, from, in, through, or into which the proposed tramway and works will be made or pass, and also a copy of this notice published as aforesaid, will on or before the 30th day of November instant, be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of the immediately 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 Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1883.

Goldring and Mitchell, 13, Southampton-street, Bloomsbury, Solicitors.

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

In Parliament.—Session 1884.

Easton and Church Hope Railway (Portland Extension).

(Construction of new Railways in the parish of Portland, in the County of Dorset; Compulsory Purchase of Lands, &c., Common Lands, Houses of Labouring Classes; Additional Capital; Tolls, and Alteration of the Tolls of the London and South-Western and Great Western Railway Companies; Running Powers over Railways of those Companies, and Use of Stations; Working and other Agreements with those Companies; Payment of Interest during Construction; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill for effecting the following purposes, or some of them, that is to say:—

To enable the Easton and Church Hope Railway Company (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, junctions, sidings, approaches, roads, stations, turntables, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A Railway (No. 1), wholly in the parish of Portland, in the county of Dorset, commencing by a junction with the railway of the Company, at a point distant $22\frac{1}{2}$ chains or thereabouts, measured in a north-westerly direction from the north-west corner of the west face of the Mermaid Inn at Wakeham, and terminating by a junction with the railway which connects the Weymouth and Portland Railway with the Admiralty sidings at or near the west end of the Portland Breakwater, at a point distant $8\frac{1}{2}$ chains or thereabouts, measured in a westerly direction from the south-west corner of the office of the resident engineer of the Portland Breakwater.

A Railway (No. 2), wholly in the said parish, commencing by a junction with the railway of the Company, at a point distant $14\frac{1}{2}$ chains or thereabouts, measured in a south-easterly direction from the south-east corner of the National or Parish School at Reforne, and terminating in and near the northern end of a field called

Sheepcroft, numbered 544 on the Tithe Commutation Map of the said parish.

A Railway (No. 3), wholly in the said parish, commencing by a junction with the railway of the Company, at a point distant $12\frac{3}{4}$ chains or thereabouts, measured in a south-westerly direction from the south-west corner of the Mermaid Inn at Wakeham, and terminating on the common land by Weston Village, at a point distant $5\frac{1}{2}$ chains or thereabouts, measured in a north-westerly direction from the north-west corner of the Primitive Methodist Chapel at Weston.

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 enter upon, cross, divert, alter, or stop up, either temporarily or permanently, all turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, tramways, waterpipes, gaspipes, electric telegraph, electric lighting, and telephone pipes, tubes, wires, and apparatus within the parish aforesaid that 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 enable the Company to apply to the purposes of the Bill any capital or funds now belonging to them, or which may hereafter belong to them or be 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 enable the Company to purchase and take, by compulsion and by agreement, lands, houses, tenements and hereditaments for the purposes of the intended railways and works and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with or affecting the lands, houses, tenements, and hereditaments so purchased or taken.

To take for the purposes of the intended railways and works certain lands, being, or reputed to be, common or commonable lands, of which the following are particulars:—

| Works for which the lands will be taken. | Name by which the lands are known. | Where the lands are situate. | Quantity within limits of deviation. | Estimated quantity to be taken. |
|--|------------------------------------|------------------------------|--------------------------------------|---------------------------------|
| Railway No. 3. | Green-street, Common Land. | In the parish of Portland. | About 4 acres. | About $2\frac{1}{2}$ acres. |

To provide at suitable places, houses for the accommodation of persons belonging to the labouring classes who may be displaced under the powers of the Bill; to provide or appropriate lands and funds for that purpose, and either to retain and hold such houses when built, as part of the property and undertaking of the Company, or to sell and dispose of same.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railways and stations hereinafter mentioned belonging jointly to the London and South-Western and the Great Western Railway Companies, and to alter the tolls, rates, and duties which those Companies are now authorised to take in respect of those railways, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To enable the Company or any Company or persons for the time being working or using the railways of the Company, or either of them, or any part or parts thereof respectively, to run over, work, and use, 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, with their engines, carriages, and wagons, officers and servants, for the purposes of their traffic of every description, the railways and stations hereinafter mentioned, that is to say:—

The railway connecting the Weymouth and Portland Railway with the Admiralty sidings at the Portland Breakwater.

The Weymouth and Portland Railway and 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 railways and stations.

To enable the Company on the one hand, and

the London and South-Western Railway and Great Western Railway Companies, or either of them, on the other hand, to enter into, carry into effect, vary, rescind, and renew from time to time contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies 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 of every description upon or coming from, passing over, 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 railways and works of the contracting Companies, or any part or parts thereof; the employment of officers and servants, and 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.

To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay to the shareholders of the Company during the construction of the intended works, and until the completion thereof, or during such time as may be prescribed by the Bill, interest or dividends at and after a rate to be prescribed by the Bill on the amount of the calls from time to time made upon and paid by such shareholders in respect of the shares held by them.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts, agreements, or arrangements as aforesaid, and to confer other rights and privileges.

To amend or repeal, as far as may be necessary or expedient for the purposes of the Bill, the provisions, or some of the provisions of the local and personal Acts of Parliament following, that is to say—The Eastern and Church Hope Railway Companies Act of 1867, and all other Acts relating to, or affecting that Company; the 4 and 5 Will. 4th, cap. 88, the 38 and 39 Vic., cap. 166, and all other Acts relating to or affecting the London and South-Western Railway Company; the 5 and 6 Will. 4th, cap. 107, and all other Acts relating to or affecting the Great Western Railway Company.

On or before the 30th day of November instant, Plans and Sections of the intended railways 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 for public inspection with the Clerk of the Peace for the County of Dorset, at his office at Sherborne, in that county; and with the Parish Clerk of the parish of Portland, 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 13th day of November, 1883.

Vallance and Vallance, 20, Essex-street, Strand, London, Solicitors for the Bill.

C. J. Hanly and Co., 27, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1884.

Bradford Central Railway.

(Incorporation of Company; Power to make and maintain a Railway in the Borough of Bradford to connect the Midland Railway on the North and the Lancashire and Yorkshire Railway on the South of such intended Railway; to construct a Branch Line of Railway from Bradford to Manningham in connection with the Midland Railway in the said borough; to construct a central station in Bradford for the use of all the said railways and of the railways worked in connection therewith; the laying of Additional Lines of Rails on certain portions of the lands of the said Midland Railway Company and Lancashire and Yorkshire Railway Company; Running Powers over parts of the said Midland Railway and Lancashire and Yorkshire Railway; Working and other arrangements with the last-named Railway Companies and with the Great Northern, Manchester Sheffield and Lincolnshire, London and North Western, Great Eastern, and North Eastern Railway Companies; Power to the Bradford Corporation and to each of the Railway Companies above mentioned or referred to take shares in the proposed Railway, and to provide funds for that purpose; Powers to the above-named Railway Companies, or any of them, to enter into agreements with the Company proposed to be incorporated for the construction, working, use, and maintenance of the said railways, station, and works; or for acquiring the undertaking by or on behalf of the said Companies, or any of them; Power to raise capital and to levy rates, tolls, and charges: Power to acquire lands; Incorporation and Amendment of Acts, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament during the next session for leave to bring in a Bill and to pass an Act for the purposes following, or some of them, that is to say:—

To incorporate a Company (hereinafter called "the Company"), and to enable the Company

to make and maintain the railways and stations following, with all necessary approaches, sidings, works, and conveniences connected therewith, that is to say:—

No. 1. A railway wholly in the borough of Bradford and West Riding of the county of York, commencing by a junction with the existing railway of the Lancashire and Yorkshire Railway Company, at or near Bridge-street, at the point where such last-named railway passes under that street, and terminating on land belonging to the Midland Railway Company at or near Broad-street and Hallfield-street, 45 yards east of the junction of such streets with each other, the whole of which said railway will be situate in the parish of Bradford and in the said borough and West Riding of the county of York.

No. 2. A railway wholly in the said borough, commencing by a junction with the said intended Railway No. 1 at the termination thereof as aforesaid on land belonging to the Midland Railway Company, and terminating by a junction with the Midland Railway at or near Queen's-road, which said Railway No. 2, will be partly in the township of Manningham and partly in the township of Bradford, and wholly in the said parish of Bradford, in the said West Riding of the county of York.

No. 3. A central railway station wholly in the said borough and parish of Bradford, in the said West Riding of the county of York, on land bounded on the east partly by the existing railway station of the Midland Railway Company and partly by land and railways of the said Midland Railway Company; on the west by parts of certain public highways, known by the names of Cheapside and Manor-row, on the eastern side of such last-named highways; on the north by the street known by the name of Broad-street; and on the south by parts of the public highways known by the names of Kirkgate and Well-street.

To authorise the Company to construct all necessary works, and lay down and maintain all necessary rails and approaches for forming junctions with the said railways of the Midland Railway Company and the Lancashire and Yorkshire Railway Company at the aforesaid terminal points of the said intended railways, and to make such alterations and diversions in the lines, levels, and works of the Midland Railway and the Lancashire and Yorkshire Railway in their respective stations at Bradford, and in the station of the Midland Railway Company at Manningham, as will be necessary for effecting such junctions and as shall adapt such railways to the junctions therewith, and to the use thereof in connection with the railways proposed by the Bill.

To authorise the Company to lay down and maintain additional lines of rails on such portions of the Midland Railway and the Lancashire and Yorkshire Railway as may be necessary for enabling the Company to carry out and effect the said junctions with such railways and the proper working of the traffic to and from such last-mentioned railways.

To authorise the Company to make such alterations in the stations, sidings, and levels of so much of the said Midland Railway and Lancashire and Yorkshire Railway at and between the respective termini of the said intended railways as may be necessary for the convenient working by the Company of the proposed rail-

ways, station, and additional line of rails, and the transmission of traffic to and from the same.

To empower the Company, or any other company or companies lawfully working or using the railways of the Company, to run over, work, and use with their engines and carriages for the purpose of traffic 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 settled by arbitration, or defined or authorised by the Bill, the said Midland Railway and Lancashire and Yorkshire Railway, or such portions thereof as may be agreed upon or be defined in the Bill, and to use the stations, booking-offices, warehouses, platforms, water, watering-places, standing-rooms for engines and carriages, sidings, works, and conveniences connected with any of the said railways or portions of railways and stations aforesaid.

To enable the Company on the one hand, and the Midland Railway Company, the Lancashire and Yorkshire Railway Company, the Great Northern Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, the London and North-Western Railway Company, the Great Eastern Railway Company, and the North-Eastern Railway Company, or any of them, on the other hand to enter into and carry into effect agreements for or with respect to the construction, working, use, management, and maintenance of the intended railways and station and works or any part thereof, and with respect to the supply of rolling or working stock, and of offices and servants for the conduct and convenience of traffic on the intended railways and station, and with respect to the interchange, transmission, and delivery of traffic coming from or destined for the respective railways of the contracting parties, and with respect to the fixing of the tolls or charges to be demanded and received in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to authorise and provide for the appointment of a Joint Committee for carrying into effect any such agreements as aforesaid, and to confirm and give effect to any agreement which has been or may be entered into between the Company and the Midland Railway Company, the Lancashire and Yorkshire Railway Company, the Great Northern Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, the London and North-Western Railway Company, the Great Eastern Railway Company, and the North-Eastern Railway Company, or any of them in reference to the matters aforesaid or any of them.

To enable the Company to deviate from the lines of the railways, station, and other works hereinbefore mentioned to any extent within the limits of deviation to be shown on the plan 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.

To require the Lancashire and Yorkshire Railway Company, the Great Northern Railway Company, the Midland Railway Company, the London and North-Western Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, the North-Eastern Railway Company, and Great Eastern Railway Company, or the companies or persons working the said railways respectively, to receive, book through, forward, and accommodate and deliver to and from the same at all their ordinary places of

business all traffic coming from or destined for the undertaking of the Company upon such terms and conditions as may be agreed on or may be defined by the Bill, and if need be to alter the tolls and charges receivable by the said Companies under their respective undertakings.

To enable the Mayor, Aldermen, and Burgesses of the borough of Bradford, herein called the Corporation, by any resolution to be passed at a meeting of the Town Council duly convened as by law required to subscribe such sum or sums of money as to the Council may seem fit for the purchase of shares or stock in the said intended railways, station, and works, with power to the Corporation to borrow the moneys required for that purpose in the same way as they are now authorised to borrow moneys for other public purposes, the moneys so borrowed to be redeemable by sinking fund, so that the same be repayable within a period of sixty years, and with power to apply moneys, and to levy rates for raising moneys for such purposes, but so that any dividends or profits accruing from any such investment as aforesaid be applied in liquidation of the expenses to be incurred by the Corporation as aforesaid. And further, when the sum so subscribed as aforesaid shall have been repaid to apply such dividends or profits in any way the Council may determine for the benefit of the town, or the Corporation may guarantee the payment of interest upon moneys borrowed for the purposes of the Bill.

To enable the Company to demand, take, and levy tolls, rates, and charges for and in respect of the use of the said railways, station, and works, and for the conveyance of traffic thereon, and also in respect of the railways or portions of railways or stations, so to be run over and used as aforesaid, and if and where necessary to alter and vary existing tolls, rates, and charges which the aforesaid railway companies or any of them are now authorised to demand and take.

To empower the Company to purchase by compulsion or agreement, and hold land, houses, buildings, and easements for the purposes of the intended railways, station, and works, and to vary and extinguish all rights and privileges in any manner connected with such land, houses, and buildings, and to confer, vary, and extinguish other rights and privileges, and to cross, alter, divert, or stop up, whether temporarily or permanently, all such streets, roads, highways, railways, and watercourses within the said parish of Bradford, in the West Riding of the county of York, as it may be necessary to cross, alter, divert, or stop up for the purposes of the intended Act.

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, or by any other Act.

It is in the said Bill also proposed to confer powers upon the Company, and also upon the Midland Railway Company, the Great Northern Railway Company, the Lancashire and Yorkshire Railway Company, the London and North-Western Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, the North-Eastern Railway Company, and the Great Eastern Railway Company (hereinafter severally and respectively referred to as such railway companies), or upon any one or more of such railway companies, and also to make provisions in the Bill, for carrying into effect the objects herein mentioned, or any of them, by

such railway companies, or any of them, that is to say:

To authorise such railway companies or any of them to subscribe towards and become shareholders in the Company, and to vote at meetings and appoint directors of the Company, and to apply for the purposes of their subscription any capital or money which they are authorised to raise by the Acts relating to such railway companies respectively, or to raise money either by mortgage of their respective undertakings, or by the issue of new shares, with or without any preference in payment of dividend or special privileges or advantages.

To enable such railway companies, or any of them, either solely or jointly, to enter into contracts or arrangements with the Company with respect to the construction, maintenance, management or use of the railways, station, and works to be authorised by the Bill, or any of them, and to authorise any of such railway companies to construct a station within the limits shown upon the plans hereinafter mentioned for the separate use of any one of such railway companies, or for the joint use of two or more of such railway companies, or to construct any part of the railways or any other works, either jointly or separately, and either in conjunction with the Company or with any other of such railway companies, and to apply their corporate funds, or any funds authorised to be raised by the Bill for or towards any of such purposes.

To authorise the Company, and all or any of such railway companies aforesaid, to agree for the use of one or more lines of railway, or of the station, or any part thereof, for the separate accommodation of the traffic of one Company, or the joint accommodation of the traffic of such railway companies, upon payment of a sum in gross or an annual payment, whether fixed or contingent, and to carry into effect any contract or agreement made or to be made accordingly.

To authorise arrangements between the Company and any one or more of such railway companies for the working, maintenance, and using of the railways, station, and works to be authorised by the Bill by all or any of such railway companies, or for the sale or lease thereof, or of any part thereof, to any of such railway companies, with such powers of appointing officers, receiving tolls, and managing the railways and station, and upon such terms and conditions as may be agreed upon; and to authorise the appointment of joint committees and the delegation of powers of management and working the railways and stations to any such committees.

It is also proposed by the Bill to vary and extinguish all existing rights and privileges which would interfere with its objects, and will incorporate therein all necessary provisions of the Companies Clauses Acts, 1845, 1863, and 1869; the Lands Clauses Acts, 1845, 1860, and 1869; and the Railways Clauses Acts, 1845 and 1863.

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 local and personal Acts following, or some of them, that is to say:—10 and 11 Vict., cap. 166, and all other Acts relating to the

Lancashire and Yorkshire Railway Company; 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company; 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North-Western Railway Company; 12 and 13 Vict., cap. 81, and all other Acts relating to the Manchester Sheffield and Lincolnshire Railway Company; 17 and 18 Vict., cap. 211, and all other Acts relating to the North-Eastern Railway Company; 25 and 26 Vict., cap. 223, and all other Acts relating to the Great Eastern Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plan, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an Ordnance map with the lines of the 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 West Riding of the county of York, 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 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 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 13th day of November, 1883.

John Darlington, Manor-row, Bradford; and
Frank McGowen, Bank-street, Bradford;

Solicitors for the Bill.

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

Board of Trade.—Session 1884.

Saint Helens Corporation Electric Lighting.
(Application for Provisional Order for Supply of Electricity, for public and private purposes, within the Borough of Saint Helens.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the town of Saint Helens, in the county of Lancaster (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 (hereinafter referred to as the Order), under and subject to the provisions of the Electric Lighting Act, 1882, for all or some of the following objects or purposes, that is to say:—

To authorise the Corporation to supply electricity for public and private purposes, as defined by the said Act, within the area hereinafter described; to open and break up streets and bridges, to alter the position of gas and water mains, pipes and wires, sewers and drains under the same; to acquire lands, to appropriate lands (whether devoted to any special public purpose or not); to construct such works, acquire such licenses for the use of any patented or protected processes, inventions machinery, apparatus, methods, mate-

rials or things, to enter into such contracts, and to do all such acts and things as may be necessary and incidental to such supply; and to relieve the Corporation from all liability arising from the acts or defaults of any Company or person with whom they may contract, and whether in respect of the construction of works or supply of electricity.

To provide for the expenses incurred under the intended Order, to empower the Corporation to borrow money on the security of the local rates, and to apply their Corporate funds for the purpose of the Undertaking; to authorise a reserve fund, and to provide for the application of the revenue arising from the Undertaking.

To authorise the Corporation to erect, provide, and maintain such works, engines, dynamos, batteries, distributing boxes, materials, and things as are authorised by the said Act, or necessary for generating, storing, supplying, and distributing electricity, and otherwise for the purposes of the Undertaking.

The area of supply for the purposes of the intended Order will be the borough of St. Helens, or such other smaller area as shall be prescribed or authorised by the Order.

Subject to the conditions of supply, it is proposed to place electric lines or other works in, over, and along all streets and other places repairable by the Corporation within the borough of St. Helens.

It is also intended to take powers by the Order to cross the Saint Helens Canal.

The intended Order will also contain provisions in relation to the following matters and things, or some of them:—

1. The systems and modes of supply of electricity, and the pressure and duration of supply.
2. The testing of mains, lines and meters, the appointment and remuneration of electric inspectors, the establishment of testing places, and the payment of the expenses of testing.
3. The conditions under which the supply will be furnished.
4. The price and mode of charging for the supply of electricity, meters, fixtures and apparatus and for securing the payment therefor.
5. For ascertaining, by meter or otherwise, the energy contained in any supply, the quantity of electricity supplied, the duration of supply, or other the value of the supply.
6. For providing, examining, and certifying meters, fittings, and apparatus.
7. For securing safety.
8. For making and enforcing bye-laws, and the recovery of penalties.

And Notice is hereby given, that 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, 1883; and printed copies of the draft Order when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy) at the offices of the Town Clerk, at the Town Hall, St. Helens; and of Messrs. Sharpe, Parkers, Pritchard, and Sharpe, Parliamentary Agents, at 9, Bridge-street, Westminster.

And Notice is hereby further given, that 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 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 instant, for public inspection at the Office of the Clerk of the Peace for the County

Palatine of Lancaster, at Preston, and at the Town Hall (Borough Surveyor's Office), in the Borough of Saint Helens.

And Notice is hereby further given, that 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," on or before the 1st day of February, 1884.

And Notice is further given, that application will be made for the confirmation of the Order, by Parliament, in the ensuing Session.

Dated this 23rd day of November, 1883.

Thomas Brewis, Town Clerk, Saint Helens.

Sharpe, Parkers, Pritchard, and Sharpe, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Brighton Central Pier.

(Incorporation of Company; Power to Construct Pier at Brighton; Compulsory Purchase of Land; Tolls and Charges; Agreements with Corporation of Brighton; 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 to incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the Pier and works hereinafter mentioned, or some of them, with all proper toll-houses, toll-gates, saloons, pavilions, and other buildings, approaches, works and conveniences connected therewith, that is to say:—

A pier, jetty, or landing-place, commencing at or near a point on the sea-wall or esplanade at Brighton, opposite, or nearly opposite, the southern end of West-street, and thence extending in a southerly direction over the foreshore and into the sea for a distance of 400 yards or thereabouts; which intended pier, jetty, or landing place will be situate in the borough of Brighton, Parish of Brighton, otherwise Brighthelmston, and on the adjoining foreshore and bed of the sea, in the county of Sussex.

And it is also proposed by the Bill to confer on the Company powers to effect the objects and purposes following, or some of them, viz:—

To purchase, by agreement or compulsion, all such lands and buildings as may be required for the construction of such pier and works, or for other purposes of the Undertaking.

To stop up, alter, or divert, temporarily or permanently, for any of the purposes of the Undertaking, all esplanades, roads, paths, highways, sewers, mains, and pipes which it may be necessary or convenient to stop up, alter, or divert for the purposes of the intended pier and works, and to vary or extinguish all rights and privileges in any manner connected with any lands or buildings purchased or acquired by the Company.

To levy tolls, rates, and charges for the use of the said pier and works, and for musical and other entertainments carried on upon the said pier; to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer other rights and privileges.

To erect upon the pier and works refreshment and other rooms, and to demise the same for any term or terms of years, and also to demise the

tolls, rates, and charges to be taken for the use of the pier.

To engage, provide, and enter into contracts for bands and musical and other entertainments.

To empower the Mayor, Aldermen, and Burgesses of the borough of Brighton (hereinafter called "the Corporation") to subscribe and contribute funds towards the construction and maintenance of the intended pier and works, or any part or parts thereof, and to take and hold shares in the capital of the Company, and to guarantee dividends or annual or other payments on shares or stock of the Company, and for such purposes, and for the general purposes of the Bill, to apply their funds and revenue and to appoint Directors of the Company; and the Bill will also authorise the Corporation and the Company to make and carry into effect Agreements with respect to the construction, working, use, and maintenance of the proposed pier and works, or any of them, the acquisition and appropriation of lands and property, and any incidental matters.

The Bill will incorporate with itself the necessary provisions of the Companies Clauses Consolidation Acts, 1845, 1863, and 1869, the Lands Clauses Acts, 1845, 1860, and 1869, and the Harbour, Docks, and Piers Clauses Act, 1847; and so far as may be necessary it will amend and enlarge or repeal all or some of the provisions of 6 Geo. IV., cap. 179, and of any other Acts relating to or affecting the Corporation of Brighton.

And Notice is hereby further given, that duplicate plans and sections of the proposed pier and works, and of the lands to be taken for the purposes thereof, together 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 this present month of November, be deposited with the Clerk of the Peace, for the county of Sussex, at his office at Lewes; and with the Parish Clerk of the Parish of Brighton, 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 12th day of November, 1883.

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

Board of Trade—Session 1884.

Blackpool (South) Pier. (Provisional Order.)

(Extension of Pier; Alteration of Tolls; New or Additional Tolls; Raising Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that the South Blackpool Jetty Company (Limited), hereinafter referred to as the Company, intend to apply to the Board of Trade for a Provisional Order under "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act" (to be confirmed by Parliament in the ensuing session), for the following, or some of the following purposes, that is to say:—

1. To enable the Company to construct and maintain wholly in the county of Lancaster and in the bed of the Irish Sea adjoining that county, the following work, that is to say:—

An extension (in direct continuation seaward) of the existing pier of the Company, partly in the township of Layton-with-Warbrick, in the parish of Bispham, and partly in the bed of the Irish Sea, such extension

commencing at the western extremity of the said pier, and extending seaward in a westerly direction for a distance of about 500 yards, and there terminating beyond low-water mark.

2. To authorise the Company to deviate in the construction of the said works from the lines and levels shown on the deposited plans and drawings to any extent defined in the Order.

3. To enable the Company to acquire and hold lands for the purposes of the Order.

4. To enable the Company from time to time, or at any time, to erect buildings on the pier, and to set apart and appropriate for special user and purpose, any part of the pier or any buildings erected thereon, and to charge special rates for admission thereto, and to let or lease the whole or any part of the same respectively, upon such terms and conditions, and subject to such restrictions as to user or otherwise as they think fit.

5. To alter the tolls, rates, and charges now leviable for the use of the pier, and to levy new and additional tolls, rates, and charges, and confer exemptions therefrom.

6. To enable the Company to lease all or any of the tolls leviable in respect of the pier or any part thereof.

7. To provide for the cognisance of offences committed on the pier.

8. To enable the Company from time to time to make bye-laws for regulating the user of the pier or any part thereof, or any buildings thereon, and for the protection of the same and the property therein, and for ensuring the safety and comfort of persons frequenting the same.

9. 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 extension and works, and for the same purposes, and for 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 Order may define.

10. The Order will vary and extinguish all rights and privileges, which will or may interfere with its objects, and confer other rights and privileges, and will incorporate with itself such provisions as may be deemed necessary of "The Harbours, Docks, and Piers Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and will repeal, alter, and amend, or re-enact, such of the provisions as may be thought necessary of "The South Blackpool Jetty Order, 1866," and any other Act or Order relating to the Company.

On or before the 30th day of November instant duplicate plans and sections of the proposed works, and a copy of this notice will be deposited with the Clerk of the Peace for the county of Lancaster, at his office at Preston, at the Custom House in Fleetwood, and at the office of the Board of Trade, Whitehall-gardens, London.

On or before the 22nd day of December next printed copies of the proposed Provisional Order will be furnished at the price of one shilling each to all persons applying for the same, at the offices of the undersigned.

Dated this 15th day of November, 1883.

W. and A. Ascroft, Solicitors, Preston
and Blackpool.

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

In Parliament—Session 1884.

Walton-on-the-Hill, Banstead, and Caterham Junction Railway.

(Incorporation of Company; Construction of Railways between Walton-on-the-Hill and Caterham Junction in the County of Surrey; Compulsory Purchase of Lands; Powers to levy Tolls and Rates; Powers to Limited Owners; Powers to London Brighton and South Coast and South Eastern Railway Companies to run over the proposed Railways; Powers to run over and use portions of the Railways and Works of the London Brighton and South Coast and South Eastern Railway Companies; Compulsory Traffic Facilities over the Railways of the before-mentioned Companies; Arrangements for Working and Traffic and other Agreements with the before-mentioned Companies, and with respect to Use, Management, &c., of Railways, 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 (hereinafter called "the Bill") for the following purposes, or some or one of them (that is to say):—

To incorporate a Company (hereinafter called "the Company"), and to authorise 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, together with all necessary and convenient stations, signals, bridges, roads, approaches, works, and conveniences connected therewith, that is to say:—

Railway No. 1, commencing in the parish of Banstead, in the road leading from Walton-on-the-Hill to Tadworth, at a point known as Hedge Corner, and 22 chains or thereabouts measured in a north-easterly direction along the road leading from Walton-on-the-Hill to Tadworth from the south-east corner of Mere Pond, and terminating in the parish of Coulsdon, in the road leading from Reedham Asylum to the Brighton-road, at a point in that road 7 chains or thereabouts, measured in a southerly direction along the same road from the junction of that road with the Brighton-road.

Railway No. 2, situate wholly in the parish of Coulsdon, commencing by a junction with the proposed Railway No. 1 at its point of ter-

mination hereinbefore described, and terminating on the western boundary of the Godstone-road at Caterham Junction Station, at a point 20 feet or thereabouts north of the northern boundary fence of the London Brighton and South Coast Railway.

Railway No. 3, situate wholly in the parish of Coulsdon, commencing by a junction with the proposed Railway No. 1 at its point of termination as hereinbefore described, and terminating by a junction with the line of railway belonging or reputed to belong to the South Eastern Railway Company, or the London Brighton and South Coast Railway Company, or both of the said Companies, at Caterham Junction Station, which line of railway runs northward from the down line of the London Brighton and South Coast Railway to the eastern side of the island platform of the said station, at a point on that line opposite or near to the signal post at the south-eastern end of the said island platform.

Railway No. 4, situate wholly in the parish of Coulsdon, commencing by a junction with the proposed Railway No. 1 at a point 1 chain or thereabouts north-west of a point in the fence on the western side of the London Brighton and South Coast Railway, 21½ chains or thereabouts, measured along that fence north from the centre of the level crossing at Stoa's Nest Goods Station, and terminating at a point 5 yards or thereabouts north-west of a point in the fence on the western side of the London Brighton and South Coast Railway, 17 chains or thereabouts measured along that fence south from the centre of the level crossing at Stoa's Nest Goods Station.

The intended railways and works will pass from, in, through, or into, or be situate within the parishes, townships, or extra-parochial and other places following, or some of them, that is to say:—Banstead, Beddington, Woodmansterne, Walton-on-the-Hill, and Coulsdon, all in the county of Surrey.

And it is intended by the Bill to take for or in connection with the intended railways and works, or other the purposes of the Bill, certain lands, being or reputed to be commons or commonable lands, of which the following are particulars, and the estimated quantities included within the limits of deviation shown upon the plans intended to be deposited as hereinafter mentioned, and the estimated quantities proposed to be taken (that is to say):—

| Railway and works for which the lands will be taken. | Name by which the lands are known. | Parish or place in which the lands are situate. | Estimated quantities included within limits of deviation. | Estimated quantities to be taken. |
|--|------------------------------------|---|---|-----------------------------------|
| Railway No. 1 .. | Burgh Heath | Banstead | 6 acres | 1½ acres |
| Railway No. 1 .. | Park Downs | Banstead | 15 acres | 3 acres |
| Railway No. 1 .. | Banstead Heath | Banstead | 1 acre | ¼ acre |
| Railway No. 1 .. | Smitham Bottom Common | Coulsdon | 2 acres | ½ acre |

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

To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike or other roads, lanes, highways, streets; footpaths, pipes, sewers, canals, towing-paths, navigations, rivers, streams, watercourses, bridges, railways, tram-

ways, 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 railways and works, or any of them, or of the Bill, and to vest in the Company the site and soil of such roads as may be stopped up and appropriated as aforesaid.

To empower the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments,

and to acquire easements over lands for the purposes of or in connection with the intended railways and works, and of the Bill, and the Bill will vary or extinguish any existing rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

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

To enable the Company or the directors of the Company, out of moneys to be raised by the Company under the powers of the Bill, to pay interest or dividends up to such day as may be prescribed by the Bill 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 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 any station, siding, road, approach, building, 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 to convey to the Company any lands required for the construction of the intended railways, or any of them, or any part or parts thereof respectively, 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 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.

To empower 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 railways, stations, and works of the Railway Companies hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, and to confer exemptions from such tolls, rates, and duties respectively.

To authorise the Company, the London Brighton and South Coast Railway Company, and the South Eastern Railway Company, or either of them, to run over and use with their engines and carriages the proposed railways, or some of them, or some parts thereof respectively, and all stations, works, signals, and conveniences connected therewith.

To authorise the Company on the one hand, and the London Brighton and South Coast Railway Company, and the South Eastern Railway Company, or either of those Companies, on the other hand, to agree as to the payment of such sums, charges, tolls, rates, rent, rebates, or other considerations, and as to the conditions to be observed for the aforesaid running powers, or to make such other provision as to payment by one or both of the said Companies of such sums, charges, tolls, rates, rent, rebates, or other considerations, or as to the conditions to be ob-

served in respect of such running over and user as in the Bill may be provided.

To authorise the Company to afford all requisite facilities for the aforesaid running powers, 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, stations, and works so run over and used, or any part or parts thereof, under the powers of the Bill.

To authorise the Company and any Company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, to run over and use with their engines, carriages, and 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 all kinds, and upon payment of such tolls and rates as may be agreed upon, or as may be settled by arbitration, or prescribed by the Bill, the railways, or parts or portions of railways following, that is to say:—

So much of the railways of the South Eastern Railway Company and the London Brighton and South Coast Railway Company, or either of those Companies, as lies between the termination of Railway No. 3 and Caterham Junction Station, together with that station and all other stations, roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said portions of railways and stations on payment of such tolls, rates, rent, or other considerations, and on such charges, sums, and conditions as may be agreed on, or as shall be prescribed or provided by the Bill, and to require and compel the South Eastern Railway Company, and the London Brighton and South Coast Railway Company, to afford all requisite facilities for that purpose.

To require and compel the London Brighton and South Coast Railway Company, and the South Eastern Railway Company, or any one 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.

To enable the Company on the one hand, and the London Brighton and South Coast Railway Company and the South Eastern Railway Company, or either of those Companies, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for, or with respect to, the use, working, management, construction, and maintenance by the said Companies, or either of them, of the

intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said intended railways, or any part or parts thereof, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, maintenance, and supply, to make provision by compulsion or agreement for the interchange, accommodation, conveyance and delivery of traffic coming from, or destined for the respective undertakings of the said Companies, or some of them, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, and the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed for or on account of any of the aforesaid matters, and to confirm, and if thought fit, to vary any contract or agreement which may have been, or which, previous to the passing of the Bill, may be entered into relating to any of the aforesaid matters.

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

And it is intended to incorporate with the Bill the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" and "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" so far as may be requisite or desirable for any of the purposes of the Bill, and to amend, vary, extend, enlarge, alter or repeal the provisions, or some of the provisions, of the several local and personal acts following (that is to say): 9 and 10 Vict., cap. 283, of the London Brighton and South Coast Railway Company; 6 and 7 William IV, cap. 75, of the South Eastern Railway Company, and any other Act or Acts relating to or affecting the London Brighton and South Coast Railway Company and the South Eastern Railway Company respectively.

And notice is hereby further given, that on or before the 30th day of November, 1883, duplicate plans and sections of the proposed railways and works, and of the lands and houses proposed to be taken 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 occupiers of such lands and houses, together with an Ordnance map with the lines of the proposed railways and works delineated thereon; and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington-causeway, in that county; and that on or before the same day copies of so much of the said plans, sections, and book of reference, as relates to the several parishes and extra-parochial places in or through which the said railways or works are intended to be made, and lands 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.

No. 25291.

2 D

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, 1883.

Dated this 14th day of November, 1883.

Parkers, 17, Bedford-row, London, W.C.,
Solicitors for the Bill.

Tahourdins and Hargreaves, 1, Victoria-street, Westminster, S.W.,
Parliamentary Agents for the Bill.

In Parliament.—Session 1884.

North and South Woolwich Subway.

(Extension of time for Construction of Works; Additional Capital; For Transfer of the Undertaking to the Metropolitan Board of Works; Powers to that Board to subscribe to the Undertaking, to Levy or apply Funds and Rates and Borrow Money; Amendment, &c., of Acts.)

NOTICE is hereby given, that the North and South Woolwich Subway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to extend the time granted by "The North and South Woolwich Subway Act, 1874," as extended by "The North and South Woolwich Subway Act, 1879," and "The North and South Woolwich Subway Act, 1881," for making the subway and works by the said Acts authorised; and to authorise the Company to raise additional capital for the purposes of their undertaking, by the creation and issue of new shares or stock, either ordinary or preference, or debenture stock, or by borrowing on mortgage, or by all or any of those means; and so far as may be deemed necessary or expedient, to alter, amend, and extend the powers and provisions of the said Acts, or any of them.

To empower the Company to sell, and the Metropolitan Board of Works to purchase and acquire the undertaking of the Company, and to provide for the transfer of the undertaking, powers, rights, privileges, and authorities of the Company to the said Board, on such terms and conditions, and for such consideration as may be agreed between them, and to confirm and give effect to any agreement for that purpose which may be made between them before the passing of the intended Bill, or to empower the said Board to subscribe such sum towards the capital of the Company as they may think fit, or as the Bill may define, and to hold shares in the capital of Company; and for either of those purposes to empower the said Board to apply any funds in their hands, or which they have power to borrow, and to borrow money, and to charge, levy, and apply any rates and funds they are authorised to raise and levy, by virtue of any Act or Acts of Parliament relating to the said Board, and if necessary to enlarge and extend the powers and provisions of the Metropolitan Board of Works (Loans) Acts, and to authorise the said Board to levy further rates, to alter existing rates, to borrow further moneys, and to create additional Metropolitan Consolidated Stock.

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

Dated the 15th day of November, 1883.

Burdett - Cunningham and Annyl, St.
Stephen's Chambers, Westminster, Soli-
citors for the Bill.

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

In Parliament.—Session 1884.

Folkestone Sandgate and Hythe Tramways.
(Incorporation of Company; Construction of Tramways; Compulsory User, &c., of Streets and Roads; Widening of Guildhall Street and Upper Folkestone Road; Alteration of Levels of Portion of Folkestone Road, and Stopping up and Diversion of Part of Coolinge Lane; Provisions as to Gauge and as to Use of Steam or other Mechanical Power; Provisions as to Repair and User of Roads; Levying of Tolls; Purchase of Lands by Compulsion or Agreement; Agreements with Local Authorities, South Eastern Railway Company, and the Secretary of State for War as to Construction of Tramways and Works, Working of Tramways, and Contribution of Funds; Release of Money Deposited in respect of Folkestone Sandgate and Hythe Tramways Order, 1880; 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 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 tramways, or some or one of them, or some part or parts thereof respectively, that is to say:—

A tramway (No. 1) commencing on the southern side of the approach road, to the up side of the Shorncliffe Passenger Station of the South Eastern Railway Company, at a point 25 yards or thereabouts from the western termination of such approach road, crossing the land of the South Eastern Railway Company, to the Shorncliffe-road, thence passing along the said Shorncliffe-road, Cheriton-road, and Guildhall-street, and terminating in Guildhall-street, at a point 7 yards or thereabouts north-westward of the north-western side of Folkestone Town-hall.

The said tramway will be a single line, except at the following places, where it will be a double line, namely:

(a) Between the commencement of the said tramway and a point 44 yards or thereabouts from such commencement.

(b) Between two points in the Shorncliffe-road, situate respectively 112 yards and 156 yards or thereabouts from the entrance to the up side of the said Shorncliffe Station, measured in a south-easterly direction from the entrance gate along the said road.

(c) Between two points in the Shorncliffe-road situate respectively 23 yards and 67 yards or thereabouts westward of Earl's-avenue.

(d) Between two points in the Shorncliffe-road, situate respectively 11 yards and 55 yards, or thereabouts westward of the eastern termination of the Shorncliffe-road.

(e) Between the termination of the said tramway in Guildhall-street and a point 44 yards or thereabouts from the termination, measured north-westward along Guildhall-street, from such termination.

The proposed tramway will be made wholly in the parish and township of Folkestone.

A tramway (No. 1a) commencing on the northern side of the approach road to the down side of the said Shorncliffe Passenger Station at a point opposite to the eastern end of the station building, passing along the said approach road, the public road leading under the South Eastern Railway to the Shorncliffe-road, and terminating in the Shorncliffe-road by a junction

with Tramway No. 1 at a point 244 yards or thereabouts from the commencement of the said Tramway No. 1.

The said tramway will be a single line except at the commencement, and for a distance of 44 yards or thereabouts from such commencement.

The proposed tramway will be made wholly in the parish of Folkestone.

A tramway (No. 2) commencing in Guildhall-street at the termination of Tramway No. 1, passing from thence along the Sandgate-road to a point 22 yards or thereabouts west of Earl's-avenue.

The said tramway will be a single line except at the following places, where it will be a double line, namely:

(a) Between two points in the Sandgate-road, situate respectively 69 yards and 113 yards or thereabouts westward of Cheriton-place.

(b) Between two points in the Sandgate-road, situate respectively 19 yards and 63 yards westward of Clifton-road.

The proposed tramway will be made wholly in the township and parish of Folkestone.

A tramway (No. 3) commencing in the Sandgate-road at the termination of Tramway No. 2, 22 yards or thereabouts west of Earl's-avenue, and passing along Sandgate-road, Upper Folkestone-road, Broadway or High-street, Sandgate, and terminating in the Esplanade at a point 67 yards or thereabouts westward of the Sandgate Bathing Establishment.

The said tramway will be a single line, except at the following places, where it will be a double line, namely:

(a) Between two points in the Sandgate-road situate respectively 398 yards and 442 yards or thereabouts, measured westward from the commencement of the said Tramway No. 3.

(b) Between two points in the highway between Upper Folkestone-road and Broadway, or High-street respectively, 19 yards and 63 yards or thereabouts, measured along the said highway in an easterly direction from the north-west corner of Sandgate National School grounds.

(c) Between two points on the said tramway in the Broadway or High-street, being respectively 54 yards and 98 yards or thereabouts westward of the thoroughfare called South View.

The proposed tramway will be made in and through or into the parishes of Folkestone and Cheriton.

A tramway (No. 3a) commencing in the Shorncliffe-road by a junction with Tramway No. 1, 23 yards or thereabouts west of Earl's-avenue, passing along the said avenue and terminating in the Sandgate-road by a junction with Tramway No. 3 at its commencement, 22 yards or thereabouts west of Earl's-avenue.

The said tramway will be a single line.

A tramway (No. 3b) commencing in the Shorncliffe-road by a junction with Tramway No. 1, 23 yards or thereabouts east of Earl's-avenue, and terminating in Earl's-avenue by a junction with Tramway No. 3a, 18 yards or thereabouts south of Shorncliffe-road.

The said tramway will be a single line.

A tramway (No. 3c) commencing in Earl's-avenue by a junction with Tramway No. 3a, 22 yards or thereabouts northward of Sandgate-road, and terminating in Sandgate-road by a junction with Tramway No. 2, 23 yards or thereabouts eastward of Earl's-avenue.

The said tramway will be a single line.

The said Tramways Nos. 3a, 3b, and 3c will be made wholly in the parish of Folkestone.

A tramway (No. 4) commencing in the Esplanade, Sandgate, at the termination of Tramway No. 3, 67 yards or thereabouts westward of Sandgate Bathing Establishment, passing along the Esplanade, part of the Hythe and Sandgate-road, the north side of the Royal Military Canal to Twiss-road, part of Twiss-road, the south side of the Royal Military Canal from Twiss-road to Stade-street, Hythe, and terminating at the eastern side of the said Stade-street.

The said tramway will be a single line except at the following places, where it will be a double line, namely:

(a) Between the commencement of the tramway in Esplanade, Sandgate, and a point on the tramway 44 yards or thereabouts from its commencement, measured along the Esplanade in a westerly direction.

(b) Between two points in the Esplanade and respectively 45 yards and 89 yards or thereabouts to the westward of the south-western corner of the grounds to Littlebourne-lodge.

(c) Between two points on the north side of the Northern Canal Embankment respectively 4 yards and 48 yards or thereabouts to the westward of the sluice at the end of the brook which flows through Seabrook.

(d) Between two points on the north side of the embankment to the canal, one being 7 yards or thereabouts west of the boundary between the parishes of Newington and Cheriton, and the other being 37 yards or thereabouts east of the said boundary, where it crosses the said embankment.

(e) Between two points on the north side of the embankment to the canal situate respectively 228 yards and 272 yards or thereabouts to the south-eastward of the south-eastern corner of the grounds to Cannongate-house.

(f) Between two points on the north of the northern embankment to the canal, and situate respectively 15 yards or thereabouts and 59 yards or thereabouts east of Twiss-road.

(g) Between the termination of the tramway at Stade-street, Hythe, and a point 44 yards or thereabouts eastward of the termination.

The proposed tramway will be made and pass in, from, and through the parishes of Cheriton, Newington, and St. Leonard, Hythe.

A tramway (No. 4a) commencing by a junction with Tramway No. 4 in the Hythe and Sandgate-road at a point 83 yards or thereabouts eastward of the lifeboat-house, measuring along the road passing along the southern side of the carriage approach road to Sandgate railway station booking office, and terminating at the western end of the said approach road.

The said tramway will be a single line, except for a space of 46 yards or thereabouts from its termination, where it will be a double line.

The proposed tramway will be made wholly in the parish of Cheriton.

At the following places it is proposed to lay down 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 sides of the streets or roads hereinafter mentioned and the nearest rail of the tramway, that is to say:—

Tramway No. 1.

In the Cheriton-road, between points on the northern side 47 yards and 160 yards respectively west of the Connaught-road.

In the Cheriton-road, between points on the northern side 4 yards and 36 yards respectively west of Victoria-grove.

In the Cheriton-road, between points on the

northern side 55 yards and 86 yards respectively east of Victoria-grove.

In the Cheriton-road, between points on the north-western side respectively 15 yards and 60 yards westward of Guildhall-street.

In the Cheriton-road, between points on the southern side 3 yards and 100 yards respectively east of Victoria-grove.

In the Cheriton-road, between points on the south-eastern side respectively 18 yards and 55 yards westward of Guildhall-street.

In Guildhall-street, on the north-east side thereof, between points respectively the termination of said tramway and 145 yards north-west of such termination.

In Guildhall-street, on the south-west side thereof, between points respectively 4 yards and 42 yards north-west of the termination of said tramway.

Tramway No. 2.

In the Sandgate-road, on the northern side thereof, between points respectively 44 yards and 143 yards westward of Guildhall-street.

In the Sandgate-road, between points on the northern side 68 yards and 112 yards respectively westward of Cheriton-place.

In the Sandgate-road, on the southern side between points 23 yards and 123 yards respectively westward of Guildhall-street.

In the Sandgate-road, on the southern side between points 68 yards and 184 yards respectively westward of Cheriton-place.

Tramway No. 3.

In the Sandgate and Upper Folkestone roads, on the southern side thereof, between points respectively 143 yards and 323 yards east of Coolinge-lane.

In the Upper Folkestone-road, on the north side thereof, between points respectively 94 yards and 175 yards from the north-west corner of the Sandgate National School grounds, measured in a northly-easterly direction along the road.

In the Upper Folkestone-road, on the south side, between points 175 yards and 207 yards to the eastward of the north-west corner of the Sandgate National School grounds.

In the Broadway or High-street, Sandgate, on the northern side of, between points 32 yards east and 12 yards west of the north-west corner of the Sandgate National School grounds.

In the Broadway or High-street, Sandgate, on the north side thereof, between points 61 yards and 98 yards west of the thoroughfare called South View.

In the Broadway or High-street, Sandgate, on the north side, between points respectively the termination of said tramway and 347 yards east of such termination.

In the Broadway or High-street, Sandgate, on the south side, between points 65 yards and 98 yards west of the thoroughfare called South View, and also between points 140 yards and 186 yards west of the thoroughfare called South View.

Tramway No. 4.

In the Esplanade, on the north side thereof, between points respectively the commencement of said tramway and 34 yards west of such commencement.

In the Esplanade, on the north side, between points 49 yards and 83 yards west of the south-western corner of the grounds to Littlebourne-lodge.

In the Esplanade, on the south side, between 8 points yards west of the commencement of the said tramway and 267 yards west of the

south-western corner of the grounds to Littlebourne-lodge.

In the Esplanade and high road between Sandgate and Hythe, on the north side, between points respectively 255 yards west of the south-western corner of the grounds to Littlebourne-lodge and 176 yards west of the lifeboat-house.

To enable the Company to make the following works, or some of them, or some part or parts thereof respectively:—

- (1) The widening of Guildhall-street, in the town and parish of Folkestone aforesaid, to a width of 40 feet from its junction with Cheriton-road to a point 66 yards or thereabouts from Cheriton-road, measured in a south-easterly direction along Guildhall-street.
- (2) The widening of Upper Folkestone-road, in the said parish of Folkestone, between points respectively 360 yards east and 155 yards south-west of the junction of the aforesaid road with Coolinge-lane.
- (3) The alteration of the level of a portion of Upper Folkestone-road, wholly in the said parish of Folkestone, commencing at a point in the said road 155 yards or thereabouts east of Coolinge-lane, and terminating in the said road at a point 90 yards or thereabouts north-east of the north-west corner of the Sandgate National School grounds.
- (4) The stopping up of part of the road called Coolinge-lane, situated in the said parish of Folkestone, such stopping up commencing at the junction of the said lane with the Upper Folkestone-road, and extending from the said junction a distance of 100 yards along Coolinge-lane, and the substitution in lieu thereof of a new road to commence at the said point 100 yards along Coolinge-lane from the junction at the said lane with the Upper Folkestone-road, and terminating at a point in the Upper Folkestone-road, 25 yards eastward of its present junction with Coolinge-lane aforesaid.

Where in the description of any of the proposed tramways and works any distance is given with reference to any street which intersects or joins the streets, roads, or highways 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, roads, or highways, and continued, would intersect each other; and a point described as being opposite a street, road, or highway is to be taken (unless otherwise stated) as opposite the centre of the street, road, or highway; and a point taken from a house or building is to be taken as a point in the road opposite the centre of such part of such house or building as fronts the road.

It is intended to construct all the said tramways on a gauge of 4 feet 8½ inches, and it is not intended to run carriages or trucks adapted for use upon railways.

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

widenings, 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 intended street and road widenings, 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 portion thereof.

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

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

To provide for and regulate the use by the Company, for the purposes of the Bill, of any paving, metallings, 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, allow, and confirm 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.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this notice, as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Company.

To enable the Company when by reason of

the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish, township, or place mentioned in this notice, and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To enable the Company and the bodies or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, bridges, canal, and canal lands, 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 authorise the Company from time to time, on such terms and conditions and subject to such restrictions (if any) as may be prescribed by the Bill, to work the tramways, or any part or parts thereof, by animal or by steam or other mechanical or motive power, or by all or any one or more of those means.

To empower the Company on the one hand, and the Corporations of Folkestone and Hythe, the Sandgate Local Board of Health, the Seabrook Estate Company (Limited), the South Eastern Railway Company, and Her Majesty's Principal Secretary of State for War, and any other person or persons, 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 parties, or any or either of them, of the 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 Company, 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 tramways and works of the Company, 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 authorise the Company to alter any step, door, or entrance into any house or building adjoining or belonging to any premises rendered necessary by the execution of the street and road widenings, or any of them, or any part or parts thereof respectively.

To authorise the Company to deviate laterally from the lines of all or any of the street and road widenings 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 street and road widenings shown on the sections hereinafter mentioned.

To empower the Company to purchase so much of any property as they may require for the purposes of the intended street widenings without being subjected to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

To authorise the Company from time to time

either to hold, sell, demise, let on lease, or otherwise dispose of all or any part of the lands or any interest therein belonging to or to be acquired by them, and to exempt the Company and any such lands from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous land.

To empower the Company and the Corporations of Folkestone and Hythe, the Sandgate Local Board of Health, the Seabrook Estate Company (Limited), the South Eastern Railway Company, and Her Majesty's Principal Secretary of State for War, and any other companies, bodies, and persons, or any one or more of them, to enter into and carry into effect agreements and arrangements for or with respect to the construction and maintenance of the street and road widenings, or any of them, or any part or parts thereof respectively, the acquisition and appropriation of lands and property, the contribution of funds and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and to confer upon the Corporations of Folkestone and Hythe, the Sandgate Local Board of Health, the Seabrook Estate Company (Limited), the South Eastern Railway Company, and Her Majesty's Principal Secretary of State for War, and any other companies, bodies, and persons, or any one or more 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, and to authorise or provide for the vesting in the Corporations of Folkestone and Hythe, the Sandgate Local Board of Health, the Seabrook Estate Company (Limited), the South Eastern Railway Company, and any other companies, bodies, and persons, or any one or more of them, upon terms to be agreed on or prescribed by the Bill, of the portions of streets and roads to be widened and improved under the Bill, and any lands or other property purchased or acquired under the powers of the Bill, and the maintenance thereof by them, and the application of their funds, rates, and revenues thereto.

To authorise the Corporations of Folkestone and Hythe, the Sandgate Local Board of Health, the South Eastern Railway Company, and the Seabrook Estate Company (Limited), Her Majesty's Principal Secretary of State for War, or any or either of them, to subscribe and contribute funds towards the making and maintaining of the street or road widenings, or any of them, or any part or parts thereof respectively, and to take and hold shares in the capital to be created under the powers of the Bill, or to guarantee the payment of interest, dividends, annual or other payment on any share or stock, and the principal and interest of any loan of the Company, and for all or any of such purposes to apply their respective funds and revenues.

To confirm any agreements which have been or may be made touching any of the matters mentioned in this notice.

To authorise and provide for the release and payment to the Company of the deposit fund paid or transferred into the Chancery Division of the High Court of Justice, upon the application to the Board of Trade for the Folkestone Sandgate and Hythe Tramways Order, 1880.

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

To amend or repeal, so far as may be neces-

sary or expedient for any of the purposes of the Bill, the provisions or some of the provisions of the Tramways Act, 1870, and the following local and personal Acts or some of them that is to say: 6 Will. IV, cap. 75; 6 and 7 Vict., cap. 52, and any other Acts relating to the South Eastern Railway Company; and the Bill will incorporate, with such modifications as may be necessary, the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands during the construction of the tramways.

And notice is hereby also given, that duplicate plans and sections of the proposed tramways, street and road widenings and works, and 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, on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the County of Kent, at his office at Maidstone, in 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 tramways, street and road widenings and works will be made or pass, or in which any lands to be taken compulsorily under the powers of the Bill are situate, and also a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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 December, 1883.

George Wilkes, Hythe, Solicitor for the Bill.

C. J. Hanly and Co., 27, Great George-street;

C. E. Mortimer, 22, Abingdon-street, Westminster;

Parliamentary Agents.

In Parliament—Session 1884.

Henley-in-Arden and Great Western Junction Railway.

(Revival of Powers of Henley-in-Arden and Great Western Junction Railway Act, 1873, for Compulsory Purchase of Land and Completion of Railway thereby authorised; Additional Capital; Change of Name; Payment of Interest out of Capital; Incorporation and Amendment of Acts, and other Provisions.)

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 purposes, or some of the purposes following (that is to say):—

To revive or renew the powers conferred upon the Henley-in-Arden and Great Western Junction Railway Company (in this Notice called "the Company") by the Henley-in-Arden and Great Western Junction Railway Act, 1873 (in this Notice called "the Act of 1873"), for the compulsory purchase of lands, and for the construction of the railway by the Act authorised, so far as the powers granted by the said Act have not

been already exercised, or so far as may be necessary for the due construction and completion of the said railway (that is to say):—

A railway (three miles seven chains and thirty links in length), commencing in the parish of Rowington, in the county of Warwick, by a junction with the Birmingham and Oxford line of the Great Western Railway Company about 120 yards southward of the bridge carrying that line over the road leading from Rowington Green to Lowson Ford, and terminating in the township of Henley-in-Arden, in the parish of Wootton Wawen, in the same county, about 80 yards eastward of the house which was formerly used as the gate-house on the Birmingham and Stratford-on-Avon turnpike road at Henley-in-Arden, until that road was disturnpiked.

Together with all proper stations, approaches, junctions, sidings, roads, works, and conveniences connected therewith respectively.

The said railway will be situate in the several parishes, townships, and extra-parochial and other places following or some of them (that is to say):—Rowington, Lowsonford, Finwood, Lapworth, Bushwood, Old Stratford, Preston Baggot, Beaudesert, Wootton Wawen, and Henley-in-Arden, all in the county of Warwick.

To revive and enable the Company to exercise all or some of the powers and provisions of the Act of 1873 aforesaid, and especially the powers and provisions thereof relating to the compulsory purchase and taking of lands, the levying, demanding, and taking of tolls, rates, and charges, the raising of capital, and the borrowing of money.

To discharge and relieve the Company from all penalties, liabilities, and obligations which they may have incurred or may incur by reason of their failure to construct or complete the railway and works authorised by the Act of 1873 within the period limited thereby.

To provide that the moneys deposited with the Court of Chancery in England, in respect to the application to Parliament for the Act of 1873, as recited in the 38th section, together with such further moneys (if any) as may be deposited in Court for the purposes of the present application, shall be and remain as a security for the completion of the proposed railway and works, or to make other provision for, or with respect to the application of or for the payment out of Court of the said deposit money, or some part thereof.

To empower the Company to raise additional capital by the creation and issue of new ordinary preference shares or stock and debenture stock, or by any of those modes, and by borrowing on mortgage.

To alter the name of the Company to the Birmingham and Henley-in-Arden Railway Company, or such other name as Parliament may determine.

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 or stock of the Company.

To amend, extend, vary, or repeal (so far as may be necessary or expedient) all or some of the powers and provisions of the Act of 1873.

To vary or extinguish all powers, rights, and privileges which may or can impede or interfere with the carrying out of the objects and provisions of the Bill, and to confer other rights and privileges.

On or before the 30th day of November instant, plans and sections of the intended railway and

works (the plans also showing the lands, houses, and property to be taken under the powers of the Act of 1873 or of the intended Act), together with a book of reference to those plans, and an Ordnance map with the line of the said railway delineated thereon, and also 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 Warwick, at his office at Leamington Priors; 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 extra-parochial place in or through which the intended railway and works will be made or pass, together with a copy of the said Notice, published as aforesaid, will be deposited with the Parish Clerk of each such parish, at his residence, and in the case of an extra-parochial place with the Parish Clerk of some parish immediately adjoining such extra-parochial place, at his place of 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 12th day of November, 1883.

Coleman, Coleman, and Springthorpe, 77.

Colmore-row, Birmingham; William M. Smythe, 59, Colmore-row, Birmingham, Solicitors.

Batten, Proffitt, and Scott, 32, Great George-street, Westminster, Parliamentary Agents.

Board of Trade—Session 1884.

Bootle-cum-Linacre Corporation.

Electric Lighting.

(Application for Provisional Order for supply of Electricity for public and private purposes, and to break up public and private Streets and Railways within the Borough of Bootle-cum-Linacre.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Bootle-cum-Linacre, in the county of Lancaster (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, and subject to the provisions of the Electric Lighting Act, 1882, for all or some of the following objects or purposes, that is to say:—

To authorise the Corporation to supply electricity for public and private purposes as defined by the said Act within the area hereafter described; to open and break up streets and bridges; to alter the position of gas and water mains, pipes, and wires, sewers, and drains under the same, to acquire lands, to appropriate lands (whether devoted to any special public purpose or not), to construct such works, acquire such licenses for the use of any patented or protected processes, invention, machinery, apparatus, methods, materials, or things; to enter into such contracts and to do all such acts and things as may be necessary and incidental to such supply, and to relieve the Corporation from all liability arising from acts or defaults of any company or person with whom they may contract, and whether in respect of the construction of works or supply of electricity or otherwise.

To provide for all the expenses incurred under the intended Order; to empower the Corporation to borrow money on the security of the local rates, and to apply their corporate funds for the purpose of the undertaking; to authorise a reserve fund, and to provide for the application of the revenue arising from the undertaking.

To authorise the Corporation to erect, provide, and maintain such works, engines, batteries,

distributing boxes, materials, and things as are authorised by the said Act, or are necessary for generating, storing, supplying and distributing electricity, and otherwise for the purposes of the undertaking.

The area of supply for the purposes of the intended Order will be the borough of Bootle-cum-Linacre, or such other smaller area as shall be prescribed or authorised by the Order.

Subject to the conditions of supply, it is proposed to place electric lines or other works in, over, under, and along all streets and other places repairable by the Corporation within the borough of Bootle-cum-Linacre.

It is also intended to take powers by the Order to break up the following streets, not repairable by the Corporation, and the following railways and tramways, namely:—

Regent-road.

Knowsley-road.

Hornby-road.

Lydiat-lane.

Bedford-road.

The London and North Western Railway.

The Lancashire and Yorkshire Railway.

The Midland Railway and

The Bootle-cum-Linacre Corporation Tramways.

It is also intended to take power by the Order to cross the Leeds and Liverpool canal.

The intended Order will also contain provisions in relation to the following matters and things, or some of them:—

- (1.) The systems and modes of supply of electricity and the pressure and duration of supply.
- (2.) The testing of mains, lines, and meters; the appointment and remuneration of electric inspectors; the establishment of testing places; and the payment of the expenses of testing.
- (3.) The conditions under which the supply will be furnished.
- (4.) The price and mode of charging for the supply of electricity, meters, fixtures, and apparatus, and for securing the payment therefor.
- (5.) For ascertaining by meter, or otherwise, the energy contained in any supply; the quantity of electricity supplied; the duration of supply, or other the value of the supply.
- (6.) For providing, examining, and certifying meters, fittings, and apparatus.
- (7.) For securing safety.
- (8.) For making and enforcing bye-laws, and the recovery of penalties.

And notice is hereby given that 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, 1883, and printed copies of the draft Order when deposited, and of the Order when made, may be obtained, at the price of one shilling for each copy, at the offices of the town clerk of Bootle-cum-Linacre, and of Messrs. Sharpe, Parkers, Pritchard, and Sharpe, Parliamentary Agents, at 9, Bridge-street, Westminster.

And notice is hereby further given that 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 or other works, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th November instant for public inspection at the office of the Clerk of the Peace for the county of Lancaster at Preston, and at the Town hall in the borough of Bootle-cum-Linacre.

And notice is hereby further given that every local or other public authority, company, or

persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Board of Trade (marked on the outside of the cover enclosing it, "Electric Lighting Act"), on or before the 1st day of February, 1884.

Dated this 15th day of November, 1883.

J. H. Farmer, Town Clerk, Bootle-cum-Linacre;

Sharpe, Parkers, Pritchard, and Sharpe,
9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Weston-super-Mare Grand Pier.

(Construction of a Pier at Weston-super-Mare; Power to Levy Tolls, Rates, and Duties, and for other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the Weston-super-Mare Grand Pier Company Limited, for an Act for the following or some of the following among other purposes, that is to say:—

To authorise the Weston-super-Mare Grand Pier Company Limited (hereinafter called "the Company") to construct and maintain a promenade, pier, jetty, and landing-place, and approach thereto, with all proper works, sea-walls, tramways, terraces, approaches, toll-houses, toll-gates, buildings, and other conveniences connected therewith, for the embarking or landing of passengers, and for other purposes in the parish of Weston-super-Mare in the county of Somerset, and on the foreshore and bed of the sea adjoining that parish.

The approach to the pier commencing on the westerly side of the new esplanade now in course of construction at Weston-super-Mare, immediately opposite the west end of Regent-street and extending thence seaward in a north-westerly direction for a distance of 150 feet or thereabouts, where it terminates, and a pier commencing at the point of termination of the approach to the pier hereinbefore described, and extending thence seaward in a north-westerly direction for a distance of 6,640 feet or thereabouts, where it terminates.

To empower the Company to purchase and take by compulsion, and also by agreement, lands and hereditaments, and to acquire easements over lands for the purposes of the construction of the said pier and works, and of the Bill, and the Bill will vary or extinguish any existing rights and privileges in any manner connected with the lands and hereditaments so purchased or taken.

To authorise the Company to deviate laterally from the lines of the pier 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 levy tolls, rates, and duties on vessels and boats, and on passengers, animals, fish, goods, minerals, and other articles calling at, entering, or leaving such pier or works, or in respect of the use of such pier and works, or any part thereof, to confer, vary, or extinguish exemption from the payment of such tolls, rates, or duties, or to confer, vary, or extinguish other rights or privileges.

To authorise the Company to sell, lease, or let the whole or any part of the said undertaking, or the tolls, rates, or duties to be levied in respect thereof, and to authorise any local

authority, or other parties to purchase or take the same on lease.

To authorise the Company to acquire, by purchase or otherwise, rights of anchorage, exclusive or otherwise, and other rights and privileges which may be conducive to or necessary for or which they may deem advantageous for their undertaking, or for the carrying into effect the purposes for which they are incorporated or any of them.

And if need be to dissolve the Company, and to annul or alter their present Memorandum and Articles of Association, and to provide for their winding up, and to incorporate into a Company the proprietors of the Company or some of them, with or without other persons or corporations, by the same or a different name from the Company, or to incorporate a new Company, and to vest in either of such Companies to be incorporated all the lands, property, and effects, rights, or privileges now or hereafter belonging to the Company, and to empower either of such Companies to be incorporated to carry into execution and exercise the objects, purposes, or powers of the Bill, or some or any of them.

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.

To incorporate with the Bill the provisions 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; and the Harbours Docks and Piers Clauses Act, 1847.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed pier and works, 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 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 Somerset, at his office at Wells, in that county, and with the parish clerk of Weston-super-Mare, 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, 1883.

Dated this 14th day of November, 1883.

Wm. Smith, Weston-super-Mare, Solicitor for the Bill.

Tahourdins and Hargreaves, 1, Victoria-street, Westminster, S.W., Parliamentary Agents for the Bill.

In Parliament.—Session 1884.

Cranbrook and Paddock Wood Railway.

(Extension of Time for Compulsory Purchase of Lands, &c., and construction and completion of Works; 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 the following, or some of the following purposes (that is to say):—

1. To extend the respective periods limited by "The Cranbrook and Paddock Wood Railway Act, 1877," "The Cranbrook and Paddock Wood Railway Act, 1879," and "The Cranbrook and Paddock Wood Railway Act, 1882," for the compulsory purchase of lands and houses, and for the construction and completion of the railways and works authorized by those Acts respectively.

2. To vary and extinguish all rights and privileges which would interfere with the objects and purposes of the proposed Bill, and, so far as necessary, to repeal, alter, and amend "The Cranbrook and Paddock Wood Railway Act, 1877," "The Cranbrook and Paddock Wood Railway Act, 1879," and "The Cranbrook and Paddock Wood Railway Act, 1882."

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 15th day of November, 1883.

Robt. W. Perks, 147, Leadenhall-street,
London, Solicitor for the Bill.

C. E. Mortimer, 22, Abingdon-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1884.

Birmingham Compressed-Air Power Company.
(Incorporation of Company; Power to acquire Lands by Agreement; to lay Pipes in Streets and Roads; Power to levy Tolls, Rates and Duties; Arrangements and Agreements with Corporations and Companies and other Persons; 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 all necessary and proper powers for the purposes hereinafter mentioned, or some of them (that is to say):—

To acquire by agreement, and hold for the purposes of their undertaking, lands, buildings, and other properties, in the borough of Birmingham, in the county of Warwick; to acquire, work, and use patents or licenses for the working or production of compressed air, and to make, maintain and work a system of steam or other engines to generate compressed air for the dissemination of motive power to stationary and other engines used for the purpose of working machinery of any kind, or for any other purposes to which such motive power is applicable, and also for supplying air for ventilating, refrigerating, blowing furnaces of any kind, or for any other purposes to which such air can be applied, and to supply, or let on hire machinery and apparatus for effecting the aforesaid objects or some of them.

To enable the Company, or the local authority, at the expense and on behalf of the Company, to open and break up the surface of, and to alter and otherwise interfere with streets, roads, highways, public and private roads, footpaths, pavements, vaults, and thoroughfares within the district hereinafter specified, and to lay pipes, mains, and apparatus in such streets, roads, highways, public and private roads, footpaths, pavements, vaults, and thoroughfares, and to alter or otherwise interfere with the gas pipes, water pipes, telegraph and telephone wires or tubes, electric lines, sewers, and drains beneath the surface thereof respectively, for the purpose of laying down such pipes, mains, and apparatus as may be necessary for the purposes of the Company's undertaking and for the purpose of maintaining, repairing, removing, renewing, altering, or reinstating such pipes, mains, and apparatus, or for substituting others in lieu thereof, with powers of access thereto at all reasonable times for all or any of the purposes aforesaid.

The district over or within which the powers will be conferred upon the Company by the intended Act will comprise the following wards,

No. 25291.

2 E

viz., St. Bartholomew, St. Martin, Deritend, and Bordesley, or some part thereof, in the parishes of Birmingham, Aston-juxta-Birmingham, and Edgbaston, all in the borough of Birmingham, in the county of Warwick.

To authorise and empower the Company to levy and recover tolls, rates, rents, duties, and charges in respect of the use of their pipes, mains, and apparatus, and of motive power. To authorise compositions in lieu of the payment of such tolls, rates, rents, duties, or charges. To alter existing tolls, rates, duties, and charges. To confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges and to confer, vary, or extinguish all other rights and privileges which may be necessary or incidental to the objects of the intended Act.

To make, alter, and rescind regulations and bye-laws for or in relation to the use, misuse, or waste of compressed air; and to impose and recover penalties for the breach of any such regulations or bye-laws, and to authorise the Company, their officers, servants, and workmen to enter upon lands, buildings, and other premises, and to examine any machines, fittings, and apparatus, engines and machinery supplied by them, and any meters or other instruments used for determining the quantity or amount of compressed air or motive power supplied or used, and to execute such works, and do such things as may be necessary for the regulation and prevention of such use, misuse, or waste.

To impose and recover penalties for the tampering or fraudulently interfering with any such machines, fittings, apparatus, engines, or machinery or any such meters or other instruments.

To authorise the Company to sell or let any patents or other rights which they may acquire under the powers of the intended Act, or to grant licenses to use the same.

To alter, amend, vary, or repeal all or some of the powers and provisions of the local and personal Act 24 and 25 Vic., cap. 206, and all other Acts relating to the borough of Birmingham.

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 17th day of November, 1883.

Mathews, Smith, and James,
29, Waterloo-street, Bir-

mingham,
F. G. Gorton, 46, Bedford-

row, London, W.C.,

Martin and Leslie, 27, Abingdon-street,
Westminster, Parliamentary Agents.

} Solicitors;

Board of Trade.—Session 1884.

Wisbech Water.

(Application to Board of Trade under "Gas and Water Works Facilities Act, 1870," for Provisional Order extending the Limits for the supply of Water, and authorising the raising of additional Capital; Amendment of Act.)

NOTICE is hereby given, that the Wisbech Water Works Company (hereinafter referred to as "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, for the following, or some of the following, among other purposes (that is to say):—

To extend the limits of the existing Acts of or relating to the Company, and to enable them, with and under the powers and provisions of those Acts and of the intended Order, to supply

with water all or some, or some part or parts of the following parishes and places in the counties of Norfolk and Cambridge (that is to say):—

Emmeth, Clenchwarton, Terrington St. Clements, Nordelph, Tilney All Saints, Walpole St. Andrew, Outwell, Upwell, Watlington, Wiggenhall St. Mary Magdalen, and Wiggenhall St. Peters, in the county of Norfolk; and March, Elm, Doddington, Upwell and Outwell, Wimblington, and Chatteris, in the county of Cambridge; and to extend and apply all or some of the powers and provisions of the said Acts, subject to such alterations, variations, and additions as may be made by the said intended Order, to such parishes and places, or to such part or parts thereof; and to enable the Company to lay down, construct, and maintain therein all such mains, pipes, culverts, tanks, service reservoirs, apparatus, machinery, appliances, conveniences, and other works as may be necessary or convenient for those purposes; and to acquire by agreement land, easements, and other rights, and to levy rates and charges for and in respect of a supply of water within the limits of supply as extended by the intended Order.

To enable the Company on the one hand, and any Corporation, Company, or persons on the other hand, to enter into and carry into effect agreements as to the supply of water in bulk and otherwise, and as to the terms and conditions of such supply.

To authorise the Company to raise additional capital for the purposes of their Undertaking, by the creation and issue of new shares and stock, and by borrowing on mortgage, and by the creation and issue of Debenture Stock, or by some of such means; and to attach to such new Shares or Stock, or some of them or some part thereof, preference or priority in the payment of dividend, and other rights and privileges.

To amend, so far as may be necessary for the purposes of the Order, the "Wisbech Water Works Act, 1864" and the "Wisbech Water Order 1876," and any other Act or Provisional Order relating to the Company, and to confer on the Company all necessary powers for the carrying into effect the objects of the intended Provisional Order, and to vary and extinguish existing, and confer other, rights and privileges.

To incorporate with, and make applicable for the purposes of, the intended Provisional Order, the provisions or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Waterworks Clauses Act, 1847," and "The Waterworks Clauses Act, 1863."

And Notice is hereby also given, that a copy of this advertisement will, on or before the 30th of this November instant, be deposited at the Office of the Clerk of the Peace for the Isle of Ely, in the county of Cambridge, at his office at Wisbech; and with the Clerk of the Peace for the county of Norfolk, at his office in the city of Norwich; and with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge; 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 22nd day of December next, be obtained at the office of Messrs. Dawbarn and Wise, solicitors, March, Cambridgeshire, or of Messrs. Dyson and Co., Nos. 23 and 24, Parliament-street, Westminster, on payment of one shilling for each copy; and all persons desirous of making to the said Board of Trade any repre-

sentation, or of bringing before that Board any objection respecting the said intended 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; and that copies of such objections must at the same time be also sent to the Solicitors or Parliamentary Agents of the Company.

And Notice is also hereby 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 a charge of one shilling for each copy, or such sum as the Board of Trade may direct.

Dated this 15th day of November, 1883.

Dawbarn and Wise, Solicitors, March.

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

In Parliament.—Session 1884.

City of London and Southwark Subway.

(Incorporation of Company; Construction of Subway under the River Thames, with Approaches; Compulsory Purchase of Lands and Easements; Bye Laws; Exemption from some of the Provisions of the Lands Clauses Consolidation Act, 1845; Underpinning; Sale, Lease, or other Disposition of Surplus Lands; Tolls; Lease of Undertaking or of Tolls, &c.; Incorporation of some of the Provisions 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 ensuing session, for leave to bring in a Bill (hereinafter called "the Bill"), and to pass an Act to incorporate a Company (hereinafter called "the Company"), with power to make and maintain the subway hereafter described, or some part or parts thereof, with all necessary approaches, tunnels, shafts, hydraulic lifts, buildings, works, machinery, and conveniences connected therewith (that is to say):—

A subway, commencing in the parish of Saint Mary, Newington, in the county of Surrey, at or near the south-west corner of Short-street, at the point of junction of that street with Newington Butts, and terminating in King William-street, in the parish of Saint Michael, in the city of London, at or near the western front of the house numbered fifty-one in King William-street aforesaid.

Which intended subway, and the lands and houses to be taken for the purposes thereof, will be situate in the parishes, townships, and places following, or some of them, that is to say:—

St. Michael, St. Leonard, St. Margaret, St. Martin Orgar, and St. Laurence Pountney, all in the city of London; St. Saviour, St. Mary, Newington, and St. George the Martyr, Southwark, all in the county of Surrey.

The Bill 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 Bill.

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 Bill, lands, buildings, and hereditaments and easements in, under, or over any lands, houses, and hereditaments, and if the Company shall so think fit, to acquire by compulsion easements only in, under, through, or over any lands, buildings, and hereditaments, without being required to purchase such lands, buildings, or hereditaments; and the Bill will vary or extinguish any rights or privileges connected with such lands, buildings, 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 Bill to vary or extinguish.

To make and maintain temporary shafts or openings from the surface of any land or street within the limits of deviation to be shown on the plans hereinafter mentioned, to any portions of the proposed works constructed under the surface thereof, and to appropriate and use the sub-soil and under-surface of any such land or street for the purposes of the proposed works, or for any other purpose, subject to such provisions and limitations as may be provided in the Bill.

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 Bill, notwithstanding the provisions of section 92 of the Lands Clauses Consolidation Act, 1845.

To sell and convey, demise, and lease, 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; 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 subway and other works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties, and to grant leases of the undertaking, tolls, rates, and duties, and all or any of the proposed works.

To authorise and empower the Company to make, vary, or rescind bye-laws, rules, and regulations for the conduct, management, and regulation of traffic upon the intended subway, and to enforce the observance of such bye-laws, rules, and regulations, and to impose and recover penalties for the breach or non-observance thereof.

And the Bill will vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and will confer other rights and privileges.

And the Bill will or may incorporate with itself all or some of the provisions of "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.

Plans and sections defining the lines, situa-

tion, 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 House, Newington-causeway; and 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 his office at the Sessions House, in the Old Bailey; 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 Bill 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 parish of Saint Mary, Newington, with the vestry clerk of that parish, at his office at the Vestry Hall, Walworth-road; for the parish of Saint George the Martyr, Southwark, with the vestry clerk of that parish, at his office at the Vestry Hall in the Borough-road, Southwark; for the parish of Saint Saviour, Southwark, with the clerk of the Board of Works for the Saint Saviour's district, at his office at Emerson-street, Bankside; and in the case of each other parish, with the clerk of such parish, at his residence.

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

Dated this 14th day of November, 1883.

Fowler, Christie, and Co., Victoria Mansions, Westminster, Solicitors;

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

In Parliament. — Session 1884.

North Cornwall Railway.

(Formation of Portion of Authorized Railways into a separate Undertaking; Further Powers as to Share and Loan Capital; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the North Cornwall Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following among other purposes, that is to say:—

1. To constitute the Railway No. 5, authorized by the North Cornwall Railway Act, 1882, and described in section 5 of that Act, and so much of Railway No. 2 authorized by that Act, and described in the said section 5, as is situate between the termination of that Railway No. 2, and a point marked on the deposited plans thereof 29 miles 4 furlongs, either wholly or partially, a separate undertaking, distinct from the other portion of the undertaking of the Company, with a separate share and loan capital, charged exclusively or primarily on the said separate undertaking, and to define and regulate the rights and powers of shareholders, mortgagees, and others in or with reference to such separate undertaking.

To confer further powers upon the Company with reference to their share and loan capitals, and to authorize the Company to exercise the

power of borrowing and of creating and issuing debenture stock conferred upon them by their said Act of 1882, at such times and in such manner, and on such terms and conditions, and subject to such portion of their share capital being issued and accepted, as the Bill may prescribe.

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.

To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the North Cornwall Railway Act, 1882.

And notice is hereby further given, that 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 13th day of November, 1883.

John Charles Ball, 16, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1884.

Metropolitan Outer Circle Railway.

(Authorizing Payment of Interest or Dividends during Construction of Works; Additional Capital; Power to the Great Western, the Midland, the Great Northern, the Great Eastern, the Metropolitan, the Metropolitan District, and the London, Tilbury, and Southend Railway Companies, and to the East and West India Docks Company, and the London and St. Katharine Docks Company to Subscribe or to Guarantee Interest on Debentures or Debenture Stock, and Dividends on Capital, and to Appoint Directors; Working Agreements with those Companies, or some of them; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Metropolitan Outer Circle Railway Company (hereinafter called "the Company") for an Act to effect the objects and purposes following, or some of them, that is to say:—

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 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 authorized 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 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.

To authorize the Great Western, the Midland, the Great Northern, the Great Eastern, the Metropolitan, the Metropolitan District, and the London, Tilbury, and Southend Railway Companies, and the London and St. Katharine Docks Company (hereinafter called "the Subscribing Companies,") or any or either of them, to contribute to and hold shares in the undertaking of the Company, and to guarantee interest on deben-

tures or debenture stock and dividends on the capital of the Company, and to authorize the Subscribing Companies, or one or more of them, for these purposes to raise additional capital by the creation and issue of new ordinary or preference shares or stock, and by borrowing upon mortgage or by the creation and issue of debenture stock, or by one or more of those modes, or to apply for the purposes of such contribution, or guarantee any capital or funds belonging to or authorized to be raised by the Subscribing Companies, or one or more of them, which may not be required for the purposes for which the same were respectively authorized to be raised, and to enable the Subscribing Companies, or one or more of them, to vote at meetings of the Company in respect of the shares or stock in the capital of the Company so taken and held by them.

To enable the Subscribing Companies, or one or more of them, to appoint directors of the Company.

To enable the Company on the one hand, and the Subscribing Companies, or some or one of those Companies on the other hand, to make all such agreements with reference to the construction, use, and working of the railways of the Company, or any of them, 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 railways of the Company, the guarantee of a minimum amount of traffic to be passed over the same, or the contribution of funds towards or guarantee of interest or dividends on the capital of the Company, and the payments to be made and the conditions to be performed with respect to such working, use, management, construction, maintenance, contribution, or guarantee and supply; to make provision by compulsion or agreement for the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the said Companies, or some of them, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, and the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks, to be paid, made, or allowed for, or on account of any of the aforesaid matters; and to confirm or to vary any contract or agreement which may have been, or may be, entered into, relating to any of the aforesaid matters as may be required, or as may be prescribed by the intended Act.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act or any of them, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for all or any of the purposes of the intended Act, the powers and provisions of the local and personal Acts following, or some of them, that is to say:—"The Metropolitan Outer Circle Railway Act, 1882," and any other Act or Acts relating to or affecting the Company; 5 and 6 William IV, cap. 107, and any other Act or Acts relating to or affecting the Great Western Railway Company; 15 and 16 Vic., cap. 84, and any other Act or Acts relating to or affecting the London, Tilbury, and Southend, Railway Company; and 39 Geo. III, cap. 69, and any other Act or Acts relating to or affecting the East and West India Docks Company; the 7 and 8, Vic., cap. 18, and any other Acts relating to or affecting the Midland Railway Company; "The Great Eastern Railway Act, 1862," and any other

Acts relating to or affecting the Great Eastern Railway Company; "The Metropolitan Railway Act, 1854," and any other Acts relating to or affecting the Metropolitan Railway Company; the 27 and 28 Vic., cap. 222, and any other Acts relating to or affecting the Metropolitan District Railway Company; the London and St. Katharine Docks Act, 1864, and any other Acts relating to or affecting the London and St. Katharine Docks Company; and "The Great Northern Railway Act, 1846," and any other Acts relating to or affecting the Great Northern Railway Company.

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 17th day of November, 1883.

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

Martin and Leslie, 27, Abingdon - street,
Westminster, Parliamentary Agents.

Board of Trade.—Session 1884.

Crays Gas Company.

(Application under the Gas and Water Works Facilities Act, 1870, to the Board of Trade for a Provisional Order, authorising the raising of additional Capital).

NOTICE is hereby given, that the Crays Gas Company (hereinafter called "the Company"), intend to apply to the Board of Trade, under the provisions of "The Gas and Water Works Facilities Act, 1870," for a Provisional Order to enable the Company, for the purposes of their authorised undertaking, to raise additional capital by the creation and issue of new shares or stock, with or without a preference or priority in payment of dividend, and upon such terms as may be prescribed in the Order, and by borrowing on mortgage or bond, or otherwise, and by the creation of debenture stock, or by all or some of such means, and so far as may be necessary to amend, alter, vary, or repeal, all or any of the provisions of the Crays Gas Act, 1865.

And notice is hereby further given, that on or before the 30th day of November next, copies of this advertisement will be deposited at the office of the Clerk of the Peace for the county of Kent, at his office at Maidstone, and at the Board of Trade, Whitehall, and 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, Whitehall, and at the office of the Company, Derry Downs, St. Mary Cray, where copies may be obtained on application, at the price of one shilling each copy.

And notice is hereby also given, that any company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application for the said Provisional Order, may do so by letter, addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next, ensuing, and that copies of their objections must at the same time be sent to the Secretary of the Company, at the offices of the Company aforesaid.

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 aforesaid offices of the Company, 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, 1883.

Francis M. Edwards, Secretary.

Board of Trade—Session 1884.

Edison and Swan United Electric Light Company Limited.

(Application for Provisional Order, under the Electric Lighting Act, 1882, to Transfer to the above-named Company the Powers of the Edison Electric Light Company (Limited) and of the Swan United Electric Light Company (Limited), under the Orders relating to the St. James' and St. Martin's, Strand, Hanover-square, South Kensington, and Victoria (London) Districts, and the Acts Confirming those Orders; Alteration, Amendment, Consolidation, or Repeal of the Provisions of such Orders and Acts; Exclusion of Portions of Areas of Supply; 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, by the Edison and Swan United Electric Light Company (Limited), whose registered office is situate at 74, Coleman-street, in the city of London (hereinafter called "the United Company"), the Edison Electric Light Company (Limited), whose registered office is situate at 74, Coleman-street aforesaid (hereinafter called "the Edison Company"), and the Swan United Electric Light Company (Limited), whose registered office is situate at 9, Mildred's-court, in the said city (hereinafter called "the Swan Company"), or by some or one of the said Companies, for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Act, 1882, for all or some of the following, among other purposes (that is to say):—

To amend, alter, or repeal the provisions of the St. James' and St. Martin's (London) Electric Lighting Order, 1883, and of the Electric Lighting Orders Confirmation (No. 5), Act, 1883, confirming such Order, and the provisions of the Strand District (London) Electric Lighting Order, 1883, the Hanover-square District (London) Electric Lighting Order, 1883, the South Kensington Electric Lighting Order, 1883, and the Victoria District (London) Electric Lighting Order, 1883, and of the Electric Lighting Orders Confirmation (No. 8) Act, 1883, confirming those Orders, and to transfer to and vest in the United Company all or some of the rights, powers, authorities, privileges, interests, undertaking, and property of the Edison Company and of the Swan Company respectively, under the said Orders and Confirmation Acts, in consideration of shares in the United Company, or for such other considerations and upon such terms or otherwise as may be provided in the Order, but subject to the liabilities and obligations affecting the same; and to empower the United Company, after the said transfer, to exercise, hold, and enjoy all or some of such rights, powers, authorities, privileges, interests, and property subject to any alterations which may be made therein by the Order.

To release the Edison Company and the Swan Company respectively, after the said transfer, from all duties, obligations, and liabilities imposed upon them, or to which they may be subject under the before-mentioned Orders or Confirmation Acts, or any of them, and to provide, if thought fit, that the provisions of one or more of the said Orders, as altered by the Order, shall be extended and apply to all the districts included in the said Orders, or such of those districts, or parts thereof, as shall be defined in the Order, and to consolidate the powers and provisions of the said Orders and Acts, or some of them.

To exclude from the areas of supply included

in the said Orders any districts or streets in which any other company, person, or local authority may, during the ensuing session of Parliament, obtain power to supply electricity, or any other districts or streets which may be excluded by the Order, and to release the Edison Company and Swan Company respectively from all duties, obligations, and liabilities in or in connection with the districts or streets so excluded.

To make alterations in and regulate the amounts to be deposited or secured under the said Orders, or some of them, and to make such other alterations in the provisions of such Orders as may be necessary for the purposes of the Order.

To empower the United Company to lay down and maintain such works for the supply of electricity as the Edison Company and the Swan Company respectively are, by the said Orders, empowered to lay down and maintain and to supply electricity within the areas of supply included within those Orders, or some of them, or some parts thereof, and for those purposes to place electric lines and other works in, over, or along, and to open, break up, and interfere with the streets and places within the areas defined in Schedules A and B to the said Orders, and to break up and interfere with the streets not repairable by the Local Authorities and the railways and tramways specified in Schedules D to the said Orders, or some of them.

On and after the 21st day of December next printed copies of the draft 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 made by the Board of Trade, printed copies thereof may also be obtained at the same offices on payment of the same price.

Every local and 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 1st day of February next.

Dated this 22nd day of November, 1883.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, E.C.

Waterhouse, Winterbotham, and Harrison, 1, New-court, Lincoln's-inn, W.C.

In Parliament.—Session 1884.

Burry Port and North Western Junction Railway.
(Extension of Time for compulsory Purchase of Lands, and for completion of Authorised Railway; Provision for creating Preference Shares; Alteration of Borrowing Powers; Repeal and Amendment of Acts).

NOTICE is hereby given, that the Burry Port and North Western Junction Railway Company (who are hereinafter referred to as "the Company"), intend to apply to Parliament in the next session for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To extend the time limited by the Burry Port and North Western Junction Railway Amendment Act, 1881, for the compulsory purchase of lands and to extend the time limited by that Act, and by the Burry Port and North Western Junction Railway Act, 1876, for the completion of the railways and works by the said Acts authorized.

2. To authorize the Company to attach to all or any of the shares in the Company such preference or priority in the payment of dividend or other privileges or advantages as the Bill may define, or Parliament may sanction.

3. To amend section 19 of the Burry Port and North Western Junction Railway Act, 1876, and section 25 of the Burry Port and North Western Junction Railway Amendment Act, 1881, and to authorize the Company to borrow money from time to time in such manner as the Bill will provide, without being subject to the restrictions contained in these sections.

4. To vary and extinguish all rights and privileges which will in any way interfere with the objects of the Bill, and to confer other rights and privileges.

5. The Bill will repeal, alter, or amend, so far as may be necessary, all or some of the provisions of the Burry Port and North Western Junction Railway Act, 1876, the Burry Port and North Western Junction Railway Amendment Act, 1881, and any other Act or Acts relating directly or indirectly to the Company.

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, 1883.

Sutton and Ommanney, 3, Great Winchester-street, London, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1884.

Teign Valley Railway.

(Additional Capital by Creation of Preferential Debenture Stock or Pre-Preference Shares; Defining the Undertaking of the Company; Authorizing certain Level Crossings; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Teign Valley 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, for the purposes of their authorized undertaking, to raise additional capital by the creation and issue of preferential debenture stock or pre-preference shares to such extent, with such rights, priorities, and preferences, and on such terms as may be defined by the intended Act, and to make all necessary provisions in relation thereto.

To define the Undertaking of the Company.

To confer upon the Company all powers, rights, and authorities which are necessary for carrying the powers of the intended Act into full effect, and to vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects of the intended Act, and to confer, vary, and extinguish other rights and privileges.

To authorize the Company to cross on the level by their railway as constructed, the following public roads, that is to say;—

The road leading from Little Bovey to Jews Bridge, in the parish of Bovey Tracey; the road leading from Knighton Village to certain cottages and fields in the parish of Hennock; the road leading from Christow to Ridon Farm, in the parish of Ashton; and the road leading from Christow to Ashton, in the parish of Ashton, all in the county of Devon.

To alter, amend, 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 Teign Valley Railway Act, 1863," and any other Acts relating to or affecting the Company.

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, 1883.

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 1884.

West Worthing, &c., Waterworks and Baths. (Transfer of Existing Waterworks and Baths to a Company to be incorporated; Defining District of and Powers to the Company; Agreements with Sanitary and other Authorities, Bodies, and Persons; Amendment or Repeal of Act.)

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

To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called the Company) to purchase and acquire, or to vest or to provide for the vesting in the Company, and to authorise them to hold and use the piece of land hereinafter described, together with the waterworks and baths now erected and standing thereon, known as the West Worthing Waterworks and Baths, and the mains, pipes, stock, plant, estate, rights, powers, privileges, easements, licenses, contracts, agreements, and property of what nature or kind soever belonging to or connected therewith, all of which works are hereafter referred to as the existing waterworks.

To enable the Company, on the said piece of land hereinbefore described, to continue, make, lay down and maintain all such wells, pumping engines, reservoirs, cisterns, tanks, baths, cuts, adits, channels, aqueducts, conduits, pipes, drains, sluices, gauges, dams, weirs, machinery, apparatus, approaches, works, appliances, and conveniences in connection with the existing waterworks as they may deem expedient.

[The piece of land above referred to is a piece or parcel of land on which the existing waterworks are erected, situate in the parish of Heene, bounded on the north by land belonging in part to Charles Eley, and in part to Messrs. Lephard and Mills, and in part to the West Worthing Commissioners, on the east by Heene-mews, on the south by Heene-terrace, and on the west by Heene-road.

To enable the Company to supply water for public and private purposes, to and within the following parishes, townships, and extra-parochial places, or some or one of them, or some part or parts thereof respectively, that is to say, the parish of Heene, the parish of West Tarring, and the parish of Broadwater, all in the county of Sussex.

To enable the Company to purchase and acquire, and to hold, and from time to time sell, let, and dispose of lands, easements, waters, and hereditaments, and to take, use, and appropriate all waters in, upon, or under any lands for the time being belonging to the Company.

To empower the Company to maintain, alter, and renew the existing conduits, mainpipes, baths, and works, and from time to time to lay down and maintain, within the limits of the proposed Bill, new and additional conduits, main pipes, and works, in, through, across, along, under, or over, and to break up, stop up, divert, interfere with, and alter temporarily or permanently, all such

public and private streets, roads, highways, footways, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, and telegraph apparatus, as may be necessary for the purposes of the proposed Bill, or any of them.

To enact or enable the Company to make, from time to time, provisions and regulations to prevent the fouling, misuse, and waste of water, and to confer upon the Company all such powers as may be deemed necessary or expedient for the prevention of the pollution of waters and watercourses over which they have any powers of user, or in which they may, for the time being, be directly or indirectly interested.

To enable the Company to manufacture, purchase, or hire, and sell and let, meters, fittings, and apparatus for hire.

To authorise and empower the Company to demand, and take, and recover rates, rents, and charges for the supply of water, and for the hire or sale of meters, fittings, and apparatus, and for the entrance to and for the use of baths at the said establishments, and to confer, vary, or extinguish exemptions from the payments of such rates, rents, and charges.

To enable the Company to enter into and carry into effect contracts and arrangements for the supply of water in bulk or otherwise with any Corporation, sanitary authority, or other local authority, and the trustees of any turnpike or other road, or any highway board, or 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 contract or arrangements, and make others in lieu thereof or in addition thereto; and the Bill will confer all necessary powers in that behalf upon all such Corporations, 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 vary or extinguish all rights and privileges which would interfere with the objects of the proposed Bill or such contracts or arrangements aforesaid, and to confer other rights and privileges, and to amend or repeal the Act of 18

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, 1883.

G. S. and H. Brandon, Solicitors, Essex-street, Strand, London.

Board of Trade.—Session 1884.

Hove Pier.

(Application for Provisional Order for Power to Erect a Promenade, Pier, and Jetty at Hove, in the County of Sussex; to Levy Tolls and Charges for the Use of the Pier and for other purposes.)

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

To construct and maintain a pier, jetty, and landing and shipping place, with all proper sea-walls,

groynes, terraces, approaches, toll-houses, toll-gates, and other buildings, erections, works and conveniences connected therewith, for the accommodation of steam and other vessels, and the embarking and landing of passengers, goods, and merchandize, and also for a promenade and other purposes, in the parish of Hove in the county of Sussex, and on the foreshore and bed of the sea adjoining that parish, commencing at or near the north side of the sea-wall, at the southern end of the enclosure known as St. Aubyn's-square, on the south side of the Shoreham-road, at a point nearly opposite the centre of the square, thence extending in a southerly direction across the foreshore and into the sea, and terminating at a distance of 1,400 feet or thereabouts from the road adjoining the southern end of St. Aubyn's-square.

To erect toll-houses, baths, saloons, pavilions, waiting, refreshment, and other rooms, with all necessary and proper conveniences and appliances upon the intended pier and works, and on the land to be acquired for the purposes thereof, with suitable approaches thereto.

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

To demand, take and recover tolls, rents, dues and charges, upon or in respect of the use of said pier and works, from all persons, and in respect of all vessels using the same, and from passengers and luggage embarked or disembarked at or from the pier, and from time to time to alter such tolls, rents, dues and charges, to confer, vary or extinguish exemptions therefrom, and to compound and agree with any person or persons with respect to the payment of such tolls, rents, dues and charges, and to confer, vary or extinguish other rights and privileges.

To make bye-laws, rules, and regulations for the management, use, and protection of the pier, works and property, and the control and regulation of vessels, persons, goods and vehicles using the same, and the conduct of officers and servants and to impose penalties for the breach of any such bye-laws, rules and regulations.

To vary or extinguish any regulation, right, or privilege now existing, as to the use or enjoyment by any Corporation, trustees, Commissioners, person or persons of so much sea-beach and foreshore, and the land adjoining thereto, as may be occupied by or be necessary for the said pier, works and approaches.

To authorise the Promoters to raise money by shares and by borrowing, and to regulate and define their share and loan capital.

To incorporate with the Provisional Order, the whole or parts of "The Harbours, Docks, and Piers Clauses Act, 1847," and such of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," as relates to the purchase of land by agreement, and to confer upon the Promoters the powers and facilities contained in the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861 Amendment Act, and such other powers and provisions as may be deemed necessary.

To empower the Promoters to sell, lease, or let the whole or any part of the said undertaking, or the tolls, rates, and duties to be levied in respect thereof, and to authorise the Hove Commissioners or other local authority, or any person or persons, to purchase or take the same on lease.

And Notice is hereby given, that, on or before the 30th day of November instant, plans and sections of the proposed pier and works, and a copy of this Notice, as published in the London Gazette, will be deposited with the Clerk of the

Peace for the county of Sussex, at his office at Lewes; at the Custom House at Shoreham; and at the office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order will, on or before 23rd December next be deposited at the office of the Board of Trade aforesaid, and on and after that date printed copies thereof will be furnished at the price of one shilling each to all persons applying for the same at the office of Mr. William Bell, 27, Great George-street, Westminster.

All persons desirous of making any representation to the Board of Trade, or of bringing before that Board any objection respecting the application for the Provisional Order, may do so by letter addressed to the Assistant Secretary of the Harbour Department of the said Board on or before the 15th day of January next; and a copy of such representation or objection must at the same time be sent to the undersigned, and the objectors or their agents are to state to the Board of Trade that this has been done.

Dated this 19th day of November, 1883.

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

Walter S. Livesay, 7, Pavilion Buildings,
Brighton, Solicitor.

In the High Court of Justice.—Chancery Division.

Mr. Justice Kay.

In the Matter of the Companies Acts, 1862 to 1880, and in the Matter of the General Marine Salvage Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company in the High Court of Justice, Chancery Division, was, on the 20th day of November, 1883, presented to Her Majesty's High Court of Justice by Henry Howe Bemrose and William Bemrose, trading as Bemrose and Sons, of 23, Old Bailey, in the city of London, contributories of the said Company; and that the said petition is directed to be heard before his Lordship Mr. Justice Kay, at his Court, on the 7th day of December, 1883; 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 charges for the same.

Arthur Sidney Ramskill, 7, Union-court,
London, E.C., Solicitor for the Petitioners.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Souback and Catir Alan Mining Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above Company by the High Court of Justice, Chancery Division, was, on the 24th day of November, 1883, presented to the said Court by the Imperial Ottoman Bank, of No. 26, Throgmorton-street, in the city of London, Bankers, creditors of the said Company, and that the said petition is directed to be heard before his Lordship the Vice-Chancellor Sir James Bacon, on Saturday, the 8th day of December, 1883, 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.—Dated this 26th day of November, 1883.

Bircham and Co., 26, Austin Friars, London, E.C., Solicitors for the Petitioners.

In the Matter of the Companies Acts, 1862 and 1867, and of the Aberdare and Plymouth 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 24th day of November, 1883, presented to Her Majesty's High Court of Justice by the Most Honourable John Patrick Crichton Stuart, Marquis of Bute, and Earl of Dumfries, K.T., of Cardiff Castle, in the county of Glamorgan; the Honourable Henry Dudley Ryder, of No. 59, Strand, in the county of Middlesex, Banker; the Honourable Edmund Bernard Talbot, of No. 17, Queen-street, Mayfair, in the last-named county, a Captain in the 11th Regiment of Hussars, and Frederick Pitman, of No. 3, Princes-street, Westminster, in the last-named county, Esq., creditors of the said Company; and that the said petition is directed to be heard before the Honourable Mr. Justice Chitty, on the 8th day of December, 1883; 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.

Radcliffes, Cator, and Martineau, 20, Craven-street, Charing Cross, Middlesex; Agents for

Lewis V. Shirley, of Cardiff, Solicitor for the Petitioners.

In the High Court of Justice.—Chancery Division.
Mr. Justice Pearson.

In the Matter of the Companies Acts, 1862, 1867, and 1883, and in the Matter of the London Steamboat Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Chancery Division of the High Court of Justice, was, on the 24th day of November, 1883, presented to this Division of the High Court of Justice, by Charles Morrison, of 53, Coleman-street, in the city of London, Esq., a creditor of the said Company; and that the said petition is directed to be heard before the Honourable Mr. Justice Pearson, on the 8th day of December, 1883; 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.—Dated this 26th day of November, 1883.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, London, E.C., Solicitors for the Petitioner.

In the High Court of Justice.—Chancery Division.
Mr. Justice Pearson at Chambers.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the South-East Wynaad Estates and Gold Mining Company Limited.

NOTICE is hereby given, that Mr. Justice Pearson has by an Order, dated the 19th day of November, 1883, appointed Mr. Henry Spain, of 76, Coleman-street, in the city of London, Public Accountant, to be Official Liquidator of the above-named Company.—Dated this 20th day of November, 1883.

In the High Court of Justice.—Chancery Division.
Mr. Justice Pearson at Chambers.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the South-East Wynaad Estates and Gold Mining Company Limited.

THE creditors of the above-named Company are required, on or before the 28th day of February, 1884, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to Mr. Henry Spain, of 76, Coleman-street, in the city of London, Public Accountant, the Official Liquidator of the said Company; and if so required, by notice in writing from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims, at the chambers of Mr. Justice Pearson, in the Royal Courts of Justice, Strand, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Thursday, the 20th day of March, 1884, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 21st day of November, 1883.

In the High Court of Justice.—Chancery Division.
In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Branksea Island Company Limited.

BY an Order made by the Vice-Chancellor Sir James Bacon, in the above matter, dated the 17th day of November, 1883, on the petition of the Right Honourable George Augustus Frederick Cavendish Bentinck, of 3, Grafton-street, in the county of Middlesex, M.P., a creditor and shareholder of the above-named Company, it was ordered that the voluntary winding up of the said Company be continued, but subject to the supervision of this Court, and that any of the proceedings under the said voluntary winding up be adopted as the Judge should think fit; and the creditors, contributories, and Liquidator of the Company, and all other persons interested, were to be at liberty to apply to the Judge at Chambers as there might be occasion.

Cunliffe, Beaumont, and Davenport, 43, Chancery-lane, Middlesex, Solicitors for the said Petitioner.

In the Matter of the Companies Acts, 1862 to 1880, and in the Matter of the Staffordshire Union Bank Limited.

NOTICE is hereby given, that Mr. Justice Chitty has fixed Monday, the 10th day of December, 1883, at twelve o'clock at noon, at his chambers, in the Royal Courts of Justice, Strand, London, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated the 26th day of November, 1883.

Royal Exchange Assurance Office.

Royal Exchange, London,

November 21, 1883.

THE Court of Directors of the Corporation of the Royal Exchange Assurance do hereby give notice, that their Transfer Books will be shut from Thursday, the 6th, to Thursday, the 27th of December next; that the Annual General Court appointed by their Charter will be holden at their office on the Royal Exchange, on Wednesday, the 19th of December, at twelve o'clock at noon, and that a Dividend will be considered of at the said Court. E. R. Handcock, Secretary.

The Phosphorite Company Limited.—In Liquidation.

NOTICE is hereby given, that a General Meeting of the Shareholders of this Company will be held at No. 2, Queen-street-place, in the city of London, E.C., on Friday, the 28th day of December next, at twelve o'clock noon, for the following purposes, viz., to receive the account, showing the manner in which the winding up of the Company has been conducted, and the property of the Company disposed of, and to hear the explanations of the Liquidator thereon, and also to fix his remuneration.—2, Queen-street-place, London, November 26, 1883.

Charles Hurlbatt, Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and of Messrs. D. W. Iley and Co. Limited.

NOTICE is hereby given, that a General Meeting of the above-named Company will be held at the office of the Liquidator, in Villiers-street (South), Sunderland, in the county of Durham, on the 28th day of December, 1883, at twelve o'clock at noon precisely, for the purpose of having the Liquidator's account, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, laid before such meeting, and of hearing any explanation that may be given by the Liquidator.—Dated this 23rd day of November, 1883.

David W. Iley, Liquidator.

In the Matter of the Companies Acts, 1862 to 1880, and of the Capital Guarantee Society Limited.

THE creditors of the above-named Company are required, on or before the 1st day of January, 1884, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to Francis Cooper, of 14, George-street, Mansion House, in the city of London, the Liquidator of the said Company, and if so required, by notice in writing, from the said Liquidator, are, by their Solicitors or personally, to come in and prove their said debts or claims, at 14, George-street aforesaid, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 22nd day of November, 1883. Francis Cooper, Liquidator.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by the undersigned, James Ashworth and the said James Ashworth and Joshua Henry Wilson and Grace Heap (the executors of John Heap, late of Cornholme, near Todmorden, in the county of Lancaster, Cotton Manufacturer, deceased), under the style or firm of Heap and Ashworth, at Cornholme aforesaid, in the trade or business of Cotton Manufacturers, was dissolved, as and from the 4th day of September, 1882, by mutual consent.—As witness our hands this 19th day of November, 1883.

James Ashworth.

Joshua H. Wilson

The

Grace X Heap.

Mark of

NOTICE is hereby given, that the Partnership lately subsisting between the undersigned, Jane Brownett and Alexander Jones, trading as Brownett and Jones, as Manufacturing Gold and Silver Smiths, at No. 1, Richmond-buildings, Soho, in the county of Middlesex, has this day been dissolved by mutual consent. All debts due to and from the said late firm will be received and paid by the said Jane Brownett, by whom the said business will in future be carried on.—As witness our hands this 26th day of November, 1883.

Jane Brownett.

Alexr. Jones.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Thompson Burns and Joseph Speer, carrying on business as General Linen and Commission Merchants, at No. 39, Foster-lane, in the city of London, under the style or firm of Burns and Speer, has been dissolved, by mutual consent, as and from the 1st day of November, 1883. All debts due to and owing by the said firm will be received and paid by the said Joseph Speer, by whom the said business will in future be carried on under the style of Burns and Speer as heretofore.—Dated this 19th day of November, 1883.

Wm. T. Burns.

J. Speer.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Edward Lewins and Thomas Eyton, carrying on business together as Accountants, Auditors, and Arbitrators, at 76, Grey-street, in the city and county of Newcastle-upon-Tyne, under the firm of Lewins, Eyton, and Co., was, on the 31st day of March, 1882, dissolved by mutual consent.—Dated this 10th day of November, 1883.

Edward Lewins.

Thos. Eyton.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Wilks Brown and Henry Edward Purkis, carrying on business as Clothiers, at Stourbridge, in the county of Worcester, under the style or firm of Brown and Purkis, has been dissolved, by mutual consent, as and from the 25th day of June, 1883. All debts due to and owing by the late firm will be received and paid by the said Henry Edward Purkis.—Dated this 12th day of November, 1883.

Wilks Brown.

Henry Edward Purkis.

BY mutual consent, the Partnership between us as Straw Hat Manufacturers and Merchants, at St. Alban's and Luton, under the firm of J. J. Kershaw and Co., is dissolved.—Dated this 23rd November, 1883.

John J. Kershaw.

Chas. E. Kershaw.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Robert Rayner Bellamy and Thomas Rayner Bellamy, carrying on business as Printers, Publishers, and Stationers, at 25, Bridge-street, Burton-upon-Trent, in the county of Stafford, under the style or firm of Bellamy and Son, was, on or from the 25th day of March last, dissolved by mutual consent. All debts owing to and by the said partnership will be received and paid by the said Thomas Rayner Bellamy, who will continue to carry on the said business under the style or firm of Bellamy and Son.—As witness our hands this 22nd day of October, 1883.

R. R. Bellamy.

T. R. Bellamy.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, William Huck, Joseph Huck, and Henry Huck, carrying on business as Joiners, House Carpenters, and Carriage Builders, at Endmoor, in the parish of Heversham, in the county of Westmorland, under the style or firm of William Huck and Sons, was, on the 8th day of February, 1879, dissolved, by mutual arrangement, so far as regards the said Joseph Huck; and that the business is still carried on by the said William Huck and Henry Huck.—As witness our hands this 21st day of November, 1883.

William Huck.

Joseph Huck.

Henry Huck.

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, James Travis and Alexander Morrison Craig, carrying on business as Machinists, at Carnbrook-road, Stretford, in the county of Lancaster, under the style or firm of Travis and Craig, has this day been dissolved by mutual consent. Alexander Morrison Craig will continue to carry on the business at the same place, and he will also collect the debts and discharge the liabilities of the late partnership.—As witness our hands this 7th day of November, 1883.

James Travis.

A. M. Craig.

NOTICE is hereby given, that the Partnership heretofore carried on by Charles Levin and Louis Loewy, under the style or firm of C. Levin and Co., in the trade or business of Metal Brokers, at 81, Gracechurch-street, in the city of London, was this day dissolved by mutual consent. All debts due from and to the said late firm will be paid and received by the said Charles Levin, by whom the said business will be carried on under the said style of C. Levin and Co.—Dated the 20th day of October, 1883.

*Charles Levin.
Louis Loewy.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Oddy Crowther and Stansfield Hartley, carrying on business together in copartnership as Stone Merchants, at Southowram, in the parish of Halifax, in the county of York, under the style or firm of Crowther and Hartley, has this day been dissolved by mutual consent. All debts due to and owing by the said late firm will be received and paid by the said Stansfield Hartley.—Dated this 21st day of November, 1883.

*Joseph O. Crowther.
Stansfield Hartley.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, trading together under the firm of Cliffe, Hanson, and Company, at Huddersfield, in the county of York, as Woollen Manufacturers and Merchants, is this day dissolved by mutual consent. All debts due to and owing by the firm will be received and paid by the undersigned Matthew William Cliffe the younger.—Dated this 24th day of November, 1883.

*Matthew William Cliffe, jun.
John William Hanson.*

NOTICE is hereby given, that the Partnership hitherto existing between us the undersigned, as Grocers and Provision Merchants, under the style or firm of Lewis and Bound, at Merthyr Tydfil and Dowlais, both in the county of Glamorgan, was, on the 19th day of November, 1883, dissolved by mutual consent. All moneys and assets of and due to the firm will be received by and all payments due from the firm will be made by the undersigned Mary Anne Lewis.—Dated this 20th day of November, 1883.

*Mary Anne Lewis.
Herbert Henry Bound.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, John William Margetts and Francis George Burt (as executors of the will of the late George Burt), and the undersigned Edmund Henry Burt, carrying on business in Edward-street, Parade, Birmingham, in the county of Warwick, as Braziers, Coppermiths, and Metal Spinners, under the style of Burt Brothers, has this day been dissolved by mutual consent. The business has been sold to Messrs. J. C. and W. H. Wynn who, with Mr. Edmund Henry Burt, will continue the same under the style of Burt Brothers, and will receive and pay all partnership debts and liabilities.—Dated this 10th day of October, 1883.

*John Will. Margetts.
Francis G. Burt.
Edmund Henry Burt*

NOTICE is hereby given, that the Partnership existing between Thomas Lomas and George Gyte, of 102 and 104, Oxford-street, in the city of Manchester, Corn Dealers, under the style of Lomas and Gyte, was, by mutual consent, dissolved on the 27th day of October, 1883; and that the business as from that date is and will be carried on under the same style by the said Thomas Lomas, who will receive and pay all debts owing to or by the late firm.—Dated this 9th day of November, 1883.

*Thomas Lomas.
George Gyte.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Neils Breinholt and Jens Stockholm Breinholt, under the firm of Breinholt and Son, at the Cattle Market, Islington, in the county of Middlesex, in the trade or business of Cattle Salesmen, was this day dissolved by mutual consent.—As witness our hands this 23rd day of November, 1883.

*Neils Breinholt.
Jens Stockholm Breinholt.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederick Canning, Anne Canning, and Thomas Hill Sooby, carrying on business as Brewers, at the Anchor Brewery, Britten-street, Chelsea, in the county of Middlesex, under the style or firm of Matthews and Canning, has been, as from the 1st day of October, 1883, dissolved, by mutual consent, so far as regards the said Thomas Hill Sooby, who retires from the said firm; and that the business will henceforward be carried on by the said Frederick Canning and Anne Canning and by Charles Crawshaw, under the style or firm of Matthews

and Canning, and who will receive and pay all debts due to and from the partnership.—As witness our hands this 19th of November, 1883.

*Fred. Canning.
Anne Canning.
Thos. Hill Sooby.*

JOHN LLOYD DOLPHIN, Deceased.

Pursuant to the Statute 22 and 23 Victoria, cap. 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of John Lloyd Dolphin, late of Minsterley, in the county of Salop, Gentleman, deceased (who died on the 19th day of October, 1883; and whose will was proved in the District Registry at Shrewsbury of the Probate Division of Her Majesty's High Court of Justice on the 17th day of November, 1883, by William Eddowes Neale, of the Mount, Shrewsbury, in the county of Salop, Gentlemen, and John Pryce, of Gonsall, in the same county, Farmer, two of the executors therein named), are hereby required to send in particulars, in writing, of their claims or demands to me, the undersigned, the Solicitor for the above-named executors, on or before the 31st day of December, 1883, after which date the said above-named executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and the said executors will not be liable or accountable for the assets, or any part thereof, so distributed, to any person of whose debt or claim they shall not then have had notice.—Dated this 22nd day of November, 1883.

*F. NEVETT, 3, Pride Hill-chambers, Shrewsbury.
Solicitor for the above-named Executors.*

MARY THOMPSON, Deceased.

22 and 23 Victoria, cap. 35.

ALL persons having claims or demands against the estate of Mary Thompson, late of Roscoe, near Barrow-in-Furness, Lancashire, Widow, deceased (who died on 15th June, 1882, and whose will was proved in the Lancaster District Registry on 13th October, 1882, by Abraham Overton Lakin and Francis Worrall, the executors), are required to send particulars of such claims or demands to me, the undersigned, on or before 8th December, 1883, after which date the executors will proceed to distribute the assets, having regard only to the claims then received.—Dated this 23rd November, 1883.

FRANK TAYLOR, 40, Cornwallis-street, Barrow-in-Furness, Solicitor for the said Executors.

The Reverend WILLIAM LAWRENCE TOWNSEND, Deceased.

Pursuant to Statute 22 and 23 Vict., cap. 35.

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of William Lawrence Townsend, late of No. 22, Lansdown-place, Cheltenham, in the county of Gloucester, Clerk in Holy Orders, deceased (who died on or about the 10th day of September, 1883, and whose will was proved by Ann Townsend, of No. 22, Lansdown-place, Cheltenham aforesaid, Widow, Ernest Bengough Ricketts, of Cheltenham aforesaid, Esq., Charles Smith Hudson, of Wick, in the county of Worcester, Esq., and Robert Lawrence Townsend, of Cheltenham aforesaid, Esq., the executors therein named, on the 27th day of October, 1883, in the Gloucester District Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in particulars of their claims and demands to the undersigned, their Solicitors, on or before the 31st day of December next, and after that date the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice; and they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 21st day of November, 1883.

KEARSEY and PARSONS, Stroud, Solicitors for the said Executors.

WENTWORTH WILLIAM BULLER, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Wentworth William Buller, late of Strate Raleigh, in the parish of Whimple, in the county of Devon, Esq., deceased (who died on the 4th day of July, 1883, and to whose estate letters of administration, with the will and two codicils thereto annexed, were granted by the Principal Registry of the Probate, Divorce, and Admiralty Division (Probate) of the High Court of Justice, on the 20th day of November, 1883, to Richard Woolcombe, Esq.), are

hereby required to send in to Messrs. Walker, Martineau, and Co., of No. 36, Theobald's-road, Gray's-inn, London, particulars, in writing, of their claims and demands against the estate of the said testator, on or before the 19th day of January, 1884, at the expiration of which time the said administrator will proceed to distribute the whole of the assets of the said deceased, having regard only to the claims of which he shall then have notice.—Dated this 26th day of November, 1883.

WALKER, MARTINEAU, and CO., Solicitors
for the Administrator.

CHARLES REEVE, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35.

THE creditors of Charles Reeve, late of Colchester, in the county of Essex, Plumber (who died 13th October, 1882, and whose will was proved 17th January, 1883, in the Ipswich District Registry by James Cooke Hopwood, of Colchester aforesaid, Jeweller, and James William Potter, of the same place, Gentleman), are required to send particulars of their claims to us by the 14th December, 1883, after which date the executors will proceed to distribute the assets of the deceased, having regard only to the claims of which they shall then have had notice.—Dated 23rd November, 1883.

POPE and CO., Trinity-street, Colchester, Solicitors.

THOMAS JONES, Deceased.

Pursuant to the 22nd and 23rd Vict., c. 35.

NOTICE is hereby given, that all persons being creditors of Thomas Jones, late of Tyhen, in the parish of Caroniscawdd, in the county of Cardigan, Farmer, deceased (who died on the 1st day of February, 1883, and letters of administration, with the will annexed, to whose effects were granted by the Principal Registry of the Probate, Divorce, and Admiralty Division of Her Majesty's High Court of Justice on the 29th day of June, 1883, to Jane Daniel, Widow, and Joseph Jones), are hereby required to send, on or before the 12th day of December next, particulars of their claims to us, the undersigned, after which date the said Jane Daniel and Joseph Jones will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard to the claims only of which they shall have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose claim they shall not then have had notice.—Dated this 15th day of November, 1883.

HUGH HUGHES and SONS, 30, Pier-street,
Aberystwith, Solicitors for the said Administrators
with the Will annexed.

Pursuant to the Act "To further amend the Law of Property, and to relieve Trustees," 22 and 23 Victoria, c. 35.

In the Matter of JOHN WILKIE, Deceased.

ALL persons claiming debts or liabilities affecting the estate of John Wilkie, late of 2, Wilkie-street, Shieldfield, in the city of Newcastle-upon-Tyne, Gentleman (who died on the 29th day of December, 1877), are, on or before the 31st day of December, 1883, to send the particulars of their debts or claims to me, the undersigned, or in default thereof the executor and trustee of the said John Wilkie will, after the said 31st day of December, 1883, proceed to distribute the estate amongst the parties entitled thereto, having regard to the claims only of which he has then notice.—Dated this 23rd day of November, 1883.

G. J. KENMIR, 11, Wellington-street, Gateshead,
Solicitor for the Executor.

WILLIAM EDWARD HAWKINS, Deceased.

Notice to Creditors.

Pursuant to Statute 22 and 23 Vic., c. 35.

ALL persons having claims against the estate of William Edward Hawkins, of Sandhurst, Berks, Government Contractor for Hay, and Farmer (who died on the 12th day of October, 1883, and to whose estate letters of administration were on the 11th day of November instant granted by the Principal Registry to Elizabeth Hawkins, the Widow), are required, on or before the 1st day of January, 1884, to send the particulars of their claims to me, the undersigned, after which date the said administratrix will distribute the estate of the said deceased without regard to the claims of which she shall not then have had notice.—Dated this 15th day of November, 1883.

THOS. COOKE, Wokingham, Solicitor for the Administratrix.

JOHN BEER, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having claims or demands against the estate of John Beer, late of Stoke Damerel, in the county of

Devon, Solicitor, deceased (who died on the 14th day of April, 1883, and whose will was proved in the Exeter District Registry of the Probate Division of Her Majesty's High Court of Justice on the 10th day of July, 1883, by William Paul Swain, of Plymouth, in the county of Devon, the executor therein named), are hereby required to send the particulars, in writing, of their claims or demands to me the undersigned, the Solicitor for the said executor, on or before the 24th day of December next, after which time the said executor will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 23rd day of November, 1883.

JOHN SHELLEY, Solicitor for the Executor,
20, Princess-square, Plymouth.

JOHN HAMER, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of the said John Hamer, late of Belgrave House, Lleganwy-street, Llandudno, in the county of Carnarvon (who died on the 14th day of July, 1883, and letters of administration of the estate of the deceased were granted to Jane Hamer, his lawful Widow and Relict, by the District Registry at Bangor attached to the Probate Division of Her Majesty's High Court of Justice, on the 19th day of September, 1883), are hereby required to send in particulars of their claims or demands to the said Jane Hamer, at my offices, Mostyn-street, Llandudno aforesaid, on or before the 21st day of January, 1884; and notice is hereby also given, that after that day the said Jane Hamer will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which she shall then have had notice; and that she will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand she shall not have had notice.—Dated this 24th day of November, 1883.

R. S. CHAMBERLAIN, Mostyn-street, Llandudno, Solicitor for the said Jane Hamer.

EDWARD SUTTON, Esq., Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35, sec. 29.

NOTICE is hereby given, that all persons having any claims against the estate of Edward Sutton, deceased, late of No. 2, Morpeth-terrace, Victoria-street, in the city of Westminster, Gentleman, sometime one of the Assistant Secretaries of the Local Government Board (whose will was duly proved by John Rowland Gibson and Robert Evans Watmore, the executors thereof, in the Principal Registry of the Probate Division of the High Court of Justice on the 22nd day of November, 1883), are hereby required to send, in writing, the particulars of their claims to the undersigned, the Solicitor acting for the said executors, on or before the 1st day of February next, after which date the executors will proceed to distribute the assets of the said Edward Sutton amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice, and to the exclusion of the claims (if any) of all other persons.—Dated this 26th day of November, 1883.

W. J. FRASER, 2, Soho-square, W., Solicitor for the said Executors.

THOMAS HALFORD, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vict., c. 35.

NOTICE is hereby given, that all persons having any claims whatsoever upon or against the estate of Thomas Halford, late of Fownhope, in the county of Hereford, Farmer and Shopkeeper (whose will was on the 29th September, 1883, proved by Henry William Lane and William Ford, in the Hereford District Registry of the High Court of Justice), are hereby required on or before the 15th day of December next, to send the particulars of such claims to Messrs. James and Bodenham, of Hereford, the Solicitors of the said executors, and immediately after that day the said executors will distribute the assets of the said deceased among those entitled thereto, having regard only to the claims of which they shall then have had notice; and the said executors will not after that time be liable for the assets so distributed to any person of whose claims they shall not then have had notice, and all persons indebted to the estate are forthwith to pay the amount of their debts to the said executors, or to us, the undersigned.—Dated the 20th day of November, 1883.

JAMES and BODENHAM, Solicitors, Hereford.

The Rev. EDWARD MARSHALL KEMPE, Deceased.
Pursuant to an Act of Parliament of the 22nd and 23rd Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of the Rev. Edward Marshall Kempe, late of Linkinhorne, in the county of Cornwall, Clerk, deceased (who died on the 14th day of September, 1883, and probate of whose will was, on the 1st day of November, 1883, granted by the Bodmin District Registry of the Probate Division of the High Court of Justice, to the Rev. William Rowe and Christopher Lethbridge Coward, the executors therein named) are requested to send particulars of their respective claims and demands to the undersigned Solicitors for the said executors, on or before the 31st day of December next, after which date the assets of the above deceased will be distributed among the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and the said executors will not be liable for the assets so distributed to any person of whose claim they shall not have received notice at the time of such distribution.—Dated this 23rd day of November, 1883.

COWLAND, COWLAND, and GRYLIS, Solicitors, Launceston.

Re JAMES ACKROYDE, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of James Ackroyde, late of Brandy Hole, Greetland, in the parish of Halifax, in the county of York, Wool and Waste Dealer, deceased (who died on the 31st day of October, 1883, and whose will was proved by William Walker and Thomas Parr, the executors therein named, on the 15th day of November instant, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their claims and demands to the undersigned, the Solicitors of the said executors, on or before the 31st day of December, 1883; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the debts and claims of which the said executors shall then have notice, and that they will not be liable for the assets, or any part thereof, so distributed, to any person of whose debt or claim they shall not then have had notice.—Dated this 23rd day of November, 1883.

JUBB, BOOTH, and HELLIWELL, 7, Harrison-road, Halifax, Solicitors for the said Executors.

MARGARET TILLEY, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Margaret Tilley, late of Haversham House, Putney, in the county of Surrey, Widow (who died on the 1st day of September, 1883, and whose will was proved by Alexander Johnston and Samuel Richards, the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 4th day of October, 1883), are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the said executors, on or before the 24th day of December, 1883; and notice is hereby given, that at the expiration of that time the said executors will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 22nd day of November, 1883.

HANBURY, HUTTON, and WHITTING, 62, New Broad-street, London, E.C., Solicitors for the said Executors.

ROBERT BOYD, Deceased.

Pursuant to Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled an Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Robert Boyd, late of Woking, in the county of Surrey, Gentleman (who died at Blairerno Drumlithie, in the county of Kincardine, in North Britain, on the 25th day of June, 1883, intestate, and letters of

administration of whose personal estate and effects were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 8th day of November, 1883, to William Boyd, the younger, of No. 74, Josmond-road, Newcastle-on-Tyne, in the county of Northumberland, Esq., the natural and lawful brother, and one of the next of kind of the said deceased), are hereby required to send in particulars, in writing, of their debts, claims, and demands to us, the undersigned, Solicitors for the said administrator, at our offices, No. 18, Gresham-street, in the city of London, on or before the 31st day of December, 1883, after which date the said administrator will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which the said administrator shall then have had notice; and that the said administrator will not be liable or accountable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand he shall not have had such notice as aforesaid.—Dated this 26th day of November, 1883.

SIDGWICK and BIDDLE, 18, Gresham-street, London, E.C., Solicitors for the said Administrator.

The MARQUIS of DONEGALL, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35, intituled "An Act to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims against the estate of the Most Honorable George Hamilton, Marquis of Donegall, late of No. 22, Grosvenor-square, in the county of Middlesex, and of Homstead Marshall, in the county of Berks (who died on the 20th day of October, 1883, and the executors of whose will are James Torrens, of Belfast, Gentleman, and Richard Pennington, of 6, New-square, Lincoln's-inn, in the county of Middlesex, Gentleman), are hereby required to send particulars of such claims to the said Richard Pennington, at 6, New-square, Lincoln's-inn, in the county of Middlesex, on or before the 14th day of January, 1884, after which day the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which they shall then have had notice; and that the said executors will not be liable to any person of whose claim they shall not then have had notice for the assets so distributed, or any part thereof.—Dated this 24th day of November, 1883.

COOKSON, WAINEWRIGHT, and PENNINGTON, 6, New-square, Lincoln's-inn, London, Solicitors for the said Executors.

MARY ROE, Deceased.

Pursuant to the Statute 22nd and 23rd Vict., chapter 35, intituled "An Act to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claim or demand against the estate of Mary Roe, late of No. 20, Portland-street, Belgrave, in the county of Leicester, Widow, deceased (who died on the 6th September, 1883, and whose will was proved by Sarah Ann Sivyver and William John Sivyver, the executrix and executor therein named, on the 30th October, 1883, in the Leicester District Registry), are required to send particulars of their claims and demands to the executors, at No. 20, Portland-street, Belgrave aforesaid, on or before the 14th day of December, 1883, after which day the executors will proceed to distribute the assets of the deceased, having regard only to the claims of which they shall then have had notice; and the executors will not be liable to any person of whose claim or demand they shall not then have had notice.—Dated this 22nd day of November, 1883.

WRIGHT, WILLIAMS, and JAMES, Solicitors for the Executors, 7, Belvoir-street, Leicester.

JAMES SLINGSBY, Esq., Deceased.

Pursuant to the Statute 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim upon or against the estate of James Slingsby, late of Farnhill Hall, in the parish of Kildwick, in the county of York, Esq., deceased (who died on the 21st day of October, 1883, and whose will, with two codicils thereto, was proved by William Slingsby, John Slingsby, and George Robinson, the executors named in the said will, in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Wakefield, on the 21st day of November, 1883), are requested to send particulars of their claims or demands to the said William Slingsby, John Slingsby, and George Robinson, at the offices of me, the undersigned, George Ernest Wright, on or before the 31st day of January,

1884, at the expiration of which time the said William Slingsby, John Slingsby, and George Robinson, will distribute the assets of the said deceased among the parties entitled thereto, having regard to the debts or claims of which they shall then have had notice, and will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 23rd day of November, 1883.

G. ERNEST WRIGHT, of Bank-buildings, Skipton, Solicitor for the said Executors.

Miss ELLEN COOPER, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Ellen Cooper, late of Annandale, Torquay, in the county of Devon, Spinster (who died on the 21st day of October, 1883, and whose will was proved by the Reverend Oswald Joseph Reichel, of Spersholt Vicarage, near Wantage, Berks, and Louisa Augusta Webb, of Annandale, Torquay aforesaid, Spinster, the executors therein named, in the Exeter District Registry of the Probate Division of Her Majesty's High Court of Justice on the 10th day of November, 1883), are hereby required to send particulars, in writing, of their debts, claims, or demands to me, the undersigned, one of the said executors, on or before the 1st day of February, 1884; and notice is hereby given, that at the expiration of that time the said executors will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and they will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 20th day of November, 1883.

OSWALD J. REICHEL, Spersholt Vicarage, Wantage, Berks.

JANE RADFORD, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Victoria, c. 35, intituled "An Act to further Amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Jane Radford, late of Norton Lees, in the parish of Norton, in the county of Derby, Widow, deceased (who died on the 16th day of May, 1883, and whose will was proved in the Derby Registry of the Probate Division of Her Majesty's High Court of Justice on the 3rd day of July, 1883, by John Knowles, of No. 168, Sharrow-lane, Sheffield, in the county of York, Bookkeeper, and Nicholas Lister, of Norton Lees, in the parish of Norton aforesaid Farmer and Butcher, the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, the Solicitor for the said executors, on or before the 8th day of January, 1884, after which date the said executors will proceed to distribute the said assets of the deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 24th day of November, 1883.

SAML. ALLEN, 6, Figtree-lane, Sheffield, Solicitor for the Executors.

AMELIA CROSSLAND, Deceased.

Statutory Notice to Creditors.

Pursuant to 22nd and 23rd Vict., chapter 35, section 29. NOTICE is hereby given, that the creditors of Amelia Crossland, late of Fenay Bridge, in the township and parish of Almondbury, in the county of York, Widow (who died on 21st July, 1883, and whose will was proved on 4th August, 1883, in the District Registry at Wakefield of the Probate Division of Her Majesty's High Court of Justice by Henry Crossland, one of the executors therein named), and all other persons having any claim or demand against the estate of the said Amelia Crossland, are to send the particulars, in writing, of such claims or demands to the said Henry Crossland, at the office of his Solicitors, Craven and Sunderland, No. 5, New-street, Huddersfield, in the said county, on or before the 16th December, 1883, on the expiration of which time the said executor will proceed to distribute the assets of the said Amelia Crossland among the parties entitled thereto, having regard only to the claims of which the said executor shall then have had notice; and will not be liable for the assets so distributed to any person of whose debt or claim the said executor shall not then have had notice.—Dated this 28th day of November, 1883.

CRAVEN and SUNDERLAND.

EDGAR HENRY ACKLOM WALCOT, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all persons having any claims or demands against the estate of Edgar Henry Acklom Walcot, of Ilfracombe, in the county of Devon, Esq., deceased (who died on or about the 21st day of July, 1883, and whose will was proved by Owen Charles Walcot, the sole executor therein named, on the 6th day of October, 1883, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in their claims and demands to Messrs. Salt and Sons, Solicitors, Shrewsbury, the Solicitors of the said executor, on or before the 31st day of December, 1883; and notice is hereby given that after that day the said executor will proceed to distribute the assets amongst the parties entitled thereto, having regard only to the claims of which he shall then have had notice, and will not be liable for the assets so distributed to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 23rd day of November, 1883.

SALT and SONS, Solicitors, Shrewsbury.

JOSEPH HILLARY, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Joseph Hillary, late of Montagu Villa, Broad-green, near Liverpool, in the county of Lancaster, Grocer, deceased (who died on or about the 8th day of July, 1883, and whose will was proved by Edward Brown, of Grantham, in the county of Lincoln, the executor therein named, on the 21st day of November, 1883, in the District Registry of the Probate Division of the High Court of Justice at Liverpool), are hereby required to send in the particulars of their claims and demands to the undersigned, Solicitor for the said executor, on or before the 16th day of December next; and notice is hereby also given, that after that day the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which he shall then have notice, and that he will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 23rd day of November, 1883.

J. A. WYLES, 13, Harrington-street, Liverpool, Solicitor for the Executor.

HENRY PHILLIPS ADCOCK, Deceased.

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon the estate of Henry Phillips Adcock, late of Gibbett Hall, Stoneleigh, in the county of Warwick, Farmer (who died on the 4th day of August, 1883, and whose will was proved by Emma Adcock, John Howe, and William Adcock, the executors therein named, in the Birmingham District Registry of the Probate Division of the High Court of Justice), are hereby required, pursuant to the 29th section of the Act of Parliament of the 22 and 23 Vict., ch. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees," to send, in writing, particulars of their claims or demands to the undersigned, Messrs. Hughes and Masser, the Solicitors of the said executors, at their offices, No. 111, Little Park-street, Coventry, on or before the 1st day of January, 1884, after which day the said executors will proceed to distribute the assets of the said Henry Phillips Adcock among the parties entitled thereto, having regard only to the debts, claims, and demands of which the said executors have then had notice; and that they will not be answerable or liable for the assets, or any part thereof, so distributed to any person or persons of whose claims or demands the said executors have not had notice at the time of such distribution.—Dated the 22nd day of November, 1883.

HUGHES and MASSER, Solicitors for the said Executors.

MARY GRUBB, Deceased.

Pursuant to Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Mary Grubb, late of South Moreton, in the county of Berks (who died on the 27th day of August, 1883, and whose will was proved in the Oxford Registry of the Probate Division of Her Majesty's High Court of Justice on the 8th day of October, 1883, by John Taylor, of Reading, Berks, and John Taylor Reeves, of South Moreton aforesaid, the executors named in the said will), are hereby required to send in the particulars of their debts, claims, and demands to the said executors, at the

office of their Solicitor, Mr. George Frederick Slade, at Wallingford, in the county of Berks, on or before the 8th day of December, 1883, after the expiration of which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which the said executors shall then have had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand they shall not have had such notice as aforesaid.—Dated this 19th day of November, 1883.

GEO. F. SLADE, St. Martin's-street, Wallingford, Solicitor for the said Executors.

CHARLES LANDFIELD, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Charles Landfield, late of Baltic Wharf, Commercial-road, Lambeth, in the county of Surrey, and of Piers Lodge, Grays Thurrock, in the county of Essex, Corn and Coal Merchant (who died on the 18th day of March, 1882, and whose will was proved by John Byford and John Byford the younger, of Moody Wharf, Bow Creek, Poplar, Middlesex, the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 8th day of February, 1883), are hereby required to send particulars, in writing, of their debts, claims, or demands to me, the undersigned, as Solicitor for the said executors, on or before the 10th day of January, 1884. And notice is hereby given, that at the expiration of that time the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 24th day of November, 1883.

J. W. MARSH, of 2, Fen-court, Fenchurch-street, London, Solicitor for the said Executors.

Re JOSEPH NUTT, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons being creditors and claimants upon or against the estate of Joseph Nutt, late of No. 107, Park-street, Patricroft, in the county of Lancaster, deceased (who died on the 13th day of October, 1883, and whose will was proved in the District Registry at Manchester of the Probate Division of Her Majesty's High Court of Justice on the 14th day of November, 1883, by William Lees, the executor therein named), are hereby required, on or before the 25th day of December next, to send, in writing, particulars of their debts, claims, and demands to us, the undersigned, after which day the said executor will distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, or demands of which he shall then have had notice; and the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demands he shall not have had notice at the time of such distribution.—Dated this 23rd day of November, 1883.

WESTON, GROVER, and LEES, 10, Norfolk-street, Manchester, Solicitors for the Executor.

BENJAMIN SMITH, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Benjamin Smith, late of No. 27, Dover-street, in the city of Manchester, Glass Stainer and Contractor (who died on or about the 13th day of September, 1883, and whose will was proved by Margaret Smith, of No. 27, Dover-street aforesaid, Widow, Godfrey Holtby, of 120, Princess-road, Moss-lane East, near Manchester, in the county of Lancaster, Agent, and William Heelis Little, of No. 84, Derby-street, Moss-lane East aforesaid, Paperhanger, Decorator, and Painter, the executrix and executors therein named, on the 21st day of November, 1883, in the District Registry at Manchester of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in the particulars of their claims and demands to the said Margaret Smith, Godfrey Holtby, and William Heelis Little, or to the undersigned, their Solicitors, on or before the 23rd day of January next. And notice is hereby also given, that after that day the said executrix and executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the

said executrix and executors shall then have notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 23rd day of November, 1883.

CHARLES HEYWOOD and SON, 3, Mount-street, Manchester, Solicitors for the said Executors.

JOHN MILBOURNE JACKSON, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of John Milbourn Jackson, late of No. 17, St. Edmund's-terrace, Regent's Park, in the county of Middlesex, a Captain in the Royal Navy (who died on the 26th day of September, 1883, and whose will was proved by Caroline Mary Jackson, the sole executrix therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 8th day of November, 1883), are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the said executrix, on or before the 31st day of December, 1883. And notice is hereby given, that at the expiration of that time the said executrix will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which she shall then have had notice; and that she will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand she shall not then have had notice.—Dated this 22nd day of November, 1883.

JOHNSON, BUDD, and JOHNSON, 20, Austin-friars, London, E.C., Solicitors for the Executrix.

JOHN SANDOW TROUNSON, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debt, claim, or demand upon or against the estate of John Sandow Trounson, late of No. 6, Northbrook-terrace, Burnt Ash-lane, Ler., in the county of Kent, Accountant and Draper, deceased (who died on the 11th day of September, 1883, and of whose personal estate letters of administration were granted by the Principal Registry of Her Majesty's High Court of Justice on the 14th day of November, 1883, to Francis Trounson, of Penzance, in the county of Cornwall), are hereby required, on or before the 24th day of December next, to send particulars of their debts, claims, or demands to us, the undersigned, Solicitors for the said administrator; and that in default thereof the said administrator will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, or demands of which the said administrator shall then have had notice; and that he will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose debts, claims, or demands he shall not then have had such notice as aforesaid.—Dated this 22nd day of November, 1883.

INGLE, COOPER, and HOLMES, City Bank-chambers, Threadneedle-street, London, E.C., Solicitors for the said Administrator.

INGLE FEW THODAY, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of Ingle Few Thoday, late of Willingham, in the county of Cambridge, Corn Merchant, deceased (who died on the 19th day of August, 1883, and whose will was, on the 10th day of October, 1883, proved in the Peterborough District Registry of the Probate Division of Her Majesty's High Court of Justice by Ingle Few Thoday, Edwin Sidney Thoday, Jonas Smith, and Francis Thoday, the executors named in the said will), are hereby required to send in particulars of such claims to the said Edwin Sidney Thoday, of Willingham aforesaid, Corn Merchant, one of the said executors, on or before the 31st day of December next, after which day the said executors will proceed to distribute the assets of the said testator among the persons entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and they will not be liable for the assets, or any part thereof, so distributed to any person of whose claim they shall not then have had notice. And all persons indebted to the estate of the said deceased are requested to pay the amount of their respective debts to the said Edwin Sidney Thoday forthwith.—Dated this 15th day of November, 1883.

EADEN and KNOWLES, 15, Sidney-street, Cambridge, Solicitors for the said Executors.

TO be sold, pursuant to an Order of the High Court of Justice, Chancery Division, made in an action re Sheldon, Nixon v. Sheldon, 1881, S., 4476, with the approbation of the Honourable Mr. Justice Pearson, in one lot, by Mr. Charles Penford Hardy, the person appointed by the said Judge, at the County Hotel, Jarrow-on-Tyne, on Thursday, the 20th day of December, 1883, at seven o'clock in the evening precisely:—

All that leasehold dwelling-house, situate and being No. 140, Albert-road, Jarrow-on-Tyne, in the county of Durham (the property of the late Edward Pattison Sheldon), held for a term of ninety-nine years from the 1st May, 1865, at the ground rent of £1 12s. 0d. per annum, at present unoccupied.

Printed particulars and conditions of sale may be had (gratis) of Messrs. Ullithorne, Currey, and Villiers, Solicitors, No. 1, Field-court, Gray's-inn, London, W.C.; of Messrs. Hopwood and Sons, Solicitors, of No. 47, Chancery-lane, London, W.C.; Messrs. E. and E. Leadam Hough, Solicitors, No. 34, Fisher-street, Carlisle; Messrs. Purvis and Son, Solicitors, South Shields; of the Auctioneer, at Carlisle; and at the place of sale.

TO be sold, pursuant to an Order of the High Court of Justice, Chancery Division, made in an action re Sheldon, Nixon v. Sheldon, 1881, S., 4476, with the approbation of the Honourable Mr. Justice Pearson, in three lots, by Mr. Charles Penford Hardy, the person appointed by the said Judge, at the Bush Hotel, Carlisle, on Friday, the 21st day of December, 1883, at three o'clock in the afternoon precisely:—

Two freehold dwelling-houses, situate and being Nos. 9 and 10, Portland-square, in the city of Carlisle, and a leasehold dwelling-house, stable, and coach-house, situate in Orfeur-street, in the said city (the property of the late Mr. Edward Pattison Sheldon), held for a term of 200 years from the 2nd October, 1877, at the ground rent of £3 19s. 6d. per annum.

Private particulars and conditions of sale may be had gratis of Messrs. Ullithorne, Currey, and Villiers, Solicitors, No. 1, Field-court, Gray's-inn, London, W.C.; Messrs. Hopwood and Sons, Solicitors, of No. 47, Chancery-lane, London, W.C.; Messrs. E. and E. Leadam Hough, Solicitors, 34, Fisher-street, Carlisle; Messrs. Purvis and Son, Solicitors, South Shields; of the Auctioneer, at Carlisle; and at the place of sale.

PURSUANT to a Judgment of the High Court of Justice, Chancery Division, made in the matter of the estate of Frederick Chifferiel, deceased, and in an action Chifferiel against Watson, 1883, C., No. 3155, the creditors of Frederick Chifferiel, late of Worcester Park, Surrey, and Chancery-lane, Middlesex, Law Stationer, who died in or about the month of April, 1883, are, on or before the 31st December, 1883, to send by post, prepaid, to Mr. William Coppard Beaumont (of the firm of Beaumont and Son), of 23, Lincoln's-inn-fields, London, W.C., the Solicitor for Robert Watson Benjamin Warner and Miller Hooper, executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Judgment. Every creditor holding any security is to produce the same before the Honourable Mr. Justice Pearson, at his chambers, the Royal Courts of Justice, London, on Tuesday, the 15th January, 1884, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 21st November, 1883.

PURSUANT to a Judgment of the Chancery Division of the High Court of Justice, made in an action in the matter of the estate of Joseph Wade, deceased, Wade against Wade, 1883, W., 2880, the creditors of Joseph Wade, late of the Barge Aground, Barking, in the county of Essex, Beer Retailer, who died in or about the month of April, 1877, are, on or before the 31st day of December, 1883, to send by post, prepaid, to Mr. Frederick George Fitch, of No. 181, Bishopsgate Without, in the county of Middlesex, the Solicitor of the defendant, the administratrix of the deceased, their Christian and surname, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Judgment. Every creditor holding any security is to produce the same before Mr. Justice Pearson, at his chambers, in the Royal Courts of Justice, London, on the 17th day of January, 1884, at twelve at noon, being the time appointed for adjudication on the claims.—Dated this 22nd day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Deed of Composition and Release, dated the 7th day of December, 1872, made between Joseph Frazer, of 76, Westbourne-grove, in the county of Mid-

dlesex, Upholsterer, of the first part, Silas William Baggs (since deceased), of the second part, the several persons thereafter referred to as the Deferred Creditors, of the third part, and the several persons thereafter referred to as the Undeferred Creditors, of the fourth part, and in the Matter of a Special Resolution, registered the 1st day of January, 1874, for Liquidation by Arrangement of the affairs of the said Joseph Frazer, herein described as of Nos. 70 and 76, Westbourne-grove, in the county of Middlesex, and of No. 1, Ranelagh-terrace, Ealing, in the said county, Upholsterer.

To the Creditors of the above-named Joseph Frazer.

TAKE notice, that all persons having debts or claims against the estate of the above-named Joseph Frazer, either under the said deed or under the said special resolution for liquidation by arrangement, are hereby required, on or before the 11th day of December, 1883, to forward their proofs of debts to me, the undersigned, John Augustus Josolyne, of 28, King-street, Cheapside, London, the Trustee of the property of the above-named Joseph Frazer, or, if they have not already done so, to forward to me their assent to the scheme of arrangement, by which the fund now in my hands standing to the credit of the estate is, after payment of all proper costs, charges, and expenses, proposed to be divided rateably amongst the creditors both under the said deed and the said special resolution for liquidation by arrangement. And further take notice, that unless you send in your proof of debt within the time aforesaid, or give notice, in writing, to me of your dissent from the said distribution being made, the Trustee will distribute the said fund in manner aforesaid, and you will be excluded from the benefit of the said distribution.—Dated this 24th day of November, 1883.

J. A. JOSOLYNE.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A FIRST and Final Dividend of 9d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Henry Dickinson, Dennis Shaw, and Frederick Gunter, of 219, West Ferry-road, Millwall, in Middlesex, Boiler Makers, carrying on business in partnership as Dickinson, Shaw, and Gunter, at 219, West Ferry-road aforesaid, and all residing at 219, West Ferry-road aforesaid, the said William Henry Dickinson formerly carrying on business with George Banks Osborne, as Boiler Makers, at 219, West Ferry-road aforesaid, and will be paid by us, at the offices of Mr. Charles Woodley, at No. 1, Guildhall-chambers, Basinghall-street, in the city of London, on and after Tuesday, the 4th day of December, 1883, between the hours of eleven and two o'clock.—Dated this 24th day of November, 1883. WM. H. FANNELL, CHARLES WOODLEY, Trustees.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A FIRST Dividend of 6s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of George Herbert Simpson and Robert John Boddy, carrying on business under the style or firm of Simpson and Co., at Union Saw Mills, Burne-street, Marylebone, in the county of Middlesex, and at Saint Peter's Wharf, Amberley-road, Harrow-road, in the same county, as Timber Merchants and Saw and Moulding Mill Proprietors, the said Robert John Boddy formerly carrying on a similar business in copartnership with Edward Vigers, at the Union Saw Mills, and Saint Peter's Wharf aforesaid, under the style or firm of E. Vigers and Company, and the said George Herbert Simpson and Robert John Boddy formerly carrying on a similar business under the style or firm of Vigers, Simpson, and Co., at one time in copartnership with the said Edward Vigers and William Herbert Adams, and at another time in copartnership with the said William Herbert Adams, at the Union Saw Mills and Saint Peter's Wharf aforesaid, and at No. 2, Wharf, Praed-street, Paddington, in the same county, the said George Herbert Simpson residing at Union Saw Mills aforesaid, and also at Durnford House, Upper Tooting, in the county of Surrey, and the said Robert John Boddy formerly residing at the Bridge House, Amberley-road, Paddington aforesaid, but now residing at No. 87, Marylands-road, Paddington aforesaid, and will be paid by us, at the offices of Messrs. Cooper Brothers and Co., No. 14, George-street, Mansion House, in the city of London, Chartered Accountants, on and after Monday, the 26th day of November, 1883, between the hours of ten and four.—Dated this 24th day of November, 1883. FRANCIS COOPER, ERNEST FOREMAN, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln.

A SECOND and Final Dividend of 2s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of James Bowles King, of 226, High-street, in the city of Lincoln,

Confectioner, Baker, and Flour Dealer, and will be paid by me, at my office, No. 8, Bank-street, in the city of Lincoln, any day after this date, between the hours of ten and four.—Dated this 23rd day of November, 1883.

GEORGE JAY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

A SECOND and Final Dividend of 1s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of John Howlett Gathercole, of Nos. 9 and 10, Bartholomew-row and Nos. 16, 17, and 18, Fox-street, Birmingham, in the county of Warwick (residing and carrying on business there), Glass Tablet Manufacturer, and will be paid by me, at my offices, No. 22, Waterloo-street, Birmingham aforesaid, on and after the 27th day of November, 1883.—Dated this 23rd day of November, 1883.

O. HOLT CALDICOTT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Sunderland.

A FIRST and Final Dividend of 1s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Robert Forbes, late of Hylton-road, Millfield, in the borough of Sunderland, in the county of Durham, but now of No. 6, North Railway-street, Seaham Harbour, in the said county, Grocer and Provision Dealer, and will be paid by me, at the offices of the South Durham and North Yorkshire Wholesale Traders' Association Limited, No. 134, High-street, Stockton-on-Tees, in the county of Durham, on and after Tuesday, the 27th day of November, 1883, between the hours of nine and one.—Dated this 23rd day of November, 1883.

GEO. ED. PYBUS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Scarborough.

A FIRST Dividend of 4s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Alfred Clarke, of Bridlington, in the county of York, Ironmonger, and will be paid by us, at the offices of Mr. Harland, Solicitor, Squire-lane, Bridlington, on and after the 3rd day of December, 1883, between the hours of ten and twelve in the forenoon.—Dated this 19th day of November, 1883.

JOHN WENTWORTH,
COOPER CORBRIDGE, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

A THIRD and Final Dividend of 3d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Pentelow, of Peterborough, in the county of Northampton, Draper, and will be paid at the offices of Mr. Henry Cecil Gaches, Cathedral-gateway, in Peterborough aforesaid, on and after the 28th day of November, 1883.—Dated this 23rd day of November, 1883.

GEORGE COPLEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Madeley.

A FIRST and Final Dividend of 1s. 6½d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of James Brookes, of Mill Bank, Wellington, in the county of Salop, Surgeon, and will be paid by Isaac Knowles, Solicitor, Wellington, Salop, on and after Thursday, the 29th day of November, 1883.—Dated this 23rd day of November, 1883.

JNO. JONES,

EDWARD J. WEBB, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Ipswich.

A FIRST and Final Dividend of 1s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by John Lock, of Hinderclay, in the county of Suffolk, Miller and Farmer, and will be paid by me, at Messrs. Gurney's Bank, in the city of Norwich, on and after the 27th day of November, 1883, between the hours of ten and four.—Dated this 23rd day of November, 1883.

J. MOTTRAM, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham.

A FINAL Dividend of 2s. 4d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of John Hughes, residing at 194, Radcliffe-street, Oldham, in the county of Lancashire, and carrying on business at Clegg-street Station, in Oldham aforesaid, as a Coal Merchant, and will be paid by me, at my offices, No. 2, Clegg street, in Oldham aforesaid, on and after the 27th day of November, 1883.—Dated this 24th day of November, 1883.

WILLIAM SHAW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester.

A SECOND and Final Dividend of 1s. in the pound, making in all 4s. in the pound, has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Ellen Adelaide Burford, recently residing at Kirby Fields, in the parish of Kirby Muxloes, in the county of Leicester, but now of the Hinckley-road, and carrying on business at Pocklington's-walk, both in the town of Leicester, as a Painter and Decorator, under the style or firm of W. Burford and Co., and will be paid by me, at my office, 20, Friar-lane, Leicester aforesaid, on and after Tuesday, the 27th day of November, 1883, between the hours of ten and one.—Dated this 23rd day of November, 1883.

E. P. STEEDS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

A FIRST Dividend of 2s. 6d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by James Deakin, of No. 1, Wellington-street, Castle Northwich, in the county of Chester, John Deakin, of Park-villas, Winnington, near Northwich aforesaid, George Mull, of No. 3, Wellington-street, Castle Northwich aforesaid, and Henry Deakin, of No. 69, London-road, in Northwich aforesaid, all carrying on business as Salt Proprietors and Salt Manufacturers, under the style or firm of Deakin Brothers, at Winnington, near Northwich aforesaid, and will be paid by me, at my office, Winnington-street, Northwich aforesaid, on Friday, the 30th day of November, 1883, and following Fridays, between the hours of ten and one o'clock.—Dated this 23rd day of November, 1883.

GEO. J. KNIGHT, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Bryce Girvan Findlay, late of 9A, Curtain-road, in the county of Middlesex, and Heath Farm, Hampstead Heath, in the same county, then of 176, Fleet-street, in the city of London, then and now of 2 and 3, Salisbury-court, Fleet-street aforesaid, and of St. Stephen's House, St. Albans, in the county of Hertford, lately Editor and Managing Director of Land and Water Company Limited, and now Director of the said Company, and Wholesale Stationer and Printer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, at 16, North-building, Finsbury-circus, in the city of London, on the 11th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1883.

JOSEPH E. S. KING, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Richard Reeve, formerly of 21, Woodland-road, and 62, Londeshorough-road, Stoke Newington, in the county of Middlesex, but now of 78, Reighton-road, Clapton, in the same county, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Guildhall Tavern, Gresham-street, in the city of London, on the 8th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1883.

R. CHAPMAN, Solicitor for the said William Richard Reeve.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Augustus Petter, formerly carrying on business in copartnership with Edward Palmer, late of 7, Treilian-crescent, St. John's, Lewisham, in the county of Kent, at 28, Martin's-lane, Cannon-street, in the city of London, as Land and Estate Dealers and Agents, and now of 28, Martin's-lane aforesaid, and Gothic Lodge, West End, Hammersmith, in the county of Middlesex, Estate Agent and Accountant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the Woollen Trades' Association Limited, 57½, Coleman-street, in the city of London, on the 10th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

WALTER W. YOUNG, 118 and 119, Newgate-street, London, E.C., Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Trevithick Harvey, now of No. 18, Goldhawk-road, Shepherd's Bush, in the county of Middlesex, but formerly of 185, Goldhawk-road, in the said county, Warehouseman.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 171, Marylebone-road, Marylebone, in the county of Middlesex, on the 5th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

W. H. B. PAIN, 171, Marylebone-road, N.W., Solicitor for the said John Trevithick Harvey.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Whitaker, of 75, Cassland-road, South Hackney, in the county of Middlesex, Commission Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Theodore Allingham and Pearce, 55, Old Broad-street, in the city of London, on the 8th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1883.

THEODORE ALLINGHAM and PEARCE, 55, Old Broad-street, E.C., Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Cowdy, of 59, Gravel-lane, Southwark, and of 221, Blackfriars-road, both in the county of Surrey, Carman, Coal and Coke Contractor.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at our offices, No. 59, Lincoln's-inn-fields, in the county of Middlesex, on the 11th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

COOPER and CO., 59, Lincoln's-inn-fields, London, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Cook, formerly of the Whitakers' Ales Stores, South-street, Manchester-square, but now of the Albion Beerhouse, No. 102, Blundell-street, Caledonian-road, both in the county of Middlesex, Beerhouse Keeper and Carpenter.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Charles Francis Yorke, situate at No. 258, Marylebone-road, in the county of Middlesex, on the 5th day of December, 1883, at four o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

C. F. YORKE, 258, Marylebone-road, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Benjamin Merchant, of 14, Paddington-green, and 58A, Harrow-road, Paddington, both in the county of Middlesex, Wheelwright and Coach Builder.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Edward S. George Wolsley, No. 50A, Lincoln's-inn-fields, in the county of Middlesex, on the 12th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1883.

EDWARD ST. G. WOLSELEY, 50A, Lincoln's-inn-fields, W.C., Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Pembrokeshire, holden at Pembroke Dock.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Lifton, of 14, Military-road, Pennar, Pembroke Dock, in the county of Pembrokeshire, Grocer, Baker, and Shipwright.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the County Court Office, No. 2, Water-street, Pembroke Dock, on the 5th day of December,

1883, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1883.

D. HUGHES BROWN, 4, Lower Meyrick-street, Pembroke Dock, Solicitor for the said William Lifton.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Dymond, of No. 63, High-street, in the city of Exeter, Wine, Spirit, and Hop Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Grand Hotel, in the city of Bristol, on the 7th day of December, 1883, at one o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

F. H. H. ORCHARD, Solicitor for the said William Dymond.

The Bankruptcy Act, 1869, and the Bankruptcy Act, 1883
In the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Woof, of Warrenby-road, Coatham, near Redcar, in the county of York, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Bainbridge and Barnley, Solicitors, 24, Albert-road, Middlesbrough, on the 7th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

BAINBRIDGE and BARNLEY, 24, Albert-road, Middlesbrough, Solicitors for the said John Woof.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Stephen Kettel, of the Bishop Blaize Inn, Melton Mowbray, in the county of Leicester, Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Stone, Billson, Willcox, and Dutton, Solicitors, situate at No. 4, Welford-place, Leicester, on the 12th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1883.

STONE, BILLSON, WILLCOX, and DUTTON, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Craythorne, of Warrington, in the county of Northampton, Baker, Publican, and Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Talbot Hotel, at Oundle, in the county of Northampton, on the 17th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1883.

RICHARDSON and SON, Oundle, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Yeovil.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Harriett Dade, of Yeovil, in the county of Somerset, Widow, Boot and Shoe Seller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Watter, Solicitors, in Yeovil, Somerset, on the 10th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1883.

H. S. and S. WATTS, Yeovil, Somerset, Solicitors for the said Harriett Dade.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Bury St. Edmunds.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walter Thomas Copping, of Stowmarket, in the county of Suffolk, Miller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Fox Hotel, Stowmarket, Suffolk, on the 17th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1883.

J. G. GUDGEON, Stowmarket, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Wilson, of No. 2, Heybourne-terrace, Willoughby-lane, Tottenham, in the county of Middlesex, Commission Agent and Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Masons' Hall Tavern, Masons'-avenue, Basinghall-street, in the city of London, on the 6th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 14th day of November, 1883.

DAVID BLELLOCH, 35, King-street, Cheapside, E.C., Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Wandsworth.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Hancock the elder, of 26, Graveney-road, Lower Tooting, and of the yard and stabling at the rear of No. 35, Nelson-road, High-street, Clapham, both in the county of Surrey, Cab Proprietor, formerly of Thorne-yard, King-street, Hammersmith, in the county of Middlesex, Carman and Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Chamber of Commerce, 145, Cheapside, in the city of London, on the 6th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

NATHANIEL WHITE, 27, Queen-street, Cheap-side, London, E.C., Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Wandsworth.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Laurence Beresford Bower, of the George and Dragon, 97, York-street, Battersea, in the county of Surrey, and late of the Five Bells, Moorgate-street, in the city of London, Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. H. A. Lovett and Co., 47 and 48, King William-street, in the city of London, on the 6th day of December, 1883, at four o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

H. A. LOVETT and CO., 47 and 48, King William-street, London, E.C., Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Lewes and Eastbourne.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Coombes, late of Stream Farm, Horeham-road, in the parish of Waldron, and also in the parish of Heathfield, in the county of Sussex, Farmer, but now of Stream Farm, Horeham-road aforesaid, in lodgings, no occupation.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Guildhall Tavern, Gresham-street, in the city of London, on the 10th day of December, 1883, at half-past eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1883.

COLES and CARR, Seaside-road, Eastbourne, Sussex, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Charles Atfield, of Lyminster, Sussex, Cement Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at our offices in Arundel, Sussex, on the 11th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

RICHARD HOLMES and CO., Arundel, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Clark, of No. 59, North-street and No. 23, Clarence-square, both in Brighton, in the county of Sussex, Photographic Artist and Dealer in Picture Frames.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Chamber of Commerce, No. 145,

Cheapside, in the city of London, on the 12th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

THOMAS A. GOODMAN, No. 150, North-street, Brighton, Solicitor for the said William Clark.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Ingram Dracott, of Dorset House, 24, Saint James-street and 32, Dorset-gardens, Brighton, in the county of Sussex, Grocer, Cheesemonger, and Wine and Spirit Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the Creditors' Association of Wholesale Dealers, 6, Arthur-street East, in the city of London, on the 11th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

CARTER and BELL, 6, Idol-lane, London, Solicitors for the said Richard Ingram Dracott.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Kay Smith and Thomas James Bell, carrying on business as Iron Ship Builders and Ship Repairers, at Whitehill Point, North Shields, in the county of Northumberland, under the style or firm of Geo. K. Smith and Co., the said George Kay Smith residing at No. 15, Laygate-terrace, South Shields, in the county of Durham, and the said Thomas James Bell at No. 24, Sea-view, South Shields aforesaid, the said Thomas James Bell being also a Ship Builder's Cashier and Book-keeper, and a Building Society Secretary.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the Golden Lion Hotel, King-street, South Shields, in the county of Durham, on the 8th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1883.

DUNCAN and DUNCAN, 3, Market-place, South Shields, Solicitors for the said George Kay Smith and Thomas James Bell.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Kay Smith and Thomas James Bell, carrying on business as Iron Ship Builders and Ship Repairers, at Whitehill Point, North Shields, in the county of Northumberland, under the style or firm of G. K. Smith and Co., the said George Kay Smith residing at No. 15, Laygate-terrace, South Shields, in the county of Durham, and the said Thomas James Bell at No. 24, Sea-view, South Shields aforesaid, the said Thomas James Bell being also a Ship Builder's Cashier and Book-keeper, and a Building Society Secretary.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named George Kay Smith has been summoned to be held at the Golden Lion Hotel, King-street, South Shields, in the county of Durham, on the 8th day of December, 1883, at half-past twelve o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

DUNCAN and DUNCAN, 3, Market-place, South Shields, Solicitors for the said George Kay Smith.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Kay Smith and Thomas James Bell, carrying on business as Iron Ship Builders and Ship Repairers at Whitehill Point, North Shields, in the county of Northumberland, under the style or firm of Geo. K. Smith and Co., the said George Kay Smith residing at No. 15, Laygate-terrace, South Shields, in the county of Durham, and the said Thomas James Bell at No. 24, Sea-view, South Shields aforesaid, the said Thomas James Bell being also a Ship Builder's Cashier, and Bookkeeper, and a Building Society Secretary.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Thomas James Bell has been summoned to be held at the Golden Lion Hotel, King-street, South Shields, in the county of Durham, on the 8th day of December, 1883, at one o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

DUNCAN and DUNCAN, 3, Market-place, South Shields, Solicitors for the said Thomas James Bell.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Philip James, of 115, Portland-street, Manchester, in the county of Lancaster, Merchant and Contractor, trading as James and Co., and residing at Swanscoe, near Macclesfield, in the county of Chester.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Grosvenor Hotel, Deansgate, in the city of Manchester, on the 14th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1883.

ADDLESHAW and WARBURTON, 15, Norfolk-street, Manchester, Solicitors for the said Thomas Philip James.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Stephen Stringer Alderson, of the Central Stores, 171, Wilmslow-road, Rusholme, near the city of Manchester, in the county of Lancaster, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the undersigned, situate at 3, Mount-street, in the city of Manchester, on the 12th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1883.

LAWSON and COPPOCK, 3, Mount-street, Manchester, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joshua Charles Whitney, of 19, Blackfriars-street, Salford, and 14, Brown-street, Manchester, Yarn and Cloth Agent, carrying on business at 19, Blackfriars-street aforesaid, as J. C. Whitney, and at 14, Brown-street aforesaid as Whitney and Co., and residing at Moorside, Davyholme, all in the county of Lancaster.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Cobbett, Wheeler, and Cobbett, 61, Brown-street, Manchester, on the 14th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1883.

COBBETT, WHEELER, and COBBETT, 61, Brown-street, Manchester, Solicitors for the said Joshua Charles Whitney.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Parkinson, of the Benefice Bleach Works, Eccles, in the county of Lancaster, and of No. 6, Fountain-street, in the city of Manchester, carrying on business at those places under the style of George Parkinson and Co., as a Bleacher and Finisher, and lately residing at Ellesmere-villa, Ellesmere Park, Eccles aforesaid, but now residing at No. 25, Church-road, Lytham, in the county of Lancaster.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Sale, Seddon, Hilton, and Lord, Solicitors, No. 29, Booth-street, in the city of Manchester, on the 12th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1883.

SALE, SEDDON, HILTON, and LORD, 29, Booth-street, Manchester, Solicitors for the said George Parkinson.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Catchlove, of 343, Park-road, Liverpool, in the county of Lancaster, Boot and Shoe Dealer, and lately carrying on business as an Auctioneer, at No. 3, Cases-street, Liverpool aforesaid.

NOTICE is hereby given, that a First Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Bleakley, Downham, and Woodrow, 51, Hamilton-square, Birkenhead, in the county of Chester, on the 10th day of December, 1883, at three o'clock in the afternoon precisely.—Dated the 24th day of November, 1883.

BLEAKLEY, DOWNHAM, and WOODROW, 51, Hamilton-square, Birkenhead, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Swarbrick, of Bridge-street, Garstang, in the county of Lancaster, Brickmaker, and Draper.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at No. 9, Fox-street, Preston, in the county of Lancaster, on the 30th day of November, 1883, at ten o'clock in the forenoon precisely.—Dated this 22nd day of November, 1883.

WILLIAM BLACKHURST, 9, Fox-street, Preston, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Wrangle, residing at No. 35, Clayton-street, and carrying on the business of a Cabinet Maker, at No. 5, Paradise-street, both within Blackburn, in the county of Lancaster.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Richard Riley, Solicitor, No. 14, Astley-gate, King-street, Blackburn aforesaid, on the 11th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1883.

RICHD. RILEY, 14, Astley-gate, King-street, Blackburn, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Willard Richard Dugdale, of Corporation-street, Clitheroe, in the county of Lancaster, Tailor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Old Bull Hotel, Church-street, Blackburn, in the county of Lancaster, on the 12th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1883.

EASTHAMS and ALTKEN, Clitheroe, Lancashire, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Thomas Witherington, residing at Nab-lane, Blackburn, in the county of Lancaster, Fish Salesman and Curer, and carrying on business at Market-place, Blackburn aforesaid, and No. 17, Blakeley-street, Bolton, in the said county.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of John Sefton Scott, No. 19, Victoria-street, Blackburn aforesaid, on the 29th day of November, 1883, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1883.

JOHN S. SCOTT, 19, Victoria-street, Blackburn, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ulverston and at Barrow-in-Furness.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Hoggarth, of the Fisherman's Arms Inn, Haverthwaite, in the parish of Colton, in the county of Lancaster, Innkeeper and Blacksmith.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Temperance Hall, Ulverston, in the county of Lancaster, on the 12th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1883.

JNO. POOLE, Fountain-street, Ulverston, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Sam Carter, of Chapel-lane, in Southowram, in the parish of Halifax, in the county of York, Contractor and Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Thomas Moore, Solicitor, 10, Ward's-end, Halifax, in the county of York, on the 11th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1883.

WM. THOS. MOORE, 10, Ward's-end, Halifax, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Rowley, of 118, Trafalgar-street, Sheffield, in the county of York, Grocer, Provision Dealer, and Beer Retailer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Auty and Sons, of 66, Queen-street, Sheffield, in the county of York, Solicitors, on the 10th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1883.

AUTY and SONS, 66, Queen-street, Sheffield, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Sykes, of Sotball, Beighton, in the county of Derby, Brick Manufacturer, Builder, Contractor, Grocer, and Provision Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Parker and Brailsford, Solicitors, North Church-street, Sheffield, on the 10th day of December, 1883, at half-past three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

PARKER and BRAILSFORD, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Alfred Littlewood, of Mount Pleasant, Lockwood, Huddersfield, in the county of York, Commercial Traveller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Fisher and Preston, of No. 9, Queen-street, Huddersfield, in the county of York, on the 12th day of December, 1883, at half-past eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1883.

FISHER and PRESTON, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Wakefield.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Ellis the younger, of Rawcliffe, near Selby, in the county of York, Grocer and Cabinet Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Lowther Hotel, Aire-street, Goole, in the county of York, on the 13th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1883.

J. RALPH SMITH, 30, Park-row, Leeds, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Vipont, of Shadwell, and 25, Call-lane, Leeds, and John Henry Cattaneo, of Nassau-place, Leopold-street, and 25, Call-lane, Leeds, all in the county of York, trading together at Call-lane, Leeds aforesaid, as General Dealers, under the style of Vipont and Cattaneo.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the Manchester Hotel, Aldersgate-street, London, in the county of Middlesex, on the 7th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

EDWARD F. MAUD, 63, Albion-street, Leeds, Solicitor for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Butler, of No. 17, Louis-street, New Leeds, Leeds, in the county of York, Draper, and of 52 and 52, Brig-gate, Leeds aforesaid, and carrying on business at 52 and 53, Brig-gate aforesaid, in partnership with Alexander Muir Smeeton, under the style or firm of Smeeton and Butler, as General Drapers.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Hardcastle and Barnfather, Calverley-chambers, Victoria-square, Leeds

aforesaid, Accountants, on the 7th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

HOPPS and BEDFORD, 4, Bank-street, Leeds, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Warrington.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Donald McPhee Lee, of Halton, in the county of Chester, and of Sutton Dock, in the said county, Coal Merchant.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the Patten Arms Hotel, in Warrington, on the 10th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

W. H. LINAKER, Runcorn, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Ernst Scharlach, of 12, Cunliffe-villas, Bradford, in the county of York, and Archibald Christie, of 9, Selborne-grove, Bradford aforesaid, carrying on business in copartnership under the style or firm of Scharlach, Christie, and Co., at 3, Norfolk-street, Bradford aforesaid, and at Brazen-nose-buildings, Cumberland-street, in the city of Manchester, as Shipping Merchants.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the Law Institute, Piccadilly, Bradford aforesaid, on the 6th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1883.

ATKINSON and WILSON, 29, Tyrrel-street, Bradford, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Ernst Scharlach, of 12, Cunliffe-villas, Bradford, in the county of York, and Archibald Christie, of 9, Selborne-grove, Bradford aforesaid, carrying on business in copartnership, under the style or firm of Scharlach, Christie, and Co., at 3, Norfolk-street, Bradford aforesaid, and at Brazen-nose-buildings, Cumberland-street, in the city of Manchester, as Shipping Merchants.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Robert Ernst Scharlach has been summoned to be held at the Law Institute, Piccadilly, Bradford aforesaid, on the 6th day of December, 1883, at half-past four o'clock in the afternoon precisely.—Dated this 24th day of November, 1883.

ATKINSON and WILSON, 29, Tyrrel-street, Bradford, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Ernst Scharlach, of 12, Cunliffe-villas, Bradford, in the county of York, and Archibald Christie, of 9, Selborne-grove, Bradford aforesaid, carrying on business in copartnership under the style or firm of Scharlach, Christie, and Co., at 3, Norfolk-street, Bradford aforesaid, and at Brazen-nose-buildings, Cumberland-street, in the city of Manchester, as Shipping Merchants.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Archibald Christie has been summoned to be held at the Law Institute, Piccadilly, Bradford aforesaid, on the 6th day of December, 1883, at five o'clock in the afternoon precisely.—Dated this 24th day of November, 1883.

ATKINSON and WILSON, 29, Tyrrel-street, Bradford, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Carlisle.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Cartner, of Lowther-street, in the city of Carlisle, carrying on business under the style or firm of Cartner's Household Furnishing Co., Household Furniture Dealer and Auctioneer, lately carrying on business as a Cabinet Maker, Upholsterer, and Auctioneer, at John-street, Workington, in the county of Cumberland.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the undersigned, at No. 29, Lowther-street, in the city of Carlisle, on the 3rd day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1883.

JOHN ERRINGTON, 29, Lowther-street, Carlisle, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Swann, of 56, Merridale-street, Wolverhampton, in the county of Stafford, Haulier and Coal Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. U. Stratton, Solicitor, 57, Queen-street, Wolverhampton, on the 7th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1883.

U. STRATTON, 57, Queen-street, Wolverhampton, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Benjamin Filkin, of Upper Green, Tettenhall, near Wolverhampton, in the county of Stafford, Blacksmith.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Crowther and Prior, 81, Darlington-street, Wolverhampton aforesaid, on the 5th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1883.

CROWTHER and PRIOR, 81, Darlington-street, Wolverhampton, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Bedson, of No. 7, London-road, Stoke-upon-Trent, in the county of Stafford, Basket and Mat Manufacturer and General Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the London and North-Western Hotel, Stafford, on the 10th day of December, 1883, at a quarter-past eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1883.

WM. NOTTINGHAM WILSON, 46, Liverpool-road, Stoke-upon-Trent, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Wright, formerly of Bunbury-street, in the town of Nottingham, but now of No. 1, Claypole-road, in the same town, Provision Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 14, Low-pavement, Nottingham, on the 12th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1883.

J. BLACK, 14, Low-pavement, Nottingham, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jabez Gregory, of No. 27, Lister-gate, in the town of Nottingham, Music Seller and Dealer in Musical Instruments, and Accordion Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Guildhall Tavern, 81 and 83, Gresham-street, in the city of London, on the 10th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

JAMES E. NORMAN, 7, Middle-pavement, Nottingham, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Warwick.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Weaver, of No. 62, Smith-street and No. 8, Church-street, Warwick, in the county of Warwick, Boot and Shoe Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Hesp, Solicitor, 4, Castle-street, Warwick, on the 11th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1883.

WILLIAM HESP, 4, Castle-street, Warwick, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Frederick Mason, of 31, Paradise-street, Birmingham, in the county of Warwick, carrying on business there as a Publisher, Advertising Agent, and Commission Agent, under the style of J. Fred. Mason and Co., and residing at Norman Villa, Sir Harry's-road, Edgbaston, Birmingham aforesaid.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Beale, Marigold, and Co., Solicitors, 3, Newhall-street, Birmingham, on the 10th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

BEALE, MARIGOLD, and CO, 3, Newhall-street, Birmingham, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Stanton, of 107, Aston-road, Birmingham, in the county of Warwick, Machinist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Price, Solicitor, 50, Cherry-street, Birmingham, in the county of Warwick, on the 7th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

JOHN PRICE, 50, Cherry-street, Birmingham, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Gayford Lusher, formerly carrying on business the back of 424, Coventry-road, and formerly residing at No. 32, Broad-street, now carrying on business at No. 17, Heath Mill-lane, Deritend, and now residing at No. 2, Chapman-road, Small Heath, all in Birmingham, in the county of Warwick, Machinist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. William Fallows, Solicitor, No. 40, Cherry-street, Birmingham, in the county of Warwick, on the 10th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1883.

W. FALLOWS, 40, Cherry-street, Birmingham, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Alexandre, of No. 16, Bull-street, Birmingham, in the county of Warwick, and also carrying on business at No. 59, the Parade, Leamington, in the said county of Warwick, as an Italian Warehouseman.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at No. 41, Waterloo-street, Birmingham, in the county of Warwick, on the 14th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1883.

MILWARD and CO., 41, Waterloo-street, Birmingham, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Stourbridge.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Green, formerly of Brettell-lane, Brierley Hill, in the county of Stafford, Potter, and lately of the Rose and Crown Inn, Hay Green, in the parish of Oldswinford, in the county of Worcester, but now of the Noah's Ark Inn, Envil-street, Stourbridge, in the county of Worcester aforesaid, Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Homfray and Holberton, Solicitors, 141, High-street, Brierley Hill, in the county of Stafford, on the 7th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

HOMFRAY and HOLBERTON, Brierley Hill, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Dudley. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Weston, formerly carrying on business as a Provision Dealer and Pawnbroker, at Black Wagon-street, Oldhill, in the parish of Rowley Regis, in the county of Stafford, afterwards as a Baker at Crick, near Rugby, in the county of Warwick, and now residing in lodgings at No. 199, Halesowen-road, Oldhill aforesaid, out of business.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Wright, of 181, High-street, Cradley Heath, near Brierley Hill, on the 7th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1883.

JOHN WRIGHT, Cradley Heath, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Portsmouth. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Henderson, of Tressilian, known as the Marmion Machine Depot, Marmion-road, and Lennox-road, both in Southsea, in the parish of Portsea, in the county of Hants, Naval Pensioner, and Bicycle and Tricycle Maker and Seller, and Machine and Perambulator Seller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Chamber of Commerce, No. 145, Cheapside, in the city of London, on the 12th day of December, 1883, at half-past twelve o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

GEO. FELTHAM, 5, Union-street, Portsea, Hants, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Portsmouth. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Frederick Brown, of 27, Marmion-road, Southsea, in the parish of Portsea, in the county of Hants, Plumber, Decorator, Gasfitter, and Bellhanger.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Chamber of Commerce, 145, Cheapside, in the city of London, on the 11th day of December, 1883, at one o'clock in the afternoon precisely.—Dated this 23rd day of November, 1883.

GEO. HALL KING, 43, North-street, Portsea, Hants, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Maule Sutton, late of No. 244, Great Clowes-street, Higher Broughton, near Manchester, in the county of Lancaster, and now residing in lodgings at Bridge House, Moreton-cum-Lingham, near Birkenhead, in the county of Chester, Doctor of Medicine.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Lawson and Coppock, Solicitors, No. 3, Mount-street, in the city of Manchester, on the 17th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1883.

LAWSON and COPPOCK, 3, Mount-street, Manchester, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Woodroffe, of the Ship Inn, Wallasey, near Birkenhead, in the county of Chester, Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Banner, Spencer, and Lawson, of 4, Cook-street, Liverpool, in the county of Lancaster, Chartered Accountant, on the 12th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1883.

AYRTON and RADCLIFFE, 9, Cook-street, Liverpool, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Ford Eaton, of Wheelock-road, Sandbach, in the county of Chester, Boot and Shoe Manufacturer and Milkseller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Mr. Robert Bygott's office, 19,

High-street, Crewe, in the county of Chester, on the 8th day of December, 1883, at one o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

ROBT. BYGOTT, of Sandbach, Cheshire, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Pontypridd.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Isaac Abelson, of Dyffryn-terrace, Ferndale, near Pontypridd, in the county of Glamorgan, Pawnbroker and Glazier.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. A. Lovett, 23, Duke-street, Cardiff, on the 11th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1883.

DAVID ROSSER, Church-street, Pontypridd, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Aberdare. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Howells, of 3, Lewis-street, Aberaman, Aberdare, in the county of Glamorgan, Boot and Shoe Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Linton and Kenshole, Solicitors, 4, Canon-street, Aberdare aforesaid, on the 8th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1883.

LINTON and KENSHOLE, 4, Canon-street, Aberdare, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Norwich. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Philipps, of Hackford, in the county of Norfolk, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of us, the undersigned, 24, Castle-meadow, in the city of Norwich, on the 8th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1883.

HAVIN and DAYNES, 24, Castle-meadow, Norwich, Solicitors for the said James Philipps.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Oxford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Arthur William Galpin, of Canon Wharf, Osney, in the city of Oxford, Steam Sawyer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 29, New Inn Hall-street, in the city of Oxford, on the 13th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1883.

HENRY FRANK GALPIN, 29, New Inn Hall-street, Oxford, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Gardener, of the Waterloo Inn, Ford-street, Derby, in the county of Derby, Innkeeper, Coal Dealer, and Higglar.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, 45, Full-street, Derby, on the 12th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

W.M. BRIGGS, 45, Full-street, Derby, Solicitor for the said William Gardener.

The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Dorchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Childs, of 1, Portland-place, Melcombe Regis, in the county of Dorset, Waiter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. S. Percy Street, situate at 6, Upper Bond-street, Melcombe Regis aforesaid, on the 12th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1883.

SAMUEL PERCY STREET, of 6, Upper Bond-street, Melcombe Regis aforesaid, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Westmorland, holden at Kendal.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Park, of the Bowling Green Tavern, Beast Bank, Kendal, in the county of Westmorland, Lunkeeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Messrs. C. G. Thomson and Wilson's office, in Finkle-street, Kendal, on the 11th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1883.

C. G. THOMSON and WILSON, Finkle-street, Kendal, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Buckinghamshire, holden at Aylesbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edmund Chilton, of Princes Risborough, in the county of Buckingham, Farmer and Timber Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Thomas John Reynolds, Solicitor, 41, High-street, High Wycombe, in the county of Buckingham, on the 13th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1883.

THOS. J. REYNOLDS, 41, High-street, High Wycombe, Solicitor for the said Edmund Chilton.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Matthew Geere, of Crescent-street, Station-street, and Albany-road, Sittingbourne, in the county of Kent, Builder, Stone and Marble Mason, and Contractor.

Before Mr. Registrar Hayward, sitting as Judge.

UPON the application of Mr. Frederic George Gibson, of Sittingbourne, Kent, Solicitor, on behalf of the above-named Matthew Geere, and upon reading the affidavit of the said Matthew Geere, sworn and filed in Court this day, it is ordered that the date of the First General Meeting of Creditors, summoned herein for Thursday, the 29th day of November instant, at eleven o'clock in the forenoon, be extended until Thursday, the 6th day of December, 1883, at twelve o'clock at noon, in lieu of the day and time originally named. And hereof let notice be given forthwith.—Given under the Seal of the Court this 20th day of November, 1883.

By the Court,

WM. WEBB HAYWARD, Registrar.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Court, of 27, Sale-street, Edgware-road, in the county of Middlesex, and of 41, Newman-street, Oxford-street, late of 41, Redesdale-street, King's-road, Chelsea, both in the same county, Toy Dealer.

NOTICE is hereby given, that a Special First General Meeting of the Creditors of the above-named person has been summoned to be held at the offices of Mr. Wilkins, situate at 103, Cannon-street, in the city of London, on Wednesday, the 5th day of December next, at eleven o'clock in the forenoon precisely. And notice is also hereby given, that it is at the said meeting intended to add to or vary the provisions of the composition previously accepted by the creditors, by resolutions passed and confirmed at the General Meeting in the above matter duly held on the 16th day of March and the 29th day of March last respectively, and duly registered on the 10th day of April, 1883.—Dated this 16th day of November, 1883.

WM. WILKINS, 103, Cannon-street, London, E.C., Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Catherine Cornford, of 4, Grove-place, Lewisham, in the county of Kent, Widow, and of 15, Trinity-square, Tower-hill, in the city of London, trading there under the style or firm of George Cornford and Son, Wine and Spirit Merchant.

A MEETING of the Creditors of the above-named debtor is hereby summoned to be held at the offices of Mr. Wm. Field, 37, Walbrook, in the city of London, on the 4th day of December next, at three of the clock in the afternoon, for the following purposes, viz.:—1. To audit and pass the Trustees' accounts; 2. To vote the Trustees' remuneration; 3. To declare a Final Dividend;

4. To fix the date of the close of the liquidation; 5. To fix the date of the Trustees' release.—Dated this 24th day of November, 1883.

BENTINCK CANNEY,
WILLIAM FIELD, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jonathan Smith, of No. 29, Holden Park-road, Southborough, in the parish of Tonbridge, in the county of Kent, Corn Dealer and Bread and Biscuit Baker.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named debtor is hereby summoned to be held at the office of Mr. George Stenning, High-street, Tonbridge, Solicitor for the Trustee of the estate of the said debtor, on Friday, the 7th day of December, at one o'clock in the afternoon, for the following purposes, namely:—1. To audit the Trustee's accounts; 2. To declare a Dividend; 3. To release the Trustee, or fix a date for his release; 4. To fix a date for the close of the liquidation; 5. To pass such other resolution or resolutions as the creditors at such meeting assembled can lawfully pass under the provisions of the above Act.—Dated this 23rd day of November, 1883.

JOSEPH HALL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Shrewsbury.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Chipchase, of Albert-street and Castle Foregate, Shrewsbury, in the county of Salop, Agricultural Implement Seller, and carrying on similar business at New Market-buildings, Bridgnorth, in the same county, and at Welshpool, in the county of Montgomery.

A GENERAL Meeting of the Creditors in the above matter is hereby summoned to be held at the Lower Room, Music Hall, Shrewsbury aforesaid, on Friday, the 7th day of December next, at three o'clock in the afternoon. The business proposed to be transacted thereat is as follows:—1. To authorize the Trustee to sell the assets to the debtor for a sum, payable fourteen days after acceptance of offer, sufficient to pay a further Dividend of 4s. 6d. in the pound to all unsecured creditors, making a total Dividend of 9s. in the pound, and all costs of the liquidation; 2. To pass the accounts of the Trustee; 3. To release the Trustee; 4. To consider, and, if thought fit, to grant the debtor his Order of Discharge; 5. To close the liquidation; 6. To pass any other resolution or resolutions incidental to the business and competent for the creditors to pass.—Dated the 24th day of November, 1883.

A. J. PEELE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Parkinson, of No. 3, Bond-street and of Crossley-street, both in Halifax, in the county of York, Stock and Share Broker.

A GENERAL Meeting of the Creditors of the above-named person is hereby summoned to be held at the offices of the undersigned, Jonas Dearnley Taylor, Chartered Accountant, Townhall-buildings, Princes-street, in Halifax aforesaid, on Wednesday, the 5th day of December, 1883, at eleven o'clock in the forenoon precisely, for the purpose of passing the accounts of the Trustee, releasing him from office, and closing the liquidation.—Dated this 23rd day of November, 1883.

J. D. TAYLOR, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Lewes and Eastbourne.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Climpson, of 6, Hill Side-villas, and of the Lecture Hall, Station-street, Eastbourne, in the county of Sussex, Builder.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named William Climpson is summoned to be held at the offices of Messrs. Edmonds, Clark, and Co., Chartered Accountants, 56, Ship-street, Brighton, in the county of Sussex, on Thursday, the 6th day of December, 1883, at half-past eleven o'clock in the forenoon precisely, to transact the following business:—To audit the Trustee's accounts; to vote Trustee's remuneration; to declare a Dividend; to consider, and, if approved, vote the debtor's discharge; to take instructions for closing the estate and releasing the Trustee; to pass all or any of the foregoing resolutions and such other resolution or resolutions and transact such other business thereat competent to the creditors under the provisions of the said Act, and the rules and order in such cases made and provided.—Dated this 22nd day of November, 1883.

F. G. CLARK, Po t Office-chambers, 56, Ship-street, Brighton, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Hastings.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edward Hallett and Walter Thomas Hallett, both of Gateborough Farm, in the parish of Rye, in the county of Sussex, and of Groves and Clives Farms, in the parish of Peasmarsh, in the said county of Sussex, Farmers and Graziers, Copartners as Hallett and Son.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named debtors will be held at the George Hotel, Rye aforesaid, on Thursday, the 6th of December, 1883, at twelve o'clock at noon precisely, for the purpose of—1. Declaring a First and Final Dividend; 2. Granting the release of the Trustee; 3. Fixing the close of the liquidation; 4. Considering the propriety of granting, and, if so decided on, to grant the furniture which vested in the Trustee to the debtor, Edward Hallett; 5. Considering the propriety of granting, and, if so decided on, to grant the debtors their Order of Discharge.—Dated this 21st day of November, 1883.

WM. DAWES, Watch Bell-street, Rye, Solicitor for the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Harry Peerless, of Mill Green-road, Hayward's Heath, in the county of Sussex, Coach Builder, Wheelwright, and Undertaker.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named Thomas Harry Peerless is summoned to be held at the offices of Messrs. Edmonds, Clark, and Co., Chartered Accountants, 98, Cheapside, in the city of London, on Wednesday, the 5th day of December, 1883, at twelve o'clock at noon precisely, to transact the following business:—To audit the Trustee's accounts; to vote Trustee's remuneration; to declare a Dividend; to take instructions for closing the estate and releasing the Trustee; to pass all or any of the foregoing resolutions and such other resolution or resolutions, and transact such other business thereat competent to the creditors under the provisions of the said Act, and the rules and order in such cases made and provided.—Dated this 22nd day of November, 1883.

F. G. CLARK, Post Office-chambers, 56, Ship-street, Brighton, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Gordon Humphry Langton Pellew, of No. 7, First Avenue, Brighton, in the county of Sussex, Gentleman.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named Gordon Humphry Langton Pellew is summoned to be held at the offices of Messrs. Lumley and Lumley, Solicitors, 37, Conduit-street, London, on Friday, the 7th day of December, 1883, at twelve o'clock at noon precisely, to transact the following business:—To audit the Trustee's final accounts; to vote Trustee's remuneration; to consider, and, if approved, vote the debtor's discharge; to take instruction for closing the estate and releasing the Trustee; to pass all or any of the foregoing resolutions, and such other resolution or resolutions, and transact such other business thereat competent to the creditors under the provisions of the said Act, and the rules and order in such cases made and provided.—Dated this 23rd day of November, 1883.

F. G. CLARK, Post Office-chambers, 56, Ship-street, Brighton, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Samuel Garland (trading under the name of George Garland), of No. 14 (formerly No. 13), Bridge-street, in the city of Worcester, Wine and Spirit Merchant and Licensed Victualler.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named George Samuel Garland is summoned to be held at the Star Hotel, in the city of Worcester, on Thursday, the 6th day of December next, at two o'clock in the afternoon precisely, to transact the following business:—1. To audit and pass the Trustee's accounts; 2. To fix the Trustee's remuneration; 3. To declare a Dividend; 4. To grant the debtor his discharge; 5. To discharge the Trustee; 6. To close the liquidation; 7. To pass any resolution or resolutions incidental to the business and competent for the creditors to pass.—Dated this 22nd day of November, 1883.

ALFRED C. HARPER,
W. SMITH, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Carmarthenshire, holden at Carmarthen.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Evan Parry, of Market-street, Laugharne, in the county of Carmarthen, Draper and Grocer.

NOTICE is hereby given, that a General Meeting of the Creditors of Evan Parry will be held at the offices of Bartlett P. Thomas, 7, Fisher-street, Swansea, in the county of Glamorgan, on Tuesday, the 4th day of December, 1883, at twelve o'clock noon, for the following purposes:—1st. To audit and pass the Trustee's accounts; 2nd. To vote the Trustee his remuneration; 3rd. To pass such other resolutions as may be deemed expedient and competent at such meeting.—Dated this 21st day of November, 1883.

B. P. THOMAS, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Henry Bertram Morris, of Briton Ferry, in the county of Glamorgan, Manufacturer of Iron Bars, Black Plate, and Tin and Terne Plate, and of Chemicals, carrying on business as a Tin Plate Manufacturer, at the Llangennech Tin Plate Works, in the parish of Llangennech, in the county of Carmarthen, under the style of the Llangennech Iron and Tin Plate Company, also carrying on business at the Old Lodge Iron Works, Llanelly, in the said county of Carmarthen, under the style of the Old Lodge Iron Company, also carrying on business in copartnership with Percy Harold Morris, as a Chemical Manufacturer, at the Risca Chemical Works, in the parish of Machen Lower, in the county of Monmouth, also at the Abercarne Chemical Works and the Dyffryn Chemical Works, both in the parish of Mynyddwylwyn, in the said county of Monmouth, under the style of David Morris and Son; and in the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Percy Harold Morris and Ebenezer Edgar Morgan, both of Briton Ferry, in the county of Glamorgan, Bar Iron and Tin and Terne Plate Manufacturers, carrying on business together in copartnership at the Vernon Iron and Tin Plate Works, at Briton Ferry aforesaid, under the style of David Morris and Company, and lately carrying on business at the same place, and under the same style, in copartnership with Charles Edward David Morris and William Henry Bertram Morris, of Briton Ferry aforesaid, the said Percy Harold Morris also carrying on business with William Henry Bertram Morris, as a Chemical Manufacturer, at the Risca Chemical Works, in the parish of Machen Lower, in the county of Monmouth, also at the Abercarne Chemical Works and the Dyffryn Chemical Works, both in the parish of Mynyddwylwyn, in the said county of Monmouth, under the style of David Morris and Son. Consolidated under Order of the Court, dated the 30th day of March, 1883.

THE separate creditors of the above-named Ebenezer Edgar Morgan who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Francis Cooper, of No. 14, George-street, Mansion House, in the city of London, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

FRANCIS COOPER, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Rudolph Nicholas Frenzel, lately trading at 6, New-street, Bishopsgate-street, but now at 5, Devonshire-street, Bishopsgate, both in the county of Middlesex, and at the Crystal Palace, Sydenham, under the style of R. Frenzel and Co., Silk and General Merchant, also trading as a Picture Dealer, under the style of George Nicholas and Co., at 73, London Wall, in the city of London, and as a Dealer in Fancy Goods, under the same style, at 55, the Arcade, Finsbury-pavement aforesaid, and 106, Fenchurch-street, in the same city, also at 42, Rectory-road, Stoke Newington, in the county of Middlesex.

THE creditors of the above-named George Rudolph Nicholas Frenzel who have not already proved their debts, are required, on or before the 4th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Herbert James Pratt, of 1, Old Jewry-chambers, in the city of London, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

HERBERT J. PRATT, Trustee.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George White and William Binnie, both of Dunster House, Mincing-lane, in the city of London, Colonial Brokers, trading under the style or firm of White, Binnie, and Co, the said George White residing at Brooklands, Sidcup, in the county of Kent, and the said William Binnie residing at No. 11, Lansdowne-crescent, Notting Hill, in the county of Middlesex.

THE creditors of the above-named George White who have not already proved their debts, are required, on or before the 15th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Snubbrook, of No. 9, Gracechurch-street, E.C., the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1883. J. SHUBROOK, Trustee.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Charles Vernon, of No. 23, Regent-street, in the county of Middlesex, Navy Agent and Banker.

THE creditors of the above-named Henry Charles Vernon who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Macdonald Henderson, of 2, Moorgate-street-buildings, in the city of London, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1883. J. M. HENDERSON, Trustee.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Alexander Sayer, of No. 55, Stockwell Green, in the county of Surrey, Provision Dealer.

THE creditors of the above-named Henry Alexander Sayer who have not already proved their debts, are required, on or before the 6th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Borman, of No. 102, Canonbury-road, Middlesex, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

GEORGE BORMAN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Scarborough. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Allison, of Barton Agnes, in the East Riding of the county of York, Farmer.

THE creditors of the above-named David Allison who have not already proved their debts, are required, on or before the 4th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Robert Medforth, of Bridlington, in the county of York, Merchant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1883.

ROBERT MEDFORTH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Hyde Thompson, of Eastbourne Villas, Hornsea, in the East Riding of the county of York, and No. 57, Lowgate, in the borough of Kingston-upon-Hull, Auctioneer and Valuer.

THE creditors of the above-named William Hyde Thompson who have not already proved their debts, are required, on or before the 6th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Parker Barkinshaw, of No. 4, Parliament-street, Hull, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883. W. P. BURKINSHAW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Anderson Hart, Morrill Hart, and Edward Hart, all of Kendall-lane, Leeds, in the county of York, Joiners and Builders, trading in partnership as Hart Brothers, the said John

Anderson Hart and Edward Hart residing at No. 1, Belle Vue-place, in Leeds aforesaid, and the said Morrill Hart residing at No. 249, Park-lane, in Leeds aforesaid.

THE creditors of the above-named John Anderson Hart, Morrill Hart, and Edward Hart who have not already proved their debts, are required, on or before the 7th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Henry Burrell, of 18, Albion-street, Leeds, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883. W. H. BURRELL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Wellington Sowry, of 17, Park-place, Leeds, late of 15, St. Paul's-street, both in Leeds, in the county of York, Woollen Cloth Merchant, trading as W. W. Sowry and Co.

THE creditors of the above-named William Wellington Sowry who have not already proved their debts, are required, on or before the 15th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Henry Scholefield, of Huddersfield, in the county of York, Accountant, and John Routh, of Leeds, in the said county, Chartered Accountant, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

W. H. SCHOLEFIELD,
JOHN ROUTH, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Frederick Heald Spence, residing at Scotland-lane, Horsforth, near Leeds, in the county of York, and carrying on business at the Troy Mill, Horsforth aforesaid, and at No. 2, Park-place, in Leeds aforesaid, as a Woollen Cloth Manufacturer and Merchant.

THE creditors of the above-named William Frederick Heald Spence who have not already proved their debts, are required, on or before the 17th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James William Close, of No. 32, Park-row, Leeds, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

J. W. CLOSE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Haley, of 2, Toller-lane, and 172, Carlisle-road, Manningham, in the borough of Bradford, in the county of York, Painter, Paper-hanger, and Milliner.

THE creditors of the above-named Henry Haley who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Glossop, of 33, Kirkgate, Bradford, in the county of York, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

WM. GLOSSOP, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ashton-under-Lyne and Stalybridge.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Billington, formerly of West View, 132, Whalley New-road, Blackburn, of 13, Dewsbury-place, Longsight, near Manchester, of 26, Villiers-street and Currier-lane, Ashton-under-Lyne, and now of Crawford-terrace, off Granville-street, Ashton-under-Lyne aforesaid, all in the county of Lancaster, Foreman Pattern Maker.

THE creditors of the above-named Thomas Billington who have not already proved their debts, are required, on or before the 7th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to one of us, the undersigned, John Henry Tattersall, of Blackburn, in the said county, Solicitor, and Jeremiah Seel Bramall, of Ashton-under-Lyne aforesaid, Gentlemen, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1883.

JOHN H. TATTERSALL,
J. S. BRAMALL, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Blackburn.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Ralph Morris and William Haderoft, of Quarry-street, Blackburn, in the county of Lancaster, carrying on business there in copartnership as Cotton Manufacturers, under the style of the Eanam Mill Company, the said Ralph Morris residing at No. 16, Proctor-street, Blackburn aforesaid, and the said William Haderoft residing at No. 53, Duckworth-street, Blackburn aforesaid.

THE creditors of the above-named Ralph Morris and William Haderoft who have not already proved their debts, are required, on or before the 11th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Walton Gillibrand, of 56, George-street, in the city of Manchester, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

T. W. GILLIBRAND, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Blackburn.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Ralph Morris and William Haderoft, of Quarry-street, Blackburn, in the county of Lancaster, carrying on business there in partnership as Cotton Manufacturers, under the style of the Eanam Mill Company, the said Ralph Morris residing at No. 16, Proctor-street, Blackburn aforesaid, and the said William Haderoft residing at No. 53, Duckworth-street, Blackburn aforesaid.

THE separate creditors of the above-named William Morris who have not already proved their debts, are required, on or before the 11th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Walton Gillibrand, of 56, George-street, in the city of Manchester, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

T. W. GILLIBRAND, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Blackburn.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Ralph Morris and William Haderoft, of Quarry-street, Blackburn, in the county of Lancaster, carrying on business there in partnership as Cotton Manufacturers, under the style of the Eanam Mill Company, the said Ralph Morris residing at No. 16, Proctor-street, Blackburn aforesaid, and the said William Haderoft residing at No. 53, Duckworth-street, Blackburn aforesaid.

THE separate creditors of the above-named William Haderoft who have not already proved their debts, are required, on or before the 11th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Thomas Walton Gillibrand, of 56, George-street, in the city of Manchester, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

T. W. GILLIBRAND, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Ashton-under-Lyne and Stalybridge.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Ashworth, residing and carrying on business at Moorside, Haughton, near Denton, in the county of Lancaster, Hat Manufacturer, formerly carrying on the said business in partnership with James Lowe and Thomas Lowe, and afterwards with the said Thomas Lowe, under the style or firm of Ashworth and Lowe.

THE creditors of the above-named John Ashworth who have not already proved their debts, are required, on or before the 11th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Sennett, of Holland-street, Blackfriars, in the city of London, Fur Dealer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

JOHN SENNETT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Ashton-under-Lyne and Stalybridge.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Matthew Mallinson, of No. 75, Caroline-street, in that part of Stalybridge which is in the county of Chester, Tailor.

THE creditors of the above-named Matthew Mallinson who have not already proved their debts, are required, on or before the 11th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Stavert, of 1, Piccadilly, in the city of Manchester, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

W. STAVERT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Hoyle, of Glen Mill, Tottington, near Bury, in the county of Lancaster, Cotton Manufacturer, residing at Tottington.

THE creditors of the above-named James Hoyle who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John White, of 13, Norfolk-street, in the city of Manchester, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

JOHN WHITE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, transferred from the County Court of Cheshire, holden at Stockport.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Barnsley, residing at No. 131, Hempshaw-lane, Stockport, in the county of Chester, and carrying on business at Hempshaw Brook Tannery, in Stockport aforesaid, Currier and Leather Dealer.

THE creditors of the above-named William Barnsley who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Albert Bazley, of 40, Kennedy-street, Manchester, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

THOMAS ALBERT BAZLEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Samuel Saxon, of Rochdale, in the county of Lancaster, Brushmaker and Colliery Proprietor and Coal Dealer, carrying on business at Rochdale aforesaid, and at Unstone and Barlborough, both in the county of Derby.

THE creditors of the above-named Samuel Saxon who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Melville Lomax Chadwick, of County-chambers, Lord-street, Rochdale, in the county of Lancaster, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1883.

J. M. L. CHADWICK, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ulverston and Barrow-in-Furness.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Smith, of 140, Dalton-road, Barrow-in-Furness, in the county of Lancaster, Boot and Shoe Dealer.

THE creditors of the above-named Thomas Smith who have not already proved their debts, are required, on or before the 7th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to Robert Ellis, of Cornwallis-street, Barrow-in-Furness, in the county of Lancaster, one of the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1883.

W. H. CHAMBERLIN,
ROBERT ELLIS, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Portsmouth.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Young, of No. 23, Gosport-road, Fareham, in the county of Hants, Baker and Grocer.

THE creditors of the above-named Henry Young who have not already proved their debts, are required, on or before the 8th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to George Thomas Ayles, of Commercial-road, Langport, in the said county of Hants, Accountant, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1883.

R. H. HURLEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Jacob Barnes, of the Atlas Chemical Works, Rainham, in the county of Essex, and 42, Springdale-road, Green-lanes, Stoke Newington, in the county of Middlesex, Manufacturing Chemist.

THE creditors of the above-named William Jacob Barnes who have not already proved their debts, are required, on or before the 7th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edward Moore, of No. 3, Crosby-square, in the city of London, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1883.

EDWARD MOORE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charlotte Hollis, of 70, Powis-street, Woolwich, in the county of Kent, Milliner and Dressmaker, Spinster.

THE creditors of the above-named Charlotte Hollis who have not already proved their debts, are required, on or before the 6th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Baynham, of No. 28, King-street, Cheapside, in the city of London, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1883.

GEORGE BAYNHAM, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Jonathan Smith, of No. 29, Holden Park-road, Southborough, in the parish of Tunbridge, in the county of Kent, Corn Dealer and Bread and Biscuit Baker.

THE creditors of the above-named Jonathan Smith who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Hall, of Hastings, in the county of Sussex, Miller, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

JOSEPH HALL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Philip Francis, of Merstham, in the county of Surrey, Builder and Undertaker.

THE creditors of the above-named Philip Francis who have not already proved their debts, are required, on or before the 3rd day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Fletcher, of Merstham, in the county of Surrey, Bootmaker, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1883.

THOMAS FLETCHER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Northampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Hall Hayes, of Ringstead, in the county of Northampton, Grocer, Draper, and Coal Merchant.

THE creditors of the above-named John Hall Hayes who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Richard Thompson, of Oundle, in the said county, the Trustee under the

liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1883.

JOHN R. THOMPSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Elizabeth Quince, of March, in the county of Cambridge, Widow and Farmer.

THE creditors of the above-named Elizabeth Quince who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Frederic John Wise, of March aforesaid, Solicitor, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

F. J. WISE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Woodthorpe Harrison, of Timberland, in the county of Lincoln, Farmer.

THE creditors of the above-named Woodthorpe Harrison who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Walter, of Horncastle, in the county of Lincoln, Auctioneer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1883.

JOHN WALTER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Chelmsford.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Jackson, of Sampson's Farm, Tillingham, in the county of Essex, Farmer and Steam Threshing Machinist.

THE creditors of the above-named James Jackson who have not already proved their debts, are required, on or before the 28th day of November, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Albert Prime Clear, of Maldon, Auctioneer and Valuer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 14th day of November, 1883.

ALBERT P. CLEAR, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Tristram Powning, of Blackwater, in the parish of St. Agnes, in the county of Cornwall, Grocer and Draper.

THE creditors of the above-named Tristram Powning who have not already proved their debts, are required, on or before the 19th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Henry Sampson, No. 1, New Bridge-street, Truro, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

J. H. SAMPSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Rowe, of Truro, in the county of Cornwall, Grocer, and Tea and Provision Dealer.

THE creditors of the above-named William Rowe who have not already proved their debts, are required, on or before the 19th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Henry Sampson, No. 1, New Bridge-street, Truro, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

J. H. SAMPSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Billing Rodda, of Church-street, in the borough of Helston, in the county of Cornwall, Saddler.

THE creditors of the above-named Joseph Billing Rodda who have not already proved their debts, are required, on or before the 19th day of December, 1883, to send their names and addresses, and the particulars of

their debts or claims, to me, the undersigned, John Henry Sampson, No. 1, New Bridge-street, Truro, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

J. H. SAMPSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro, In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John George Mitchinson, of Penzance, in the county of Cornwall, Seedsman, Florist, and Fruiterer.

THE creditors of the above-named John George Mitchinson who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Arnold Ralph, of No. 8, Parade-street, Penzance, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

W. A. RALPH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Lewes and Eastbourne.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Climpson, of 6, Hill Side-villas, and of the Lecture Hall, Station-street, Eastbourne, in the county of Sussex, Builder.

THE creditors of the above-named William Climpson who have not already proved their debts, are required, on or before the 4th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Frederick George Clark, of No. 56, Ship-street, Brighton, in the county of Sussex, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

F. G. CLARK, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Hastings. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edward Hallett and Walter Thomas Hallett, both of Gateboro' Farm, in the parish of Rye, in the county of Sussex, and of Groves and Clives Farms, in the parish of Peasmarshe, in the said county, Farmers and Graziers, and Copartners as Hallett and Son.

THE creditors of the above-named Edward Hallett and Walter Thomas Hallett who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Kingsnorth Reeve, of High-street, Rye, Auctioneer and Estate Agent, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

KINGSTH. REEVE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Matthew Ashton, of Manor House, Sutton-upon-Trent, in the county of Nottingham, Farmer and Thrashing Machine Proprietor.

THE creditors of the above-named Matthew Ashton who have not already proved their debts, are required, on or before the 4th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Hirst, of 51 and 52, Castle-gate, Newark-upon-Trent, in the county of Nottingham, Accountant, one of the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

WM. HIRST, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Herbert Henry Kirk, formerly residing at Clinton-street, New Basford, then at Berridge-road, Hyson-green, and now at Sandon-street, New Basford, and carrying on business at North-gate, New Basford, all in the borough of Nottingham, as a Jacquard Maker, General Smith, and Commission Agent.

THE creditors of the above-named Herbert Henry Kirk who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their

debts or claims, to me, the undersigned, Henry Purcell Day, of Brougham-chambers, Wheeler-gate, Nottingham, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

HENRY P. DAY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frank Douglas, residing at Olton, in the parish of Bickenhill, in the county of Warwick, and carrying on business at No. 25, Henrietta-street, Birmingham, in the said county of Warwick, Brassfounder.

THE creditors of the above-named Frank Douglas who have not already proved their debts, are required, on or before the 7th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edward James Abbott, of 77, Colmore-row, Birmingham aforesaid, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1883.

E. J. ABBOTT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Stephen John Humble (usually called Stephen Humble), of Friar-gate, Derby, in the county of Derby, Engineer and Commission Agent.

THE creditors of the above-named Stephen John Humble who have not already proved their debts, are required, on or before the 8th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edwin Belfield, of 17, Market-place, Derby, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1883.

EDWIN BELFIELD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Sunderland. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Brown, of No. 52, Hendon-road, Sunderland, in the county of Durham, Draper.

THE creditors of the above-named William Brown who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, R. R. Edington, of 177, High-street West, Sunderland, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

R. R. EDINGTON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Henry Brown, of Uppingham, in the county of Rutland, Solicitor and Scrivener.

THE creditors of the above-named William Henry Brown who have not already proved their debts, are required, on or before the 7th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Henry Marris, of No. 6, Friar-lane, Leicester, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

W. H. MARRIS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Ipswich.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Edward White, residing at the Rosary, Felixstowe, in the county of Suffolk, and carrying on the business of a Wine, Spirit, and Beer Merchant, at Grosvenor House, in Felixstowe aforesaid.

THE creditors of the above-named Charles Edward White who have not already proved their debts, are required, on or before the 14th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James King, of 19, Museum-street, Ipswich, in the county of Suffolk, Auctioneer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883.

JAMES KING, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Banbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Girling, of South Bar-street, Banbury, in the county of Oxford, Coach Maker.

THE creditors of the above-named George Girling who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Stephen Hood, of Banbury aforesaid, Ironmonger, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883. **STEPHEN HOOD, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Thomas Beetonson, formerly residing at Regent-street, Stoke-upon-Trent, in the county of Stafford, and now residing in lodgings at No. 3, Glebe-street, Stoke-upon-Trent aforesaid, formerly Brewer's Agent, and now out of business.

THE creditors of the above-named William Thomas Beetonson who have not already proved their debts, are required, on or before the 3rd day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to Messrs. Challinors, of Hanley, Solicitors for the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883. **HENRY R. KING, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Lester, lately carrying on business at Stoke-upon-Trent as a Flint, Plaster, Gold, and Chirt Merchant, and lately residing at Weston, and now residing at No. 33, Newland-street, Hanley, all in the county of Stafford, now out of business.

THE creditors of the above-named George Lester who have not already proved their debts, are required, on or before the 3rd day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to Messrs. Challinors, of Hanley, Solicitors for the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883. **W. KNIGHT MOSTON, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Richard Dunn Blewett, of Callington, in the county of Cornwall, Travelling Draper and Grocer.

THE creditors of the above-named Richard Dunn Blewett who have not already proved their debts, are required, on or before the 6th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Luxon, No. 2, Courtenay-street, Plymouth, in the county of Devon, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1883. **WILLIAM LUXON, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Daws and John Robert Purvis, carrying on business at Church-street, Blaydon, in the county of Durham, under the style or firm of Daws and Purvis, the said William Daws being in lodgings at 5, Wesley-place, and the said John Robert Purvis, being in lodgings at 1, Albert-terrace, both in Blaydon aforesaid, Grocers, Provision Dealers, and Butchers.

THE creditors of the above-named William Daws and John Robert Purvis who have not already proved their debts, are required, on or before the 4th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Mallett, of the firm of Mallett Brothers, 21, Collingwood-street, Newcastle-upon-Tyne, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1883. **JAMES MALLET, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Richard Wood Russell, of the Blyth and Tyne Hotel, Lower Pearson-street, North Shields, in the county of Northumberland, Licensed Victualler.

THE creditors of the above-named Richard Wood Russell who have not already proved their debts, are required, on or before the 4th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Mallett, of the firm of Mallett Brothers, 21, Collingwood-street, Newcastle-upon-Tyne, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1883. **JAMES MALLET, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Williams, of No. 37, Belle Vue-crescent, Clifton Wood, in the city of Bristol, Plumber and Gasfitter.

THE creditors of the above-named James Williams who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, James Milne, of Caledonian-chambers, Bristol, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1883. **JAMES MILNE, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Lucas, of Worle, in the county of Somerset, Baker.

THE creditors of the above-named Charles Lucas who have not already proved their debts are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Frederick George Salisbury, of 30, Broad-street, Bristol, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1883. **F. G. SALISBURY, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Cardiff. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Moses David, of Gellyfedi Farm, Peterstone-super-Montem, in the parish of Coychurch, in the county of Glamorgan, Farmer.

THE creditors of the above-named Moses David who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Jenkins, of Philharmonic-chambers, Saint Mary-street, Cardiff, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1883. **JOHN JENKINS, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Lancaster, holden at Ulverston and at Barrow-in-Furness.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Crossley, of Greenscoe House, Dalton-in-Furness, in the county of Lancaster, Ironmaster and Mine Owner, trading as the Crommelin Iron Ore Company, at Corporation-street, Belfast, in the county of Antrim, in Ireland, and also at Newtown Crommelin, in the same county of Antrim.

THE creditors of the above-named William Crossley who have not already proved their debts, are required, on or before the 13th day of December next, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Barclay Peat, of the Royal Exchange, Middlesborough, in the county of York, the Trustee under the liquidation, or in default thereof they will, in accordance with an Order of Court dated the 13th instant, be excluded from any participation in the assets of the estate.—Dated this 21st day of November, 1883. **WM. B. PEAT, Trustee.**

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **HUGO SOMMERFELD**, formerly trading in copartnership with **George Paul Seligsen** and **Paul Sommerfeld**, under the style of **Seligsen and Sommerfeld**, at 7, Snow-hill, and afterwards at 17, Silk-street, both in the city of London, formerly at 69, Lindenstrasse, and afterwards at 21, Ritterstrasse, both in Berlin, in the Empire of Germany, at 277, Clarence-street, Sydney, in the Colony of New South Wales, at 10, Market-buildings, William-street, and afterwards at 16, Little Collins-street East, both in Melbourne, in the Colony of Victoria, and now carrying on business alone under the style of **H. Sommerfeld and Co.** at 17, Silk-street aforesaid, and also under the style of **H. Sommerfeld** at 21, Ritterstrasse, Berlin aforesaid, also formerly under the style of **H. Sommerfeld and Co.** at 32, Flinders-lane West, but now at 91A, Little Flinders-street East, both in Melbourne aforesaid, and residing at Spring View, St. Mark's-road, Notting Hill, in the county of Middlesex, Manufacturer and Exporter and Importer of Fancy Goods, Fine Art Publisher, and Dealer in Musical Instruments, and Merchant.

JOHN SEEAR, of 23, Holborn-viaduct, in the city of London, Chartered Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of **Thomas Goodchild**, of the Corn Exchange, Mark-lane, in the city of London, and of Hill House, Great Yeldham, in the county of Essex, of Gunce's and Borley's Farms, in the several parishes of Toppesfield, Great Yeldham, Stambourne, and Ridgewell, all in the said county, and also of Church Farm, in the said parish of Toppesfield, and of Mancross Farm, in the said parish of Great Yeldham, Corn Merchant and Farmer.

HARRINGTON EVANS BROAD, of 35, Walbrook, in the city of London, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debt to the trustee.—Dated this 19th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **Edward Harris Newton**, lately of 14, Holborn-viaduct, in the city of London, but now of 120A, Southwark-street, in the county of Surrey, and of 17, Haycroft-road, Brixton-rise, in the same county, trading at 120A, Southwark-street aforesaid, under the style or firm of **Newton and Coy.**, as Enamelled Slate and Marble Chimney Piece Manufacturer.

JOHN SEEAR, of 23, Holborn-viaduct, in the city of London, Accountant, and **Thomas Lawson**, of 25, Bankside, Southwark, in the county of Surrey, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and debts due all of the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 23rd day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **Henry Alexander Sayer**, of No. 55, Stockwell-green, in the county of Surrey, Provision Dealer.

GEORGE BORMAN, of No. 102, Canonbury-road, in the county of Middlesex, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 8th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **George Daniel Veck**, formerly residing at 71, Holland-

road, Brixton, in the county of Surrey, and then of no occupation, and now of the Terrace Hotel, Milton-next-Gravesend, in the county of Kent, Licensed Victualler and Hotel Proprietor.

PAUL ALFRED BOULTON, of 39A, King William-street, in the city of London, Chartered Accountant, and **Richard Nelson**, of 10, Basinghall-street, in the city of London, Chartered Accountant, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 19th day of July, 1883.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **Herbert Hawkins**, of No. 73, North-end, Croydon, in the county of Surrey, Draper.

FREDERICK HENRY COLLISON, of 99, Cheapside, in the city of London, Chartered Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **John Talbot Baydon**, of Croydon Zinc Works, No. 114, Church-street, Croydon, in the county of Surrey; **Zinc Worker**, **Ironmonger**, and **Earthenware, China, and Glass Dealer**.

WILLIAM JOSEPH ALLBRIGHT, of Broad Green, Croydon, in Surrey, Ironmonger, and **John Anthony Trythall**, of North End, Croydon, in Surrey, Auctioneer, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 23rd day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **St. John Boulton**, of the Priory, Epsom-road, Croydon, in the county of Surrey, **M.A.**, Army Tutor and Schoolmaster, and late of Manor-road, Wallington, in the same county.

JOSEPH JOHN SAFFERY, of 14, Old Jewry-chambers, in the city of London, Chartered Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 16th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Poole.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **James George Henson**, late of High-street, Wimborne, in the county of Dorset, and now of 173, Old Christchurch-road, Bournemouth, in the county of Hants, Draper.

JOHN DANIEL VINEY, of 99, Cheapside, in the city of London, Chartered Accountant has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of **Thomas Richard Casswell**, of Dembleby, in the county of Lincoln, Farmer.

WILLIAM FLINT TURNER, of Sleaford, and **Charles Lucas**, of Boston, both in the county of Lincoln, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 22nd day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Ashton-under-Lyne and Stalybridge.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Ashworth, residing and carrying on business at Mnoorside, Haughton, near Denton, in the county of Lancaster, Hat Manufacturer, formerly carrying on the said business in partnership with James Lowe and Thomas Lowe, and afterwards with the said Thomas Lowe, under the style or firm of Ashworth and Lowe.

JOHN SENNETT, of Holland-street, Blackfriars, in the city of London, Fur Dealer, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William McInroy, of Fairlawn, Southport, in the county of Lancaster, James Patrick Hesketh McInroy, of Fairlawn, Southport aforesaid, and William Richard Jones, of No. 80, Hartington-road, Sefton Park, Liverpool aforesaid, all trading in copartnership under the style or firm of McInroy and Gomersall, at Bank-chambers, 3, Cook-street, Liverpool aforesaid, as East India and General Commission Merchant.

SAMUEL LOWELL PRICE (Messrs. Price, Waterhouse, and Co.), of 44, Gresham-street, in the city of London, Accountant, has been appointed Trustee of the property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustee, and all debts due to the debtors must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 6th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Forsyth, Arthur Aitchison, and William Henry Hunter, of 52 and 54, Brick-street, in the city of Liverpool, Ironfounders and Copartners, trading under the style or firm of Forsyth, Aitchison, and Company, the said William Forsyth residing at 24, Beresford-road, Liverpool aforesaid, the said Arthur Aitchison residing at 77, Morton-street, Liverpool aforesaid, and the said William Henry Hunter residing at 16, Olive-street, Liverpool aforesaid.

RICHARD WILLIAM THOMAS, of 21, Harrington-street, Liverpool aforesaid, Accountant, has been appointed Trustee of the property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustee, and all debts due to the debtors must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 28th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ashton-under-Lyne and Stalybridge.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Billington, formerly of West View, 132, Whalley New-road, Blackburn, of 13, Dewsbury-place, Longsight, near Manchester, of 26, Villiers-street, and Currier-lane, Ashton-under-Lyne, and now of Crawford-terrace, off Granville-street, Ashton-under-Lyne aforesaid, all in the county of Lancaster, Foreman Pattern Maker.

JOHN HENRY TATTERSALL, of Blackburn, in the county of Lancaster, Solicitor, and Jeremiah Seel Bramall, of Ashton-under-Lyne aforesaid, Gentleman, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 22nd day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edgar Seaber, of Worthing, in the county of Sussex, Builder.

FREDERICK GEORGE CLARK, of 56, Ship-street, Brighton, in the county of Sussex, Chartered Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee.

Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 16th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Hastings.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas David Mannering, of Cinque Port-street, Rye, in the county of Sussex, Coachmaker, Wheelwright, and Blacksmith.

HENRY FAIRHALL, of Rye, in the said county, Solicitor's Clerk, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 3rd day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York, by transfer from the County Court of Yorkshire, holden at Leeds.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Fisher, of No. 83, Briggate, in the borough of Leeds, in the county of York, Milliner and Laceman.

JAMES WILLIAM CLOSE, of Park-row, Leeds aforesaid, Accountant, and Alfred Lister Blow, of No. 28, King-street, Cheapside, in the city of London, Accountants, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 24th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Cuxon Beardsall, carrying on business at 29, Mansfield-road, in the town of Nottingham, as a Wholesale and Retail Grocer, Wine, Ale, Porter, and Stout Merchant, formerly carrying on business at the same address in partnership with Henry Arthur Beardsall, as Beardsall Brothers, and residing at No. 12, Heskey-street, in the said town of Nottingham.

WILLIAM IZARD, of No. 6, Arthur-street East, in the city of London, Secretary to the Creditors' Association of Wholesale Dealers, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jonathan Richardson, residing at 89, Loughborough-road, and 2, Cheekills-road, Belgrave, in the county of Leicester, and carrying on business there as a Grocer and Provision Dealer, and Beerhouse Keeper, and at Leire-street, Belgrave aforesaid, as a Builder and Contractor.

WILLIAM HENRY CHAMBERLIN, of Leicester, in the county of Leicester, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 19th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Frederick Garrett, formerly of Henry-street, Lytham, in the county of Lancaster, Watch and Clock Maker and Jeweller, and now of High-street, Ripley, in the county of Derby, Watch and Clock Maker and Jeweller.

JAMES THORNTON, of Birmingham, in the county of Warwick, Jeweller, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Westmorland, holden at Kendal.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edward Kemp, of Beathwaite-green, Levens, in the county of Westmorland Farmer and General Dealer.

WILLIAM HEATON, of Kendal, in the said county, Auctioneer and Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A DIVIDEND is intended to be declared in the matter of a special resolution for liquidation by arrangement of the affairs of Philip Lytcott Aubrey Hinds, of the Barracks, Devonport, in the county of Devon, and of Tynemouth Castle, in the county of Northumberland, and of Fleetwood, in the county of Lancaster, and of 5, Bury-street, St. James's, and 10, Thistle-grove, Brompton, and of the Folies Dramatique Theatre, Great Queen-street, all in the county of Middlesex, late an Officer in Her Majesty's Army. Creditors who have not proved their debts by the 11th day of December, 1883, will be excluded.—Dated this 26th day of November, 1883.

ARTHUR COOPER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Bedfordshire, holden at Bedford.

A DIVIDEND is intended to be declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Pentelow, of Colmworth, in the county of Bedford, Farmer. Creditors who have not proved their debts by the 4th day of December, 1883, will be excluded.—Dated this 21st day of November, 1883.

EBENR. PENTELow,
THOS. WAYMAN, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.
To Robert Vaughan Davies, of Severn House, Seven Sisters'-road, Stamford Hill, in the county of Middlesex, and of the North Kent Brickfields, Northfleet, in the county of Kent, Brick Manufacturer.

In the Matter of a Debtor's Summons issued against you by Daniel King, of 27A, Kingsland-road, in the county of Middlesex, Corn Merchant.

TAKE notice, that a Debtor's Summons having been granted against you by this Court, the Court has ordered that the publication of this notice in the London Gazette shall be deemed to be service of such summons on you on the seventh day after such publication. The summons can be inspected by you on application to this Court.—Dated this 23rd day of November, 1883.

In the County Court of Lancashire, holden at Liverpool.

A MEETING of the Creditors of John Bennett, of 41, Ormond-street, in the city of Liverpool, and of Birchvale House, Birchvale, in the county of Derby, General Merchant, adjudicated bankrupt on the 26th day of June, 1883, will be held at the office of Messrs. Harwood Banner and Son, 24, North John-street, Liverpool, on the 10th day of December, 1883, at three o'clock in the afternoon, for the purpose of considering the propriety of sanctioning the assent by the Trustee to a scheme of settlement of the affairs of the said bankrupt, and for the annulling thereafter of the order of adjudication made against the bankrupt.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A MEETING of the Creditors of Charles Stetson Peabody Bowles, Robert Caldwell Mackay Bowles, William Burrows Bowles, Henry Cushing Stetson, and Nathan Appleton, late of 449, Strand, London, bankrupts, adjudicated bankrupts on the 10th day of December, 1872, will be held at the offices of Messrs. Turquand, Youngs, and Co., 41, Coleman-street, London, on Friday, the 21st day of December, 1883, at two o'clock in the afternoon, for the purpose of considering the propriety of sanctioning the acceptance by the Trustee of the proposed modification of the scheme of arrangement by the Trustee receiving a sum which, with the balance in the Trustee's hands, will be sufficient to pay five per cent. on the proofs

No. 25291.

2 I

on the London bankruptcy, in the stead of the ten per cent. on account of principal and eight per cent. on account of interest, as provided for in the first schedule to the trust deed of the 24th day of June, 1879, and for the annulment of the bankruptcy. **JNO. YOUNG**, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Edward Joseph Kennett, of 68, Longridge-road, South Kensington, in the county of Middlesex, late of Dashwood House, New Broad-street, in the city of London, Accountant, adjudicated Bankrupt on the 13th day of August, 1883.

TAKE notice, that a General Meeting of the Creditors of the above-named will be held on Monday, the 10th day of December, 1883, at three o'clock in the afternoon, at the offices of Messrs. Hibberd, Bull, and Co., 17, King's Arms-yard, Coleman-street, in the city of London, to consider a proposal which has been made to the Trustee by the said Edward Joseph Kennett, that a composition of 2s. in the pound be accepted by the said Trustee on behalf of the creditors, in full discharge of their debts, or that a general scheme of settlement of the affairs of the said Edward Joseph Kennett, upon such terms as may be thought expedient, be assented to, under section 28 of the above Act, and that upon the receipt of such composition by the Trustee or the completion of such scheme of settlement, the bankruptcy be annulled and the bankrupt granted his discharge.—Dated this 23rd day of November, 1883.

A. E. HIBBERD, Trustee.

In the London Bankruptcy Court.

A DIVIDEND of 10s. in the pound has been declared in the matter of Samuel Walton, of No. 4, Harmer-villas, Forest Hill, in the county of Kent, Gentleman, adjudicated bankrupt on the 5th day of March, 1880, and will be paid by me, at my offices, No. 3, George-yard, Lombard-street, in the city of London, on and after the 3rd day of December, 1883.—Dated this 26th day of November, 1883.

R. H. WILLIAMS, Trustee.

[In the London Bankruptcy Court, by transfer from the County Court of Essex, holden at Chelmsford.

A SECOND and Final Dividend of 0½d. in the pound has been declared in the matter of Edward Thomas Foakes, of Westbury House, Great Dunmow, in the county of Essex, adjudicated bankrupt on the 3rd day of July, 1882, and will be paid by me, at the offices of Messrs. Ginn and Matthew, Solicitors, 63, St. Andrew's-street, Cambridge, on and after the 26th day of November, 1883.—Dated this 22nd day of November, 1883.

J. W. HILL, Trustee.

In the County Court of Lancashire, holden at Manchester.

A SECOND Dividend of 2s. 6d. in the pound has been declared in the matter of James Wolstenholme, of 14, the Crescent, the Pier Bazaar, and Back Pedlar-street, all in Morecambe, in the county of Lancaster, Bazaar Keeper, Dealer in Fancy Goods, and Confectioner, adjudicated bankrupt on the 27th day of October, 1883, and will be paid by me, at my office, 64, Cross-street, Manchester, on and after the 27th day of November, 1883.—Dated this 23rd day of November, 1883.

JAMES BOKERSLEY, Trustee.

In the County Court of Yorkshire, holden at Halifax.

A FIRST and Final Dividend of 8s. 3d. in the pound has been declared in the matter of James Fry, of Union-street, Halifax, in the county of York, Tailor, adjudicated bankrupt on the 4th day of July, 1883, and will be paid by me, at my office, No. 2, Wade-street, Halifax aforesaid, on and after the 30th day of November, 1883.—Dated this 23rd day of November, 1883.

JAMES BAIRSTOW, Trustee.

Declaration of Dividend under a Petition, dated 16th November, 1883, against Frederick Howell Gould, of No. 64, Windmill-street, Milton-next-Gravesend, in the county of Kent, Designer to Calico Printers.

NOTICE is hereby given, that the First Dividend at the rate of 2s. 8½d. in the pound, on account of 20s. to New Proofs only, is now payable, and that warrants for the same may be received, by those legally entitled, at the Official Assignee's office, in the London Bankruptcy Court, 34, Lincoln's-inn-fields, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will, or letters of administration under which they claim.—November 26, 1883.

P. PAGET, Official Assignee.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of Harvey Stapleton and Francis William Jerrard, both of Peterborough, in the county of Northampton, Corn Merchants, trading together in copartnership there under the style or firm of Stapleton and Jerrard, Bankrupts.

WHEREAS under a Bankruptcy Petition presented to this Court against the said Harvey Stapleton and Francis William Jerrard, an order of adjudication was made on the 7th day of December, 1882. This is to give notice that the said adjudication was, by order of this Court, annulled on the 23rd day of November, 1883.—Dated this 23rd day of November, 1883.

In the County Court of Lancashire, holden at Manchester In the Matter of the Albert Edward Permanent Benefit Building Society; and in the Matter of the Building Societies Act, 1874; and in the Matter of the Companies Acts, 1862 and 1867.

NOTICE is hereby given, that his Honour John Archibald Russell, Q.C., Judge of the County Court of Lancashire, has fixed Wednesday, the 12th day of December, 1883, at half-past twelve o'clock in the afternoon, at the Court-house, Quay-street, in the city of Manchester, as the time and place for the appointment of an Official Liquidator of the above-named Society.—Dated the 23rd day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Isadore E Louis, of the Sun and Doves Public-house, Coldharbour-lane, Brixton, in the county of Surrey, Widow.

UPON the hearing of this Petition this day, and upon proofs satisfactory to the Court of the debt of the Petitioner, and of the act or acts of the Bankruptcy alleged to have been committed by the said Isadore E Louis having been given, it is ordered that the said Isadore E Louis be, and she is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1883.

By the Court,

Wm. Hazlitt, Registrar.

The First General Meeting of the creditors of the said Isadore E Louis is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 12th day of December, 1883, at half-past twelve o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of her affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to William Hazlitt, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Francis Augustus Mason and Thomas Mason, both of 39, St. Paul's-road, Limehouse, in the county of Middlesex, trading in copartnership as Drapers and General Dealers, under the style of F. and T. Mason.

UPON the hearing of this Petition this day, and upon proofs satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of the Bankruptcy alleged to have been committed by the said Francis Augustus Mason and Thomas Mason having been given, it is ordered that the said Francis Augustus Mason and Thomas Mason be, and they are hereby, adjudged bankrupts.—Given under the Seal of the Court this 23rd day of November, 1883.

By the Court,

Wm. Hazlitt, Registrar.

The First General Meeting of the creditors of the said Francis Augustus Mason and Thomas Mason is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 12th day of December, 1883, at half-past twelve o'clock in the afternoon, and that the Court has ordered the bankrupts to attend thereat for examination, and to produce thereat a statement of their affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupts must deliver them, and all debts due to the bankrupts must be paid, to William Hazlitt, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the

London Bankruptcy Court, Lincoln's-inn-fields. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Barnett Miller, of 242, High-street, Shadwell, in the county of Middlesex, Boot and Shoe Manufacturer.

UPON the hearing of this Petition this day, and upon proofs satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said Barnett Miller having been given, it is ordered that the said Barnett Miller be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1883.

By the Court,

Wm. Hazlitt, Registrar.

The First General Meeting of the creditors of the said Barnett Miller is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 12th day of December, 1883, at one o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to William Hazlitt, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Thomas Williams, of 6, Archell-road, West Kensington, in the county of Middlesex, Builder.

UPON the hearing of this Petition this day, and upon proofs satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said Thomas Williams having been given, it is ordered that the said Thomas Williams be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 22nd day of November, 1883.

By the Court,

P. H. Pepps, Registrar.

The First General Meeting of the creditors of the said Thomas Williams is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 12th day of December, 1883, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to Philip Henry Pepps, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against George Johnson, of No. 3, Lombard-court, in the city of London, Solicitor.

UPON the hearing of this Petition this day, and upon proofs satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said George Johnson having been given, it is ordered that the said George Johnson be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 8th day of September, 1883.

By the Court,

Wm. Hazlitt, Registrar.

The First General Meeting of the creditors of the said George Johnson is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 11th day of December, 1883, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to James Rigg Brougham, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Brentford.
In the Matter of a Bankruptcy Petition against W
T C Bruton, of Cranfield Villa, Hanwell, in the
county of Middlesex, Assistant Engineer.

UPON the hearing of this Petition this day, and upon
proof satisfactory to the Court of the debt of the Petitioner,
and of the act of Bankruptcy alleged to have been committed
by the said W T C Bruton having been given,
it is ordered that the said W T C Bruton be, and he is
hereby, adjudged bankrupt.—Given under the
Seal of the Court this 20th day of November, 1883.

By the Court.

Wm. Ruston, Registrar.

The First General Meeting of the creditors of the said
W T C Bruton is hereby summoned to be held
at the County Court Offices, Townhall, Brentford, on the
11th day of December, 1883, at eleven o'clock in the
forenoon, and that the Court has ordered the bankrupt to
attend thereat for examination, and to produce thereat a
statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having
in their possession any of the effects of the bankrupt must
deliver them, and all debts due to the bankrupt must be
paid, to the Registrar. Creditors must forward their Proofs
of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Cambridgeshire, holden at
Cambridge.

In the Matter of a Bankruptcy Petition against James
Home (and not *Horne*, as erroneously printed in last
Gazette), of Ely, in the county of Cambridge, Wine
Merchant.

UPON the hearing of this Petition this day, and upon
proof satisfactory to the Court of the debt of the Petitioner,
and of the trading, and of the act of Bankruptcy alleged to
have been committed by the said James Home having been
given, it is ordered that the said James Home be, and he is
hereby, adjudged bankrupt.—Given under the Seal of the
Court this 21st day of November, 1883.

By the Court,

J. F. Eaden, Registrar.

The First General Meeting of the creditors of the said
James Home is hereby summoned to be held at the Office
of this Court, No. 15, Sidney-street, Cambridge, on the 8th
day of December, 1883, at twelve o'clock at noon, and that
the Court has ordered the bankrupt to attend thereat for
examination, and to produce thereat a statement of his
affairs, as required by the statute.

Until the appointment of a Trustee, all persons having
in their possession any of the effects of the bankrupt must
deliver them, and all debts due to the bankrupt must be
paid, to the Registrar. Creditors must forward their Proofs
of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Bedfordshire, holden at Bedford.
In the Matter of a Bankruptcy Petition against George
Welch the elder, of Amptill, in the county of Bedford,
Builder.

UPON the hearing of this Petition this day, and upon
proof satisfactory to the Court of the debt of the Petitioner,
and of the act or acts of the Bankruptcy alleged to have
been committed by the said George Welch the elder having
been given, it is ordered that the said George Welch the
elder be, and he is hereby, adjudged bankrupt.—Given
under the Seal of the Court this 23rd day of November,
1883.

By the Court,

James Pearce, Registrar.

The First General Meeting of the creditors of the said
George Welch the elder is hereby summoned to be held at
the Office of the Registrar of this Court, on the 10th
day of December, 1883, at eleven o'clock in the forenoon,
and that the Court has ordered the bankrupt to attend
thereat for examination, and to produce thereat a state-
ment of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having
in their possession any of the effects of the bankrupt must
deliver them, and all debts due to the bankrupt must be
paid, to the Registrar. Creditors must forward their
Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-
Tees and Middlesborough.
In the Matter of a Bankruptcy Petition against Henry
Chapman, of Middlesborough, in the county of York,
Joiner and Builder.

UPON the hearing of this Petition this day, and upon
proof satisfactory to the Court of the debt of the Peti-
tioners, and of the trading, and of the act or acts of the
Bankruptcy alleged to have been committed by the said
Henry Chapman having been given, it is ordered that the
said Henry Chapman be, and he is hereby, adjudged bank-

rupt.—Given under the Seal of the Court this 23rd day of
November, 1883.

By the Court,

T. Crosby, Registrar.

The First General Meeting of the creditors of the said
Henry Chapman is hereby summoned to be held at the
Court-house, Bridge-road, Stockton-on-Tees, in the county
of Durham, on the 14th day of December, 1883, at eleven
o'clock in the forenoon, and that the Court has ordered
the bankrupt to attend thereat for examination, and to
produce thereat a statement of his affairs, as required by
the statute.

Until the appointment of a Trustee, all persons having in
their possession any of the effects of the bankrupt must
deliver them, and all debts due to the bankrupt must be
paid, to the Registrar. Creditors must forward their Proofs
of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of W. E. Manning, of 85, Westbourne Park-
villas, in the county of Middlesex, a Bankrupt.

George Lamb Battler, of No. 43, Moorgate-street, in
the city of London, Public Accountant, has been appointed
Trustee of the property of the bankrupt. The Court has
appointed the adjourned Public Examination of the bankrupt
to take place at the London Bankruptcy Court, Lincoln's-
inn-fields, in the county of Middlesex, on the 6th day of
December, 1883, at eleven o'clock in the forenoon. All
persons having in their possession any of the effects of the
bankrupt must deliver them to the trustee, and all debts
due to the bankrupt must be paid to the trustee. Credi-
tors who have not yet proved their debts must forward
their proofs of debts to the trustee.—Dated this 15th day
of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Peter Burton, of 38, Batoum-gardens,
Brook Green, Hammersmith, and of Warwick-road,
South Kensington, both in the county of Middlesex, a
Bankrupt.

Harry Dade, of 9, Idol-lane, Great Tower-street, in the
city of London, Solicitor's Clerk, has been appointed Trustee
of the property of the bankrupt. The Court has appointed
the Public Examination of the bankrupt to take place at
the London Bankruptcy Court, Lincoln's-inn-fields, in the
county of Middlesex, on the 15th day of December, 1883,
at eleven o'clock in the forenoon. All persons having
in their possession any of the effects of the bankrupt must
deliver them to the trustee, and all debts due to the bank-
rupt must be paid to the trustee. Creditors who have not
yet proved their debts must forward their proofs of debts to
the trustee.—Dated this 22nd day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of John Evans, of 53, Chryssell-road,
Brixton, in the county of Surrey, Cowkeeper and Dairy-
man, a Bankrupt.

James Bewley Crump, of 44, Eastcheap, in the city of
London, Chartered Accountant, has been appointed Trustee
of the property of the bankrupt. The Court has appointed
the Public Examination of the bankrupt to take place at the
London Bankruptcy Court, Lincoln's-inn-fields, in the
county of Middlesex, on the 21st day of December, 1883,
at eleven o'clock in the forenoon. All persons having in their
possession any of the effects of the bankrupt must deliver
them to the trustee, and all debts due to the bankrupt
must be paid to the trustee. Creditors who have not yet
proved their debts must forward their proofs of debts to the
trustee.—Dated this 20th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Amos Simmons and Robert Machley, both
of Cricklewood, in the county of Middlesex, Builders,
Bankrupts.

Paul Alfred Boulton, of 39A, King William-street, in
the city of London, Chartered Accountant, has been ap-
pointed Trustee of the property of the bankrupts. The
Court has appointed the Public Examination of the bank-
rupts to take place at the London Bankruptcy Court, on
the 18th day of December, 1883, at eleven o'clock in the
forenoon. All persons having in their possession any of
the effects of the bankrupts must deliver them to the
trustee, and all debts due to the bankrupts must be paid
to the trustee. Creditors who have not yet proved their
debts must forward their proofs of debts to the trustee.—
Dated this 21st day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of William Anthony Lambert, of Thornlaw-
road, West Norwood, in the county of Surrey, Builder, a
Bankrupt.

Ernest Foreman, of 57, Gracechurch-street, in the city
of London, Secretary to the London Timber Trades' Ass-

ciation, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 13th day of December, 1883, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Henry James Symons, of the Durant Arms, Durant-street, Bethnal Green, in the county of Middlesex, Licensed Victualler, a Bankrupt.

Edward Cecil Moore, of 3, Crosby-square, in the city of London, Chartered Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 18th day of December, 1883, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Cambridgeshire, holden at Cambridge.

In the Matter of Joseph Foster, of the borough of Cambridge, Accountant, a Bankrupt.

Robert Peters, jun., of the borough of Cambridge, Chartered Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Guildhall, Cambridge, on the 19th day of December, 1883, at twelve o'clock at noon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 20th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead.

In the Matter of Edward Alfred Barker, of 13, Harland-road, Tranmere, in the county of Chester, formerly a Cement Agent, but now out of business, a Bankrupt.

John Gordon Byron Mawson, of 44, Hamilton-square, Birkenhead, Chartered Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court-house, Birkenhead, on the 21st day of December, 1883, at ten o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.

In the Matter of Arthur Hughes Swallow, of the Denmark Hotel, Lloyd-street, Chorlton-upon-Medlock, near the city of Manchester, in the county of Lancaster, Licensed Victualler, a Bankrupt.

Edwin Belfield, of 17, Market-place, Derby, in the county of Derby, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court-house, Quay-street, in the city of Manchester, on the 10th day of December, 1883, at half-past twelve o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.

In the Matter of George T. Aitker, of 31, Brunswick-street, Chorlton-upon-Medlock, near Manchester, in the county of Lancaster, Commission Agent.

Samuel Tilzey, of 79, Malsley-street, in the city of Manchester, Secretary of the Manchester Guardian Society for the Protection of Trade, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court-house, in Quay-street, in the said city of Manchester, on the 10th day of December, 1883, at half-past twelve o'clock in the afternoon. All persons having in their posses-

sion any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Thomas Harrison and Alfred Harrison, both of 3, Fowke's-buildings, Great Tower-street, in the city of London, Solicitors and Copartners, Bankrupts.

Herbert Watkins, of 18, Ironmonger-lane, in the city of London, Chartered Accountant, has been appointed Trustee of the property of the bankrupts, in the place and stead of James Waddell, who has been adjudged bankrupt. All persons having in their possession any of the effects of the bankrupts must deliver them to the trustee, and all debts due to the bankrupts must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 20th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Michael McGrath, of 102, Euston-road, in the county of Middlesex, and 139, East-street, Walworth-road, in the county of Surrey, Metal Dealer, adjudicated a Bankrupt on the 7th day of April, 1881.

NOTICE is hereby given, that a Meeting of the Creditors of the above-named bankrupt will be held at the offices of Messrs. Foreman, Son, and Co., No. 32, Gresham-street, in the city of London, on Tuesday, the 18th day of December, 1883, at three o'clock in the afternoon precisely, for the following purposes:—To consider the propriety of passing a resolution to the effect that the bankruptcy or the failure to pay 10s. in the pound has, in the opinion of the creditors, arisen from circumstances for which the bankrupt cannot justly be held responsible, and that they desire that an Order of Discharge should be granted to him, and assent to an application being made to the Court for that purpose.—Dated this 24th day of November, 1883.

EBENEZER CHAMBERS FOREMAN, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Alfred Hawes Hawes, of Nos. 12 and 13, Poultry, in the city of London, Hosier and Outfitter, and residing at No. 14, Powerscroft-road, Lower Clapham, in the county of Middlesex, adjudicated a Bankrupt on the 29th of July, 1881.

ON the requisition of the above-named bankrupt, a Meeting of his Creditors is hereby summoned to be held at the offices of Mr. William Sturt, 14, Ironmonger-lane, in the city of London, on Tuesday, the 11th day of December, 1883, at three o'clock in the afternoon, for the purpose of taking into consideration, and, if the creditors think fit, passing the following special resolutions:—1. That the creditors of the bankrupt hereby assent to the bankrupt's applying to the Court for an Order of Discharge, although the bankruptcy has not been closed; 2. That in the opinion of the creditors of the bankrupt his bankruptcy, or the failure to pay 10s. in the pound, has arisen from circumstances for which the said bankrupt cannot justly be held responsible, and that they desire that an Order of Discharge should be granted to him.—Dated this 21st day of November, 1883.

CHAS. LEE NICHOLS, 1, Queen Victoria-street, E.C., Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Lewis Etheridge, of No. 252, Lower-road, Deptford, in the county of Surrey, and of the Lion Wharf, Greenwich, in the county of Kent, Stonemason, Builder, and Contractor, adjudicated a Bankrupt on the 15th day of June, 1882.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named bankrupt will be held at the offices of Conrad Fitch, of No. 29, Bedford-row, in the county of Middlesex, on Wednesday, the 12th day of December, 1883, at two of the clock in the afternoon, for the purpose of passing a special resolution to the effect that the failure to pay 10s. in the pound has, in their opinion, arisen from circumstances for which the bankrupt cannot justly be held responsible, and that they desire that an Order of Discharge should be granted to him, and assent to his applying to the Court for such Order of Discharge accordingly.—Dated this 26th day of November, 1883.

A. G. BUTTIFANT, Trustee.

In the County Court of Lancashire, holden at Manchester.
On the 21st day of December, 1883, at half-past twelve o'clock in the afternoon, Thomas Bowler, residing in lodgings at Barlow House Farm, Barlow-lane, Levenshulme, Cattle Dealer, adjudicated bankrupt on the 21st day of July, 1883, will apply for an Order of Discharge.—Dated this 24th day of November, 1883.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of Frederick Winterhoff, carrying on business at No. 138, Belvedere-road, Waterloo Bridge, Lambeth, and No. 22, Howley-place, Belvedere-road aforesaid, under the style or firm of F. Winterhoff and Company, and residing at No. 7, Oberstein-road, New Wandsworth, all in the county of Surrey, Lithographic Stone Quarry Proprietor and Merchant, and Bronze Powder, Printing, Ink and Colour Manufacturer, adjudicated bankrupt on the 7th day of September, 1883. Creditors who have not proved their debts by the 5th day of December, 1883, will be excluded.—Dated this 23rd day of November, 1883.

L. R. Blankenstein, Trustee.

In the London Bankruptcy Court.

A Second and Final Dividend is intended to be declared in the matter of Joseph Robey, of Nos. 101 and 103, Holloway-road, Islington, in the county of Middlesex, and of No. 8, Barnsbury Park, Islington aforesaid, Furniture Dealer and Upholsterer, adjudicated bankrupt on the 3rd day of November, 1882, but whose bankruptcy was annulled by the order of the Court, dated the 17th day of September, 1883. Creditors who have not proved their debts by the 1st day of December, 1883, will be excluded.—Dated this 21st day of November, 1883.

Woodley Smith, Trustee.

In the County Court of Hampshire, holden at Winchester.

A Dividend is intended to be declared in the matter of William Henry Ray, of 102, High-street, in the city of Winchester, in the county of Southampton, trading under the style of Ray and Hoare, as a Draper, Haberdasher, Milliner, and Dress and Mantle Maker, adjudicated bankrupt on the 18th day of August, 1883. Creditors who have not proved their debts by the 7th day of December, 1883, will be excluded.—Dated this 23rd day of November, 1883.

*William Edmonds,
Chas. Johnson, Trustees.*

In the County Court of Northumberland, holden at Newcastle.

A Dividend is intended to be declared in the matter of George Emalie Reid, of No. 12, North-view, Heaton, in the city and county of Newcastle-upon-Tyne, Agent, adjudicated bankrupt on the 24th day of January, 1883. Creditors who have not proved their debts by the 10th day of December, 1883, will be excluded.—Dated this 24th day of November, 1883.

Edmund Nichols, Trustee.

In the County Court of Lancashire, holden at Oldham.

A Dividend is intended to be declared in the matter of Robert Booth, of 48, Sheepwash-lane, Oldham, in the county of Lancaster, late Innkeeper, adjudicated bankrupt on the 21st day of November, 1877. Creditors who have not proved their debts by the 6th day of December, 1883, will be excluded.—Dated this 24th day of November, 1883.

Jno. Wm. Lees, Trustee.

In the County Court of Sussex, holden at Lewes and Eastbourne.

A First and Final Dividend is intended to be declared in the matter of Daniel Fennemore, of Framfield, in the county of Sussex, Butcher, adjudicated bankrupt on the 21st day of October, 1882. Creditors who have not proved their debts by the 6th day of December, 1883, will be excluded.—Dated this 21st day of November, 1883.

Thomas Page, Trustee.

In the County Court of Cheshire, holden at Chester.

A Dividend is intended to be declared in the matter of Edwin Cross, of the Wych Mill, Whitechurch, in the county of Salop, Miller, adjudicated bankrupt on the 13th day of February, 1880. Creditors who have not proved their debts by the 8th day of December, 1883, will be excluded.—Dated this 24th day of November, 1883.

John Griffiths, Trustee.

In the County Court of Carmarthenshire, holden at Carmarthen.

A First and Final Dividend is intended to be declared in the matter of Thomas Jones, late of Trefach, in the parish of Nevern, in the county of Pembroke, afterwards of Eitbin Mân, in the parish of Wolfcastle, in the same county, and now of Bride's-terrace, in the parish of Wolfcastle aforesaid, adjudicated bankrupt on the 19th day of May, 1877. Creditors who have not proved their debts by the 5th day of December, 1883, will be excluded.—Dated this 22nd day of November, 1883.

C. E. D. Morgan-Richardson, Trustee.

In the County Court of Yorkshire, holden at Huddersfield.

A Dividend is intended to be declared in the matter of Henry Hirst, of Turnbridge Mill and No. 1, Greenhead-lane, in Huddersfield, in the county of York, Yarn Spinner, trading under the style or firm of Henry Hirst, Jun., and Co., adjudicated bankrupt on the 10th day of August, 1883. Creditors who have not proved their debts by the 10th day of December, 1883, will be excluded.—Dated this 22nd day of November, 1883.

Tho. Geo. Sharpe, Trustee.

In the County Court of Yorkshire, holden at Sheffield.

A Dividend is intended to be declared in the matter of Joseph Armstrong, of Upper Whiston, in the parish of Whiston, near Rotherham, in the county of York, and Frank Hounsfield, of 30, Westbourne-road, East Broomhill, Sheffield, in the said county of York, carrying on business in partnership together at Brinsworth Iron and Steel Works, near Rotherham aforesaid, and at Pothouse-lane, Attercliffe, near Sheffield aforesaid, as Railway Plant and Steel Manufacturers, under the style of Joseph Armstrong and Co., adjudicated bankrupts on the 13th day of July, 1882. Creditors who have not proved their debts by the 6th day of December, 1883, will be excluded.—Dated this 24th day of November, 1883.

Jarvis W. Barber, Trustee.

In the County Court of Devonshire, holden at Exeter.

A Dividend is intended to be declared in the matter of George Dale, of No. 64, Grosvenor-terrace, Falcon-road, Clapham, in the county of Surrey, adjudicated bankrupt on the 18th day of December, 1882. Creditors who have not proved their debts by the 5th day of December, 1883, will be excluded.—Dated this 24th day of November, 1883.

Thomas Andrew, Trustee.

In the County Court of Yorkshire, holden at Leeds.

In the Matter of Thomas Wright, of No. 1, Oakfield-terrace, Grove-road, Headingley, near Leeds aforesaid, Insurance Agent, a Bankrupt.

An Order of Discharge was this day granted to Thomas Wright, of No. 1, Oakfield-terrace, Grove-road, Headingley, near Leeds aforesaid, Insurance Agent, who was adjudicated bankrupt on the 12th day of July, 1882.—Dated this 24th day of October, 1883.

In the County Court of Surrey, holden at Wandsworth, In the Matter of Thomas Hollis Wright, of No. 4, Park-shot, Richmond, in the county of Surrey, a Bankrupt.

ON the 11th day of December, 1883, at two o'clock in the afternoon, Charles Fletcher Richardson, of 8, Laurence Pountney-lane, in the city of London, the Trustee of the above-named bankrupt, who was adjudicated bankrupt on the 5th day of May, 1882, will apply for an Order to close this bankruptcy.—Dated this 15th day of November, 1883.

W. A. WILLOUGHBY, Registrar.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Clara Rawles, of No. 213, Coldharbour-lane, Brixton, and late of No. 4, Westmorland-road, Walworth, both in the county of Surrey, Boot and Shoe Manufacturer, Widow, a Bankrupt.

Before Mr. Registrar Hazlitt, sitting as Chief Judge.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 17th day of July, 1883, reporting that the whole of the property had been realized for the benefit of the creditors, as shown by the statement hereunto annexed, which realization was not sufficient to pay expenses, and upon the application of the Trustee and reading of the report of the Official Assignee, and no creditor appearing to oppose, the Court being satisfied that the whole of the property had been realized for the benefit of the creditors, which realization was not sufficient to pay expenses, doth order and declare that the bankruptcy of the said Clara Rawles has closed.—Given under the Seal of the Court this 22nd day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of John Betts Ottaway, of 48 and 49, Old Broad-street, in the city of London, and of No. 1, High-bury-villas, Stanstead-road, Forest Hill, in the county of Kent, Tavern Keeper, a Bankrupt.

Before Mr. Registrar Hazlitt, sitting as Chief Judge.

UPON the application of the Trustee, and upon reading a report of the Trustee of the property of the bankrupt, dated the 10th day of October, 1883, reporting that the whole of the property of the bankrupt had been realized for the benefit of his creditors, but the amount so obtained had proved insufficient to pay a dividend, and upon reading the report of the Official Assignee, dated the 31st October, 1883, and no creditor appearing to oppose, the Court being satisfied that the whole of the property of the bankrupt has been

realized for the benefit of his creditors, but the amount so obtained has proved insufficient to pay a dividend, doth order and declare that the bankruptcy of the said John Betts Ottaway has closed.—Given under the Seal of the Court this 22nd day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Shrewsbury. In the Matter of John Charles Stone, of Town Walls, Shrewsbury, in the county of Salop, Schoolmaster, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 22nd day of November, 1883, reporting that the bankrupt had disclosed no assets in his statement of affairs filed in the above matter, and he had not been able to trace or possess himself of any, and as he did not see any likelihood of obtaining any assets, and there was, in his opinion, no necessity for needlessly protracting the bankruptcy, the Court being satisfied that the bankrupt had disclosed no assets in his statement of affairs filed in the above matter, and that the Trustee had not been able to trace or possess himself of any, and that he did not see any likelihood of obtaining any assets, and that there is no necessity for needlessly protracting the bankruptcy, doth order and declare that the bankruptcy of the said John Charles Stone has closed.—Given under the Seal of the Court this 23rd day of November, 1883.

THE estates of George Ingram, at present Clerk in the Ordnance Survey Office, Tudor Hall, Clifton, and having his residence at No. 41, Great King-street, Edinburgh, were sequestrated on 22nd November, 1883, by the Court of Session.

The first deliverance is dated 22nd October, 1883.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Friday, the 30th day of November, 1883, within Dowell's Rooms, 18, George-street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before 22nd day of March, 1884.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

MILLAR, ROBSON, and INNES, S.S.C., Agents,
8, George-street, Edinburgh.

THE estates of Mrs. Anne Marjory Ingram, Dressmaker, No. 41, Great King-street, Edinburgh, wife of George Ingram, at present Clerk in the Ordnance Survey Office,

Tudor Hall, Clifton, and having his residence at No. 41, Great King-street, Edinburgh aforesaid, were sequestrated on the 22nd day of November, 1883, by the Court of Session.

The first deliverance is dated 22nd October, 1883.

The meeting to elect the Trustee and Commissioners is to be held at three o'clock, afternoon, on Friday, the 30th day of November, 1883, within Dowell's Rooms, 18, George-street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 22nd day of March, 1884.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

MILLAR, ROBSON, and INNES, S.S.C., Agents,
8, George-street, Edinburgh.

THE estates of Moses Cronson, Glass Merchant and Picture Frame Maker, 145 and 147, Main-street, Gorbals, Glasgow, were sequestrated on 6th November, 1883, by the Court of Session.

The first deliverance is dated the 10th October, 1883.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Monday, the 3rd day of December, 1883, within the Faculty-hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 6th day of March, 1884.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ROBERT STARKE, Solicitor,
122, George-street, Edinburgh, Agent.

THE estates of William Anderson, Miller, Tweed Mill, Coldstream, Berwickshire, were sequestrated on the 26th day of November, 1883, by the Court of Session.

The first deliverance is dated 26th November, 1883.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Wednesday, the 5th day of December, 1883, within the White Swan Hotel, Market-place, Duns.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 26th day of March, 1884.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

P. MORISON, S.S.C., Agent,
4, Bank-street, Edinburgh.

All Letters must be Post paid, and all communications on the business of the London Gazette, to be addressed to the Office, Princes Street, Westminster.

Orders for Gazettes to be addressed to the Publishers, 45, St. Martin's Lane.

Printed and Published by THOMAS HARRISON and JAMES WILLIAM HARRISON, Printers, at their Office. No. 45, St. Martin's Lane, in the Parish of St. Martin-in-the-Fields, in the County of Middlessex.

Tuesday, November 27, 1883.

Price One Shilling.