

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