

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 22½ 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 8½ 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 14½ 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