

tramway so removed or discontinued to be used or intended so to be.

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 passenger or other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or charges.

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, local board, trustees, or any body corporate, or persons having the duty of directing the repairs, or the control or management of the said streets, roads, and places, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and of any existing or authorised roads or streets, or street improvement, upon or along which the same or any part thereof are or are intended to be laid and constructed, and for facilitating the passage of carriages and traffic over or along the same, or any part thereof, and to confirm and give effect to any such agreements as may have been made, or may be made, before the passing of the Bill into an Act.

To enable the Company to reduce the capital which they are authorised to raise under the powers of "The Lea Bridge, Leyton, and Walthamstow Tramways Act, 1881," by such an amount and upon such terms and conditions as may be prescribed by the Bill.

To attach to such portion of the said authorised capital, and upon such terms and conditions as may be prescribed by the Bill, privileges of preference or priority in payment of dividends or interest.

To increase their capital for all or any of the purposes of the Bill, and to raise further capital by new ordinary or preference shares, and by borrowing, and to make regulations relating to the application of their authorised capital or any part thereof to all or any of such purposes, 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 Act, or may be by the intended Act, authorised to raise.

To provide for and sanction the release and payment to the Company of so much of the deposit fund paid or transferred into the Chancery Division of the High Court of Justice on the application for "The Lea Bridge, Leyton, and Walthamstow Tramways Act, 1881," as having regard to the amount of that fund and the entire length of the tramways authorised by that Act, would represent or be applicable to the portion of the authorised tramways which has not been constructed by the Company.

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 "The Lea Bridge, Leyton, and Walthamstow Tramways Act, 1881."

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, showing the lands and houses to be taken compulsorily, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of Novem-

ber instant for public inspection with the clerk of the peace for the county of Essex, at his office at Chelmsford in the said county; with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county; and a copy of so much of the said plans, sections, and book of reference as relates to the parish of St. John's, Hackney, will be deposited for public inspection on or before the same day with the clerk of the District Board of Hackney, at his office at the Townhall, Hackney, and as relates to the other parishes or places in or through which the tramways and works are proposed to be laid and made, 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.

*R. J. Witty*, 15, George-street, Mansion House, London, E.C., Solicitor for the Bill;

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

Board of Trade.—Session 1884.

Birmingham and Aston Tramways.

Provisional Order.

(Construction of Tramways in the Parish of Aston-juxta-Birmingham, in the County of Warwick; Agreements with Local Authorities Abandonment of Tramways Nos. 10 and 11, authorised by the Birmingham and Aston Tramways Order, 1880, and Release of the Deposit made in respect thereof; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the provisions of "The Tramways Act, 1870," to authorise and empower the Promoters to effect the objects and purposes hereinafter mentioned, or some of them (that is to say):—

To make, form, lay down, and maintain the several tramways hereinafter described, or some of them, with all necessary and proper rails, plates, sleepers, turn-tables, engines, works, and conveniences connected therewith respectively (that is to say):—

Tramway No. 1, a double line, 2 furlongs 1·7 chain in length, commencing in the Lichfield-road by a junction with the existing lines of the Birmingham and Aston Tramways Company, at a point '7 chain' or thereabouts south-west of the intersection of Park-street with Lichfield-road, thence proceeding in a north-easterly direction along Lichfield-road, and terminating in that road at a point 1·2 chain or thereabouts south-west of the centre of the London and North Western Railway Bridge.

Tramway (No. 1A), 2·7 chains in length, of which 1·7 chain will be single line and 1 chain a double line, commencing in Lichfield-road by a junction with Tramway No. 1, at a point '9 chain or thereabouts south-west of the intersection of that road with Church-road, thence proceeding along Lichfield-road in a north-easterly direction, thence along Church-road in a south-easterly direction, and terminating in that road at a point 2·2 chains south-east of the intersection of Lichfield-road and Church-road. Tramway No. 1A will be a single line except in Church-road from the junction of that road with Lichfield-road for