



The London Gazette.

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FRIDAY, NOVEMBER 21, 1884.

(SWINE-FEVER.)

AT the Council Chamber, Whitehall, the 21st day of November, 1884.

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 swine-fever.

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

C. L. Peel.

SCHEDULE.

An Area comprising so much of the Forest of Dean, in the county of Gloucester, as is comprised within the following boundaries, that is to say, the Railway Line from Mitcheldean Road station to Grange Court station, thence the Railway Line to Lydney station, thence the Railway Line through Park-End and Speech House Road stations to Lydbrook station, and thence the road through Drybrook and Mitcheldean to Mitcheldean Road station.

War Office, November 21, 1884.

THE Queen has been pleased to give Orders for the following promotion in the Most Honourable Order of the Bath.

To be an Ordinary Member of the Civil Division of the First Class, or Knights Grand Cross of the said Most Honourable Order, viz. :—
The Right Honourable Sir John Alexander Macdonald, K.C.B., Prime Minister of the Dominion of Canada.

Whitehall, November 17, 1884.

THE Queen, taking into Her Royal consideration that upon the decease of Arthur Richard, Duke of Wellington, Knight of the Most Noble Order of the Garter, without issue, on the thirteenth day of August last, the dignity of Duke of Wellington devolved upon his nephew, Henry,

now Duke of Wellington, as the eldest surviving son and heir of Charles Wellesley, Esquire, commonly called Lord Charles Wellesley, Major-General of the Forces, who was the next and only brother of the said Arthur Richard, late Duke of Wellington, whereby, according to the ordinary rules of honour, the brother and sisters of the said Henry, Duke of Wellington, cannot enjoy that place and precedence which would have been due to them had their father survived and succeeded to the title and dignity of Duke of Wellington, Her Majesty has been graciously pleased to ordain and declare that Arthur Charles Wellesley, Esquire, Captain and Lieutenant-Colonel in the regiment of Grenadier Guards, Victoria Alexandrina, wife of Ion Trant Hamilton, of Abbotstown, in the county of Dublin, Esquire, Representative in Parliament for that county, and Mary Angela, wife of George Arthur Jervoise Scott, of Rotherfield Park, in the county of Southampton, Esquire, shall henceforth have, hold, and enjoy the same title, place, and precedence as if their said father had survived his elder brother, Arthur Richard, late Duke of Wellington, and thereby succeeded to the dignity of Duke of Wellington :

And to command that the said order and declaration be registered in Her Majesty's College of Arms.

Crown Office, November 20, 1884.

MEMBER returned to serve in the present PARLIAMENT.

Borough of Hackney.

Professor James Stuart, of Trinity College, Cambridge, in the place of the Right Honourable Henry Fawcett, deceased.

(H. 8804.)

*Board of Trade (Harbour Department),
Whitehall Gardens, November 20, 1884.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Consul at Cagliari, intimating that the quarantine imposed in the Island of Sardinia on arrivals from the Italian Continent, from ports of France and her colonies, and from Spanish ports in the Mediterranean, has been reduced to ten days. Quarantine of twenty-one days is still maintained against arrivals from Nantes and neighbouring ports.

(H. 8805.)

*Board of Trade, Harbour Department,
Whitehall Gardens, November 20, 1884.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Consul-General at Odessa, intimating that quarantine of fourteen days is imposed at Odessa upon vessels arriving from ports on the western coast of France and French Channel ports; and that the quarantine on vessels from Sicily has been reduced to one day's observation.

(H. 8807.)

*Board of Trade (Harbour Department),
Whitehall Gardens, November 20, 1884.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Representative at Paris, intimating that the Sanitary Board at Tunis has ordered that all vessels from foreign ports are to have their bills of health viséd by the French Consul at the port of departure, otherwise they will render themselves liable to the penalties imposed by the sanitary regulations.

(H. 8808.)

*Board of Trade (Harbour Department),
Whitehall Gardens, November 21, 1884.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Representative at Alexandria, intimating that a quarantine of ten days (exclusive of time occupied in voyage) is imposed in Egypt upon arrivals from Algeria.

Admiralty, 19th November, 1884.

Royal Marine Light Infantry.

The Seconding of Captain and Brevet Major John Hurlley Sandwith, serving as Deputy-Assistant Adjutant and Quartermaster-General on the Staff of the Army in Egypt, notified in Gazette of 7th October, 1884, is antedated to 1st April, 1884.

In consequence of the Seconding of Captain and Brevet Major J. H. Sandwith, with effect from the 1st April, 1884, the promotions of the undermentioned Officers are antedated as stated against their names:—

Captain Sewallis Arthur Sewell, 1st April, 1884.

Captain Frederick Elsmie Hast, 19th April, 1884.

Captain Thomas Julian Penrhys Evans, 17th May, 1884.

Captain Thomas Horatio de Montmorency Roche, 28th May, 1884.

Captain Edward Grant Wilkinson, 19th July, 1884.

Captain John Wilmot Robyns, 23rd July, 1884.

Captain William George Speed, 3rd September, 1884.

Admiralty, 20th November, 1884.

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

Lieutenant the Right Honourable the Lord Francis Horace Pierrepont Cecil, R.N., has been placed upon the Retired List of his rank. Dated 20th November, 1884.

Assistant-Paymaster Charles Vawdrey has been promoted to the rank of Paymaster in Her Majesty's Fleet. Dated 19th November, 1884.

War Office, Pall Mall,

21st November, 1884.

1st Dragoons, Lieutenant Ralph Henry Carr-Ellison, from the 3rd Battalion, the Northumberland Fusiliers, to be Lieutenant, vice C. D. H. Fetherstonhaugh, seconded. Dated 22nd November, 1884.

3rd Hussars, Lieutenant-Colonel Charles Stephen Walker has been appointed to command the Regiment. Dated 4th November, 1884.

Major George V. C. Napier to be Lieutenant-Colonel, vice Colonel A. H. Vincent, placed on half-pay. Dated 4th November, 1884.

Captain and Brevet Major Charles Edward Beckett to be Major, vice G. V. C. Napier. Dated 4th November, 1884.

Lieutenant Reginald Charles Freeman to be Captain, vice Brevet Major C. E. Beckett. Dated 4th November, 1884.

19th Hussars, The promotion of Sergeant-Major Arthur George Lima to the rank of Quartermaster is antedated to 26th March, 1884.

Royal Artillery, Lieutenant-General and Honorary General Henry Lynedoch Gardiner, to be Colonel-Commandant, vice General P. V. England, deceased. Dated 7th November, 1884.

Lieutenant-Colonel William Elliott Lockhart (late Madras), from Supernumerary to the Establishment, to be Lieutenant-Colonel, vice H. M. Finlay (late Madras), retired. Dated 19th June, 1884.

Major William Savage Langley, from the Seconded List, to be Major, vice W. E. Sharp, retired. Dated 19th November, 1884.

Major and Brevet Lieutenant-Colonel George Tindal Pretymann, from the Seconded List, to be Major, vice C. S. Graham, retired. Dated 19th November, 1884.

Lieutenant Frederic John Arthur Trench to be Captain, vice H. T. S. Yates, seconded for service on the Staff. Dated 4th November, 1884.

Lieutenant Arthur Harris Murray has been placed upon half-pay from the 9th October, 1884, and not as stated in the Gazette of the 21st October, 1884.

Grenadier Guards, Captain the Honourable Frederick William Stopford has been seconded for service on the Staff. Dated 9th July, 1884.

Scots Guards, Supernumerary Lieutenant M. D. D. Dalison to be Lieutenant, vice C. E. H. Bowen, deceased. Dated 1st December, 1884.

LINE BATTALIONS.

The King's Own (Royal Lancaster Regiment), Lieutenant Walter J. Mangles, from the Royal Sussex Regiment, to be Lieutenant, vice J. M. Gawne, promoted. Dated 22nd November, 1884.

The Royal Fusiliers (City of London Regiment), Lieutenant William G. Burrows has been appointed a Probationer for the Indian Staff Corps. Dated 31st August, 1884.

The King's (Liverpool Regiment), Lieutenant Gordon Tidy has been appointed a Probationer for the Indian Staff Corps. Dated 13th September, 1884.

The Lincolnshire Regiment, Lieutenant Edward Alexander Gayer has been appointed a Probationer for the Indian Staff Corps. Dated 1st September, 1884.

The Prince of Wales's Own (West Yorkshire Regiment), Major Adolphus James Price, from Princess Charlotte of Wales's (Berkshire Regiment), to be Major, vice S. J. Butler, who exchanges. Dated 22nd November, 1884.

Lieutenant Claude V. Schneider has been appointed a Probationer for the Indian Staff Corps. Dated 24th September, 1884.

The Bedfordshire Regiment, Lieutenant-Colonel R. Wood Robinson has been appointed to command a Battalion. Dated 10th October, 1884.

Major R. L. H. Curteis to be Lieutenant-Colonel, vice Colonel C. J. Horne, placed on half-pay. Dated 10th October, 1884.

The Cheshire Regiment, Lieutenant Herbert E. Boileau has been appointed a Probationer for the Indian Staff Corps. Dated 3rd September, 1884.

The Royal Welsh Fusiliers, Quartermaster William Gray, from the 4th Battalion, to be Quartermaster, vice P. McCormick, deceased. Dated 22nd November, 1884.

The Duke of Wellington's (West Riding Regiment), Captain Arthur Edward Richards Curran has been seconded for service as an Adjutant of Auxiliary Forces. Dated 1st November, 1884.

The Hampshire Regiment, Captain H. Beauclerk Bethune has been placed on retired pay, with the honorary rank of Major. Dated 16th November, 1884.

The Dorsetshire Regiment, Major William Edmund Wilkinson retires on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 22nd November, 1884.

The Prince of Wales's Volunteers (South Lancashire Regiment), Lieutenant John Augustus Godfrey Rainsford, from the 5th Battalion, Princess Victoria's (Royal Irish Fusiliers), to be Lieutenant, on augmentation. Dated 22nd November, 1884.

The Welsh Regiment, Lieutenant-Colonel A. B. Tulloch, C.B., has been appointed to command a Battalion. Dated 5th November, 1884.

Major Romaine F. Stirke to be Lieutenant-Colonel, vice Colonel H. J. Haydock, retired. Dated 5th November, 1884.

Captain Charles H. S. Butler to be Major, vice R. F. Stirke. Dated 5th November, 1884.

The Black Watch (Royal Highlanders), Major Andrew Michael Creagh retires on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 22nd November, 1884.

The Oxfordshire Light Infantry, Lieutenant George Benjamin Hodson has been appointed a Probationer for the Indian Staff Corps. Dated 1st September, 1884.

The Northamptonshire Regiment, Lieutenant-Colonel and Colonel Francis C. Trent retires on full-pay, with the honorary rank of Major-General. Dated 22nd November, 1884.

Princess Charlotte of Wales's (Berkshire Regiment), Major Somerset James Butler, from the Prince of Wales's Own (West Yorkshire Regiment), to be Major, vice A. J. Price, who exchanges. Dated 22nd November, 1884.

The Queen's Own (Royal West Kent Regiment), Lieutenant Charles Hort M. Arrowsmith is placed on temporary half-pay, on account of ill-health. Dated 22nd November, 1884.

The King's Own Light Infantry (South Yorkshire Regiment), Captain Louis E. Amedroz has been seconded for service with the Army Pay Department. Dated 18th November, 1884.

The King's (Shropshire Light Infantry), Lieutenant James Ross O'Connell, from the 4th Battalion, the Royal Munster Fusiliers, to be Lieutenant, vice A. W. Jauncey, deceased. Dated 22nd November, 1884.

The Duke of Cambridge's Own (Middlesex Regiment), Major Smith Hauntington Gardner, from the Connaught Rangers, to be Major, vice A. N. Hayne, who exchanges. Dated 22nd November, 1884.

The Durham Light Infantry, Lieutenant-Colonel Robert A. Crawford has been appointed to command a Battalion. Dated 29th October, 1884.

Major William F. Woodward to be Lieutenant-Colonel, vice Colonel A. H. Tucker, placed on half-pay. Dated 29th October, 1884.

Captain F. George A. Wiehe to be Major, vice W. F. Woodward. Dated 29th October, 1884.

Lieutenant Eustace H. Stockdale, from the South Staffordshire Regiment, to be Lieutenant, vice G. T. Noel, promoted. Dated 22nd November, 1884.

The Connaught Rangers, Major Arthur Nevill Hayne, from the Duke of Cambridge's Own (Middlesex Regiment), to be Major, vice S. H. Gardner, who exchanges. Dated 22nd November, 1884.

Princess Louise's (Argyll and Sutherland Highlanders), Lieutenant Godfrey D. Collings has been seconded for service with the Army Pay Department. Dated 13th November, 1884.

Gentleman Cadet Kenneth Boswell Cameron, from the Royal Military College, Kingston, Canada, to be Lieutenant, vice G. L. J. Goff, promoted. Dated 22nd November, 1884.

The Rifle Brigade (the Prince Consort's Own), Lieutenant William H. E. de V. S., Viscount Glentworth, from the King's (Shropshire Light Infantry), to be Lieutenant, vice S. Keir, resigned. Dated 22nd November, 1884.

Staff, Lieutenant-Colonel and Colonel William Raymond Lluellyn, Royal Artillery, to be Colonel on the Staff, to command the Royal Artillery in Egypt, vice Colonel Christopher Hewetson Barnes, deceased. Dated 7th November, 1884.

Army Schools, Army Schoolmaster Thomas James Flinter to be Sub-Inspector, in succession to Inspector of Army Schools E. Shipman, retired. Dated 22nd November, 1884.

Medical Staff, Surgeon-General Alexander Smith, M.D., C.B., has been placed on retired pay. Dated 14th October, 1884.

Surgeon-General Jones Lamprey, M.B., has been placed on retired pay. Dated 16th October, 1884.

Army Pay Department, Captain Louis E. Amedroz, the King's Own Light Infantry (South Yorkshire Regiment), to be Paymaster. Dated 18th August, 1884.

Lieutenant Edwin L. Herapath, the Princess of Wales's Own (Yorkshire Regiment), to be Paymaster. Dated 21st May, 1884.

Half-Pay, Major Eugene Hay Cameron, from the Royal Artillery, to be Lieutenant-Colonel. Dated 7th November, 1884.

Major John Heathfield Stratton, from the Royal Artillery, to be Lieutenant-Colonel. Dated 7th November, 1884.

MEMORANDA.

General Sir Collingwood Dickson, G.C.B., V.C., Colonel-Commandant Royal Artillery, has been placed upon retired pay. Dated 20th November, 1884.

Major Frederick Ekins Lindoe, retired pay, has been granted the honorary rank of Lieutenant-Colonel. Dated 9th July, 1884.

The undermentioned Officers to be Colonels :—

Lieutenant-Colonel William Gordon Trevor Bombay Staff Corps. Dated 31st August, 1884.

Lieutenant-Colonel John Whaley Watson Bombay Staff Corps. Dated 4th September, 1884.

Lieutenant-Colonel Edward Daniel Hamilton Vibart, Bengal Staff Corps. Dated 4th September, 1884.

Lieutenant-Colonel William Paget La Touche, Bombay Staff Corps. Dated 6th September, 1884.

Lieutenant-Colonel Francis Edmund West, Madras Staff Corps. Dated 12th September, 1884.

Lieutenant-Colonel James William O'Dowda, Bengal Staff Corps. Dated 12th September, 1884.

Lieutenant-Colonel William Stafford Bailey, Madras Staff Corps. Dated 19th September, 1884.

Major and Lieutenant-Colonel Henry Trotter, Grenadier Guards, to be Colonel. Dated 4th November, 1884.

Lieutenant-Colonel Noel Hamlyn Harris, Royal Artillery, to be Colonel. Dated 13th November, 1884.

Lieutenant-Colonel J. Ormsby Vandeleur, the Royal Sussex Regiment. Dated 26th November, 1884.

The half-pay of Captain James Graham Edwardes, Royal (late Bombay) Artillery, has been converted into retired pay, and he has been granted the honorary rank of Major. Dated 5th November, 1884.

Deputy Assistant-Commissary Richard O'Neill, Madras Establishment, to have the honorary rank of Lieutenant. Dated 19th July, 1884.

The surname of the Deputy Assistant-Commissary, Bengal Establishment, granted the honorary rank of Lieutenant in the Gazette of the 19th September, 1884, is *Bono*, not *Bond*.

The date of the honorary rank of Lieutenant granted to Deputy Assistant-Commissary J. H. Quilter is 14th June, 1883, and not 14th June, 1884.

India Office, 21st November, 1884.

THE Queen has approved of the retirement from the Service of the undermentioned Officers of Her Majesty's Indian Military Forces :—

Lieutenant-Colonel and Brevet Colonel Brydges Robinson Branfill, of the Bengal Army. Dated 10th November, 1884.

Lieutenant-Colonel William Heathcote Unwin, of the Bengal Staff Corps. Dated 1st August, 1884.

Major Walter Marshall, of the Bombay Staff Corps. Dated 1st October, 1884.

Major Robert Edward Seymour Smyth, of the Bengal Army. Dated 15th November, 1884.

Brigade Surgeon Charles Kilkelly, of the Bengal Army. Dated 14th October, 1884.

Surgeon-Major George Edwin Seward, M.D., of the Bombay Army. Dated 12th October, 1884.

The Queen has approved of the transfer to the Retired List of the undermentioned Officers of Her Majesty's Indian Military Forces :—

Lieutenant-Colonel and Brevet Colonel John Bartleman, of the Bengal Staff Corps. Dated 8th August, 1884.

Captain Frederick Augustus Remington, of the Bengal Staff Corps. Dated 22nd August, 1884.

BREVET.

The undermentioned Officers are granted a step of honorary rank on retirement :—

To be Major-General.

Lieutenant-Colonel and Brevet Colonel John Bartleman, of the Bengal Staff Corps. Dated 8th August, 1884.

To be Colonel.

Lieutenant-Colonel William Heathcote Unwin, of the Bengal Staff Corps. Dated 1st August, 1884.

To be Lieutenant-Colonels.

Major Walter Marshall, of the Bombay Staff Corps. Dated 1st October, 1884.

Major Robert Edward Seymour Smyth, of the Bengal Army. Dated 15th November, 1884.

To be Surgeon-General.

Deputy Surgeon-General Richard Henry Perkins, of the Bengal Army. Dated 4th May, 1884.

To be Brigade-Surgeon.

Surgeon-Major Frederick William Alexander De Fabæck, of the Bengal Army. Dated 24th April, 1884.

War Office, 21st November, 1884.

MILITIA.

ROYAL ARTILLERY.

2nd Brigade, Southern Division, Henry, Duke of Wellington, to be Honorary Colonel of the Brigade. Dated 22nd November, 1884.

5th Brigade, Scottish Division, Lieutenant James Morton Peto Campbell resigns his Commission. Dated 22nd November, 1884.

2nd Brigade, Welsh Division, Charles Christopher Tilson Morgan, Gent., to be Lieutenant. Dated 22nd November, 1884.

2nd Brigade, North Irish Division, Captain Arthur Forbes resigns his Commission. Dated 22nd November, 1884.

7th Brigade, North Irish Division, Lieutenant Douglas FitzJohn Howard resigns his Commission. Dated 22nd November, 1884.

INFANTRY.

3rd Battalion, the Suffolk Regiment, Charles Frederick Maximilian de Hoxar, Gent., to be Lieutenant. Dated 22nd November, 1884.

5th Battalion, the Royal Irish Regiment, Ponsonby May Lynn Carew, Gent., to be Lieutenant. Dated 22nd November, 1884.

4th Battalion, the Chehere Regiment, Robert Edward Heaven, Gent., to be Lieutenant. Dated 22nd November, 1884.

4th Battalion, the Royal Welsh Fusiliers, Major Henry Platt to be Lieutenant-Colonel. Dated 22nd October, 1884.

4th Battalion, the South Wales Borderers, Captain John Moseley Gilbert Harrison resigns his Commission. Dated 22nd November, 1884.

3rd Battalion, the Duke of Cambridge's Own (Middlesex Regiment), Edgar Morris Wood Syers, Gent., to be Lieutenant. Dated 22nd November, 1884.

3rd Battalion, the Manchester Regiment, Captain Francis Herbert England, 1st Battalion, the Royal Munster Fusiliers, to be Adjutant, in succession to Honorary Lieutenant-Colonel Jackson, who has retired from the Service. Dated 1st December, 1884.

2nd Battalion, the Queen's Own Cameron Highlanders, The Honourable James Drummond, Master of Elphinstone, to be Lieutenant. Dated 22nd November, 1884.

4th Battalion, the Connaught Rangers, Captain Arthur Collingwood Denny, 1st Battalion, to be Adjutant, in succession to Major S. H. Gardner, 1st Battalion, whose period of service as Adjutant expires. Dated 1st December, 1884.

3rd Battalion, Princess Louise's (Argyll and Sutherland Highlanders), Alfred Harold Middleton, Esq., late Captain, 2nd Battalion, to be Captain. Dated 22nd November, 1884.

Archibald Earnest Orr Ewing, Esq., to be Captain. Dated 22nd November, 1884.

5th Battalion, the Rifle Brigade (the Prince Consort's Own), Captain Alfred William Collis Browne to be Major. Dated 22nd November, 1884.

4th Battalion, the Prince of Wales's Leinster Regiment (Royal Canadians), Major and Honorary Lieutenant-Colonel Walter Joseph Borrowes to be Lieutenant-Colonel. Dated 22nd October, 1884.

Captain and Honorary Major the Honourable Robert Flower to be Major. Dated 22nd October, 1884.

YEOMANRY CAVALRY.

Duke of Lancaster's Own, Major Richard Henry Ainsworth to be Lieutenant-Colonel. Dated 29th October, 1884.

Captain and Honorary Major Francis Charles Granville, Earl of Ellesmere, to be Major. Dated 29th October, 1884.

Suffolk, Major Francis Hay Gurney is granted the honorary rank of Lieutenant-Colonel. Dated 22nd November, 1884.

VOLUNTEER CORPS.

ARTILLERY.

1st Cumberland, Quartermaster Thomas Scott is appointed Lieutenant. Dated 22nd November, 1884.

1st Devonshire, Lieutenant John Mortimer to be Captain. Dated 22nd November, 1884.

2nd Devonshire, Captain John Hurrell Hill resigns his Commission; also is granted the honorary rank of Major, and is permitted to continue to wear the uniform of the Corps on his retirement. Dated 22nd November, 1884.

1st Lanarkshire, William Lightbody, jun., Gent., to be Lieutenant. Dated 22nd November, 1884.

1st Norfolk, Captain Henry Edward Preston, Royal Artillery, to be Adjutant, in succession to Captain R. C. E. North, Royal Artillery, whose period of service in that appointment has expired. Dated 16th November, 1884.

1st East Riding of Yorkshire, The Reverend Thomas Winter Kelly, B.A., to be Acting Chaplain. Dated 22nd November, 1884.

1st West Riding of Yorkshire, Captain Frederic Gleadow resigns his Commission. Dated 22nd November, 1884.

ENGINEER.

2nd Gloucestershire (the Bristol), The undermentioned Officers resign their Commissions:—
Captain Robert Sidney Giles. Dated 22nd November, 1884.

Lieutenant Maynard Bowring Henley Lane. Dated 22nd November, 1884.

Lieutenant Edmund Godfrey Burr. Dated 22nd November, 1884.

Arthur Frederick Blagg, Gent., to be Acting Surgeon. Dated 22nd November, 1884.

1st West Riding of Yorkshire, Charles Frederick Bennett, Gent., to be Lieutenant. Dated 22nd November, 1884.

RIFLE.

2nd Bucks (Eton College), Captain Arthur John Goodford resigns his Commission. Dated 22nd November, 1884.

1st Cambridgeshire, Thomas Richards Dawbarn, Gent., to be Lieutenant. Dated 22nd November, 1884.

2nd Cambridgeshire (Cambridge University), The undermentioned Captains resign their Commissions:—

Marmaduke Capper Matthews. Dated 22nd November, 1884.

Harold Temple Wills. Dated 22nd November, 1884.

1st Cumberland, Lieutenant William Burnyeat resigns his Commission. Dated 22nd November, 1884.

1st Elgin, Captain Francis Macbean resigns his Commission. Dated 22nd November, 1884.

2nd Volunteer Battalion, the Queen's Own (Royal West Kent Regiment), Surgeon Bertie Pardoe Matthews is granted the honorary rank of Surgeon-Major. Dated 4th November, 1884.

3rd Volunteer Battalion, the Queen's Own (Royal West Kent Regiment), Lieutenant Arthur Poland to be Captain. Dated 22nd November, 1884.

10th Lanarkshire (Glasgow Highland), Major (Honorary Lieutenant-Colonel) John Selby Walker resigns his Commission. Dated 22nd November, 1884.

2nd Lancashire, Lieutenant-Colonel Arthur Ingram Robinson is granted the honorary rank of Colonel. Dated 4th October, 1884.

5th Lancashire (the Liverpool Rifle Volunteer Brigade), Lieutenant-Colonel Charles Edward Crosbie is granted the honorary rank of Colonel. Dated 5th November, 1884.

6th Lancashire (1st Manchester), John Henry Morris, Gent., to be Lieutenant. Dated 22nd November, 1884.

2nd Volunteer Battalion, the Lancashire Fusiliers, Walter Standring, Gent., to be Lieutenant. Dated 22nd November, 1884.

19th Lancashire (Liverpool Press Guard), Lieutenant John Richard Peace to be Captain. Dated 22nd November, 1884.

Isaac George Whitehead, Gent., to be Lieutenant. Dated 22nd November, 1884.

18th Middlesex, Captain Alfred James Hewitt resigns his Commission. Dated 22nd November, 1884.

21st Middlesex (the Finsbury), Surgeon Francis Edward Thurland resigns his Commission. Dated 22nd November, 1884.

1st Midlothian (Leith), The undermentioned Lieutenants to be Captains:—
Arthur Adam. Dated 22nd November, 1884.

John Houston Barry. Dated 22nd November, 1884.

3rd Volunteer Battalion, the Norfolk Regiment, Captain William Matthews resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 22nd November, 1884.

Lieutenant Robert Sewell resigns his Commission. Dated 22nd November, 1884.

1st Renfrewshire, Lieutenant-Colonel William Ross is granted the honorary rank of Colonel. Dated 10th September, 1884.

3rd Volunteer Battalion, the Queen's (Royal West Surrey Regiment), Captain Thomas Bissell resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 22nd November, 1884.

7th Surrey, The undermentioned Lieutenants to be Captains:—

Ethelbert Henry William Rossiter. Dated 22nd November, 1884.

William Joseph Stanier. Dated 22nd November, 1884.

2nd Tower Hamlets, Lieutenant Edward Brown resigns his Commission. Dated 22nd November, 1884.

Samuel Yearly Waterer, Gent., to be Lieutenant. Dated 22nd November, 1884.

1st Volunteer Battalion, the Duke of Wellington's (West Riding Regiment), Captain Charles Oldfield Booth resigns his Commission. Dated 22nd November, 1884.

Commissions signed by the Lord Lieutenant of the County of Lanark.

Joseph Francis Monteith, Esq., to be Deputy Lieutenant. Dated 12th November, 1884.

John Ord Mackenzie, Esq., to be Deputy Lieutenant. Dated 12th November, 1884.

Lieutenant-Colonel Robert Edward Stuart Harrington Stuart to be Deputy Lieutenant. Dated 12th November, 1884.

NAVAL SALVAGE MONEY.

Department of the Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, November 20, 1884.

NOTICE is hereby given to all persons interested therein, that preparations are now being made for the intended distribution of the amount awarded for the salvage services rendered to the Royal Mail steamship "Nile," between 3rd and 9th January, 1884, by Her Majesty's ship "Foam."

Agents or other persons having any just and legal demand, unliquidated, against the award, are required to transmit the particulars of any such demand to the Registrar of the Admiralty Division of Her Majesty's High Court of Justice, in order that the same may be examined, taxed, and allowed by that Officer, and paid under the sanction of the Judge of the said Court.

Due notice will be given, by future advertisement in the London Gazette, of the date proposed for the commencement of distribution; and, at the same time, the amount of an individual's share in the respective classes will be announced.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant and convey to the Incumbent of the vicarage of Saint Germans, Wiggshall, in the county of Norfolk, and in the diocese of Norwich, and to his successors, Incumbents of the same vicarage, all that annual sum or pension of thirteen shillings and four pence heretofore payable in respect of the said vicarage by the Incumbent for the time being thereof, and formerly receivable by the Dean and Chapter of Norwich, and latterly by us, the said Ecclesiastical Commissioners; to have and to hold the said annual sum or pension of thirteen shillings and four pence to the use of the said Incumbent and his successors for ever.

In witness whereof, we have hereunto set our common seal, this thirteenth day of November, in the year one thousand eight hundred and eighty-four.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant to the Incumbent of the district chapelry and benefice of All Saints, Sparkwell, in the county of Devon, and in the diocese of Exeter, and to his successors, Incumbents of the same district chapelry and benefice, one yearly sum or stipend of three hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the fifteenth day of August, in the year one thousand eight hundred and eighty-four, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: And we do also hereby grant and appropriate out of our said common fund to the said district chapelry and benefice of All Saints, Sparkwell, one capital sum of one thousand and five hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said district chapelry and benefice, according to plans and a specification approved or to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of two pounds and ten shillings per centum per annum, and such interest to be paid to the Incumbent for the time being of the said district chapelry and benefice of All Saints, Sparkwell: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend of three hundred pounds, or any part thereof, shall be annexed by us to the said district chapelry and benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this thirteenth day of November, in the year one thousand eight hundred and eighty-four.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant to the Incumbent of the

district chapelry and benefice, hereinafter called the benefice of Herrington, in the county of Durham, and in the diocese of Durham, and to his successors, Incumbents of the same benefice, one yearly sum or stipend of two hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the fifteenth day of August, in the year one thousand eight hundred and eighty-four, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: And we do also hereby grant and appropriate out of our said common fund to the said benefice of Herrington, one capital sum of one thousand and five hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said benefice, according to plans and a specification approved or to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of two pounds and ten shillings per centum per annum, and such interest to be paid to the Incumbent for the time being of the said benefice of Herrington: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend of two hundred pounds, or any part thereof, shall be annexed by us to the said benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this thirteenth day of November, in the year one thousand eight hundred and eighty-four.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant and convey to the Incumbent of the vicarage of Saint Peter, Pilning, in the county of Gloucester, and in the diocese of Gloucester and Bristol, and to his successors, Incumbents of the same vicarage, all that piece or parcel of land and hereditaments, together with the appurtenances thereunto belonging, particularly described in the schedule hereunto annexed, and now vested in us: To have and to hold the said piece or parcel of land and hereditaments, with their appurtenances, to the use of the said Incumbent and his successors for ever: Provided always, that the said piece or parcel of land and hereditaments expressed to be hereby granted and conveyed, shall be, and be taken to be, in lieu of, and in substitution for, a portion amounting to eight pounds per annum of the yearly sum or stipend of one hundred and fifty pounds, heretofore payable by us, the said Ecclesiastical Commissioners, to the Incumbent for the time being of the said vicarage of Saint Peter, Pilning, under the authority of an instrument sealed by us on the second day of November, in the year one thousand eight hundred and eighty-two, and published in the London Gazette on the tenth day of the same month: And provided also, that the Incumbent for the time being of the same vicarage shall be entitled to receive from us, or on our account, the net amount of the rents, profits, and proceeds of the said piece or parcel of land and hereditaments for and in respect of the period intervening between the first day

of November, in the year one thousand eight hundred and eighty-four, and the date of the publication of these presents in the London Gazette.

In witness whereof, we have hereunto set our common seal, this thirteenth day of November, in the year one thousand eight hundred and eighty-four.

(L.S.)

Schedule.

All that piece or parcel of land, containing one acre and two roods, or thereabouts, situate at Redwick, in that portion of the new parish of Saint Peter, Pilning, which originally formed part of the parish of Henbury, in the county of Gloucester, and which piece or parcel of land is part of a close called Redwick Leaze, numbered 1892, on the title apportionment map of the said parish of Henbury, and is more particularly delineated on the plan hereunto annexed, and is thereon coloured green.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant and convey to the Incumbent of the vicarage of Saint Philip and Saint James, Towlaw, in the county of Durham, and in the diocese of Durham, and to his successors, Incumbents of the same vicarage, all that piece or parcel of land and hereditaments, with the appurtenances (including a right of way) thereunto belonging, particularly described in the schedule hereunto annexed, and now vested in us (subject to certain reservations, conditions, covenants, and stipulations), under and by virtue of a certain deed of conveyance, bearing date the twenty-second day of July, in the year one thousand eight hundred and eighty-four, and made between the North Eastern Railway Company of the one part, and us, the said Ecclesiastical Commissioners for England, of the other part, which said deed of conveyance is intended to be deposited in the registry of the diocese of Durham, together with this instrument, immediately upon the publication of the latter in the London Gazette, to have and to hold the said piece or parcel of land and hereditaments, with their appurtenances (subject as aforesaid), to the use of the said Incumbent and his successors for ever: Provided always, that the Incumbent for the time being of the said vicarage of Saint Philip and Saint James, Towlaw, shall be entitled to receive from us, or on our account, the net amount of the rents, profits, and proceeds of the said piece or parcel of land and hereditaments for and in respect of the period intervening between the twenty-second day of July, in the year one thousand eight hundred and eighty-four, and the date of the publication of these presents in the London Gazette.

In witness whereof, we have hereunto set our common seal, this thirteenth day of November, in the year one thousand eight hundred and eighty-four.

(L.S.)

Schedule.

All that piece or parcel of land containing one acre and thirty-three perches, or thereabouts, situate in the new parish of Saint Philip and Saint James, Towlaw, in the county of Durham, bounded on or towards the north and north-west by property belonging to the North Eastern Railway Company, on or towards the south by the churchyard of the church of the said new parish of Saint Philip and Saint James, Towlaw, on or towards the east by property belonging to Mr.

Burrell, and on or towards the south-west by a path or road leading from the High-street to the aforesaid church and churchyard (over which said path or road a right of way is granted), all which said firstly mentioned piece or parcel of land is more particularly delineated on the plan hereunto annexed, and is thereon coloured pink.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the rectory of All Saints, Ascot Heath, in the county of Berks, and in the diocese of Oxford, and to his successors, Incumbents of the same rectory, one yearly sum or stipend of sixty-five pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and eighty-four, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said rectory, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this thirteenth day of November, in the year one thousand eight hundred and eighty-four.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage of the Holy Trinity, Bracknell, in the county of Berks, and in the diocese of Oxford, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of one hundred and eighty-three pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and eighty-four, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time, lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this thirteenth day of November, in the year one thousand eight hundred and eighty-four.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction of one hundred and eighty pounds sterling, which has been paid to us in favour of the vicarage of Christ Church, Barnton, in the county of Chester, and in the diocese of Chester, and in respect of which

we have agreed to pay to the Incumbent of the same vicarage, and to his successors, a yearly sum of six pounds, and in consideration also of a further benefaction consisting of certain yearly tithe commutation rent - charges, amounting together to four pounds eighteen shillings and sixpence, which has been permanently secured to the said vicarage of Christ Church, Barnton, as an endowment for the same, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said vicarage of Christ Church, Barnton, and to his successors, to meet the said benefactions, one yearly sum or stipend of nine pounds seven shillings and four pence, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this thirteenth day of November, in the year one thousand eight hundred and eighty-four.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant to the Incumbent of the district chapelry and benefice (hereinafter called the benefice) of Saint Clement, Notting Hill, in the county of Middlesex, and in the diocese of London, and to his successors, Incumbents of the same benefice, one yearly sum or stipend of three hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the nineteenth day of August, in the year one thousand eight hundred and eighty-four, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: And we do also hereby grant and appropriate out of our said common fund to the said benefice of Saint Clement, Notting Hill, one capital sum of one thousand and five hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said benefice, according to plans and a specification approved or to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of two pounds and ten shillings per centum per annum, and such interest to be paid to the Incumbent for the time being of the said benefice of Saint Clement, Notting Hill: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend of three hundred pounds, or any part thereof, shall be annexed by us to the said benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as

the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this thirteenth day of November, in the year one thousand eight hundred and eighty-four.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction of three hundred and sixty-eight pounds sixteen shillings and three pence, which has been paid to us in favour of the vicarage of Stanton Drew with the chapelry of Pensford annexed, in the county of Somerset, and in the diocese of Bath and Wells, and in respect of which we have agreed to pay to the Incumbent of the same vicarage and chapelry, and to his successors, a yearly sum of twelve pounds five shillings and ten pence, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said vicarage and chapelry, and to his successors, to meet such benefaction, one yearly sum or stipend of eight pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the twenty-second day of September, in the year one thousand eight hundred and eighty-four, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the yearly sum or stipend, so payable out of our common fund, as lastly herein mentioned, or any part thereof, shall be annexed by us to the said vicarage and chapelry, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this thirteenth day of November, in the year one thousand eight hundred and eighty-four.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction of one hundred and fifty pounds sterling, which has been paid to us in favour of the rectory of Dinder, in the county of Somerset, and in the diocese of Bath and Wells, and in respect of which we have agreed to pay to the Incumbent of the same rectory, and to his successors, a yearly sum of four pounds and ten shillings, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said rectory of Dinder, and to his successors, to meet such benefaction, one other yearly sum or stipend of four pounds and ten shillings, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the fourth day of September, in the year one thousand eight hundred and eighty-four, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the yearly sum or stipend so payable out of our common fund, as lastly herein mentioned, or any part thereof, shall be annexed by us to the said rectory, in substitution for such yearly sum or

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stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this thirteenth day of November, in the year one thousand eight hundred and eighty-four.

(L.S.)

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Roborough North, in the county of Devon, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Court-house, Roborough, on Wednesday, the 3rd day of December, 1884, at twelve o'clock, noon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax for the division of Roborough North aforesaid.

Chas. Keith-Falconer.

F. L. Robinson.

Inland Revenue, Somerset House,
London, November 18, 1884.

INCOME TAX.

WHEREAS by the Taxes Management Act, 1880 (43 and 44 Viet., ch. 19), power is given for increasing in certain cases the number of persons appointed, under the provisions made by the Income Tax Act of 1842, Commissioners for the general purposes of the Income Tax, and persons to supply vacancies amongst such Commissioners in each district or division in Great Britain; and it appearing to the Board of Inland Revenue that the number of persons so appointed for the division of Williton, in the county of Somerset, is insufficient for the proper discharge of the business therein arising under the Tax Acts, the said Board hereby authorize the increase in the number of the Commissioners for the said division to any number not exceeding fourteen, and of persons to supply vacancies amongst such Commissioners to any number not exceeding fourteen; and we, the undersigned, two members of the said Board, do hereby convene a meeting of the persons appointed for putting in execution within the said division, an Act passed in the 38th year of the reign of King George the Third, intituled "An Act for granting an aid to His Majesty by a Land Tax to be raised in Great Britain for the service of the year 1798," being respectively qualified to act as Commissioners in the execution of the last-mentioned Act, to be holden at the Egremont Hotel, in Williton, on Thursday, the 11th day of December, 1884, at four o'clock in the afternoon, for the purpose of choosing and appointing, according to the regulations of the said Income Tax Act of 1842, such number of fit and proper persons to be Commissioners for general purposes for the said division of Williton, and of persons to supply vacancies amongst such Commissioners, as may be sufficient to increase the number of such Commissioners to any number not exceeding

fourteen, and of persons to supply vacancies amongst such Commissioners to any number not exceeding fourteen.

Chas. Keith-Falconer.
F. L. Robinson.

Inland Revenue, London, November 18, 1884.

INCOME TAX.

WHEREAS by the Taxes Management Act, 1880 (43 and 44 Vict., ch. 19), power is given for increasing in certain cases the number of persons appointed, under the provisions made by the Income Tax Act of 1842, Commissioners for the general purposes of the Income Tax, and persons to supply vacancies amongst such Commissioners in each district or division in Great Britain; and it appearing to the Board of Inland Revenue that the number of persons so appointed for the division of Ledbury, in the county of Hereford, is insufficient for the proper discharge of the business therein arising under the Tax Acts, the said Board hereby authorize the increase in the number of the Commissioners for the said division to any number not exceeding fourteen, and of persons to supply vacancies amongst such Commissioners to any number not exceeding fourteen: and we, the undersigned, two members of the said Board, do hereby convene a meeting of the persons appointed for putting in execution within the said division, an Act passed in the 38th year of the reign of King George the Third, intituled "An Act for granting an aid to His Majesty by a Land Tax to be raised in Great Britain for the service of the year 1798," being respectively qualified to act as Commissioners in the execution of the last-mentioned Act, to be holden at the Sessions House, in Ledbury, on Wednesday, the 3rd day of December, 1884, at eleven o'clock in the forenoon, for the purpose of choosing and appointing, according to the regulations of the said Income Tax Act of 1842, such number of fit and proper persons to be Commissioners for general purposes for the said division of Ledbury, and of persons to supply vacancies amongst such Commissioners, as may be sufficient to increase the number of such Commissioners to any number not exceeding fourteen, and of persons to supply vacancies amongst such Commissioners to any number not exceeding fourteen.

Chas. Keith-Falconer.
F. L. Robinson.

Inland Revenue, London, November 19, 1884.

Fulham Union.—Parish of Fulham.

To the Churchwardens and Overseers of the Poor of the Parish of Fulham, in the County of Middlesex;—

And to all others whom it may concern.

WHEREAS the population of the said parish of Fulham, according to the last census, exceeds two thousand persons;

And whereas at a Meeting of the Vestry of the said parish, held at the Vestry Offices, Walham Green, pursuant to public notice in that behalf, on the 5th day of April, 1881, it was resolved,—

"That * * * it is expedient that so much of the Act 13th and 14th Victoria, cap. 57, intituled 'An Act to prevent the holding of Vestry or other Meetings in Churches, and for regulating the appointment of Vestry Clerks,' as relates to the provision of a building for the purpose of holding Vestry and other Meetings for the transaction of any business of or relating to the parish shall be applied to and be put in force within the said parish of Fulham.

"That the Churchwardens be instructed to apply to the Local Government Board to

"issue an Order under their seal of office in accordance with the above resolution.

And whereas at a Meeting of the said Vestry, held at the National Schools, Walham Green, pursuant to public notice in that behalf, on the 7th day of October, 1884, it was further resolved—

"That an application be made by the Churchwardens and the Vestry of the parish of Fulham to the Local Government Board to issue an Order authorising a loan of not exceeding £2,700, * * * * for the purpose of purchasing the fee-simple of Elton Villa and grounds attached thereto, in the Fulham-road, in the parish of Fulham, for the erection of a Vestry Hall * * * for the parish of Fulham."

And whereas the Churchwardens of the said parish have made application in writing to the Local Government Board, pursuant to the above resolutions:

Now therefore, we, the Local Government Board, having received copies of the above resolutions under the hands of the Churchwardens of the said parish, and in pursuance of the powers given to us by the statutes in that behalf, hereby order as follows:—

ARTICLE I.—So much of the Act passed in the fourteenth year of the reign of Her Majesty, intituled, "An Act to prevent the holding of Vestry or other Meetings in Churches, and for regulating the Appointment of Vestry Clerks," as relates to the providing of a room or suitable buildings for the purpose of holding Vestry or other Meetings for the transactions of any business of or relating to the parish, shall forthwith be applied to and be put in force within the said parish of Fulham.

ARTICLE II.—The Churchwardens and Overseers of the Poor of the said parish shall for the purpose of purchasing the fee-simple of the land above referred to, borrow a sum not exceeding two thousand seven hundred pounds, and charge the poor rates of the said parish with the repayment of the said sum, and the interest thereof, in conformity with the statutes in that behalf.

ARTICLE III.—A copy of this Order shall be published in the London Gazette by the Churchwardens and Overseers of the Poor of the said Parish.

Given under the Seal of Office of the Local Government Board, this fifteenth day of November, in the year one thousand eight hundred and eighty-four.

Charles W. Dilke, President.

C. N. Dalton, Assistant-Secretary.

NOTICE is hereby given, that the Church and King United Brethren Society, Register No. 56, held at the Board Schools, Buckley, in the county of Flint, is dissolved by instrument, registered at this office, the 17th day of November, 1884, 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 17th day of November, 1884.

NOTICE is hereby given, that the Court of Friendship and Love, 825, Ancient Order of Foresters' Friendly Society, Register No. 6169, held at Stone Masons, Arms, Heywood, in the

county of Lancaster, is dissolved by instrument, registered at this office, the 17th day of November, 1884, 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 17th day of November, 1884.

NOTICE is hereby given, that the Aberavon and District Working Men's Club and Institute, Register No. 1691, held at Ty Mawr-street, Aberavon, in the county of Glamorgan, is dissolved by instrument, registered at this office, the 15th day of November, 1884, 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 15th day of November, 1884.

To the Metropolitan Board of Works.

TAKE notice that, the Southwark and Vauxhall Water Company do hereby, in pursuance of the provisions of the Metropolis Water Act, 1871, propose that the said Company shall, upon and from the several dates respectively undermentioned, give a "Constant Supply" of water to such part or parts of the Company's water limits as are comprised within the following district or districts (that is to say):—

Upon and after the 1st day of April, 1885, to so much and such part or parts of the parishes of Christ Church, St. Saviour's, St. George the Martyr, and St. Mary, Newington, in the county of Surrey, as is or are situated or contained within an imaginary line drawn from the junction of Blackfriars-road with Southwark-street, south-east along Southwark-street to Bear-lane, then south along Bear-lane to Gravel-lane, then south along the rear of the premises abutting on the east side of Gravel-lane, and the rear of the premises abutting on the east and north-east sides of Great Suffolk-street, to the junction with Blackman-street, then south-west along Blackman-street to Trinity-street, then south-east along Trinity-street to Great Dover-street, then south-east along Great Dover-street to the junction with Old Kent-road and New Kent-road, then west along New Kent-road to Harper-street, then north along Harper-street, and north-west along Union-road to the junction with Newington-causeway, then south-west along Newington-causeway to its junction with St. George's-road, then north-west along St. George's-road to its junction with Lambeth-road, then north-east along Lambeth-road to St. George's-circus, then north across the centre of St. George's-circus to Blackfriars-road, then north along Blackfriars-road to its junction with Southwark-street, and which district or districts is or are described as No. 5, and coloured pink upon the plan annexed hereto.

Upon and after the 1st day of July, 1885, to so much and such part or parts of the parishes of Christ Church, St. George the Martyr, and Lambeth, in the county of Surrey, as is or are situated or contained within an imaginary line drawn

from the River Thames at Blackfriars Bridge, south along Blackfriars-road to St. George's-circus, then south across the centre of St. George's-circus to Lambeth-road, then south-west along Lambeth-road to its junction with Kennington-road, then north along Kennington-road to its junction with Westminster Bridge-road, then north-west along Westminster Bridge-road to the River Thames at Westminster Bridge, then northward, and afterwards eastward along the River Thames to Blackfriars-road at Blackfriars Bridge, and which district or districts is or are described as No. 6, and coloured yellow upon the plan annexed hereto.

Upon and after the 1st day of October, 1885, to so much and such part or parts of the parishes of St. George the Martyr, St. Mary, Newington, and Lambeth, in the county of Surrey, as is or are situated or contained within an imaginary line drawn from the junction of St. George's-road with Newington-butts, south along Newington-butts, then south-west along Kennington Park-road to its junction with Harleyford-street, then west along the rear of the premises abutting on the south-west side of Harleyford-street, then west along the rear of the premises abutting on the south and south-west sides of Kennington-oval, then along the rear of the premises abutting on the south-west side of Harleyford-road to the Vauxhall Railway Station, then east along Upper Kennington-lane, then north along Kennington-road to its junction with Lambeth-road, then east along Lambeth-road to its junction with St. George's-road and then south-east along St. George's-road to Newington-butts, and which district or districts is or are described as No. 7, and coloured blue upon the plan annexed hereto.

Upon and after the 1st day of January, 1886, to so much and such part or parts of the parish of Lambeth, in the county of Surrey, as is or are situated or contained within an imaginary line drawn from the River Thames at Westminster Bridge, east and south-east along Westminster Bridge-road to its junction with Kennington-road, then south along Kennington-road, then west along Upper Kennington-lane to Vauxhall-cross, then west along New Bridge-street to the River Thames at Vauxhall Bridge, then northward along the River Thames to Westminster Bridge-road at Westminster Bridge, and which district or districts is or are described as No. 8, and coloured brown upon the plan annexed hereto.—Dated this 19th day of November, 1884.

Alfred Jelley, Secretary to the Southwark and Vauxhall Water Company.

Thames Conservancy.

NOTICE is hereby given, in accordance with the provisions of the 17th section of the Thames Act, 1883, that the following gentlemen are the candidates for election at the ensuing election of Conservators of the River Thames, under the Thames Act, 1864, viz:—

Captain John Willis, as a representative of Ship Owners.

William Samuel Hinton, Esq., as a representative of Owners of Lighters and Steam Tugs.

Augustus Frederick Elmslie, Esq., as a representative of Dock Owners and Wharfingers.

Francis Bennoch, Esq., as a representative of Owners of Passenger Steamers.

E. Burstal, Secretary.

Thames Conservancy Office,
41, Trinity-square, Tower-hill, London,
November 18, 1884.

In Parliament.—Session 1885.

Crown Lands.

(Power to grant Leases of Lands for Roads and Approaches in the Royal Forests; Power to grant Leases of Foreshores for Oyster and Mussel Fisheries; Facilities for Enfranchisement of Copyhold Lands belonging to the Crown; Lands for Church and School Purposes at Rhyl; to disturnpike certain Roads; Amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1885 for leave to introduce a Bill and to pass an Act for the objects and purposes following, or some of them (that is to say):—

1. To alter and amend parts of the Act passed in the tenth year of the reign of King George IV, cap. 50 (relating to the management and improvement of Crown Lands), and particularly section 97 of that Act, and to enable the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, or one of them (hereinafter called "the Commissioners"), to grant leases of portions of the lands forming part of any of the Royal forests for the purpose of making roads and approaches.

2. To enable the Commissioners to grant leases of seashore under their management, for the purpose of an oyster and mussel fishery.

3. To afford greater facilities for the enfranchisement of copyhold lands belonging to the Crown, which are subject to subsisting mortgages, and to afford other facilities in dealing with such lands, and to define certain powers under sections 5 of 14 and 15 Vic., cap. 42.

4. To alter and amend the conditions of a certain grant of Crown land, dated the 29th December, 1836, and made under the powers of the Act of the tenth year of the reign of His Majesty King George IV, cap. 50, for the purpose

of erecting a church and dwelling-house for the officiating clergyman at Rhyl, in the county of Flint, and to vest a portion of such lands in the persons in whom the Rhyl National School is vested, for school purposes, and to declare that certain lands shall be glebe, subject to the law relating to glebes.

4. To repeal, alter, amend, wholly or in part, an Act passed in the 15th and 16th years of the reign of Her present Majesty, cap. 45, intituled "An Act for making a Turnpike Road between Stone Creek and Sunk Island Church, in the county of York, and between Sunk Island Church and Patrington Haven, and for Consolidating with such Roads the present Turnpike Road from Sunk Island Church to Ottringham, and for Constructing Quays and Wharves at Stone Creek," and to disturnpike the turnpike-roads thereby authorized to be constructed, and the turnpike-road transferred by that Act to the Trustees, for carrying the said Act into effect, and to repeal, alter, and extinguish, wholly or in part, the several tolls, rates, and charges authorized to be levied under such last-mentioned Act, and to transfer the management and maintenance of the several roads so proposed to be disturnpiked to the respective highway, local, or other authorities of the several parishes and places in or through which the said roads run or pass, and to authorize and require such highway, local, or other authorities to maintain and keep in repair the respective portions of the roads in such several parishes and places, and for that purpose to levy rates and charges.

Dated this 13th day of November, 1884.

By order,

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 15th day of November, 1884.

ISSUE DEPARTMENT.

				£					£
Notes issued	...	...	...	34,537,360	Government Debt	...	...	...	11,015,100
					Other Securities	...	...	...	4,734,900
					Gold Coin and Bullion	...	...	...	18,787,360
					Silver Bullion	...	...	...	—
				<u>£34,537,360</u>					<u>£34,537,360</u>

Dated the 20th day of November, 1884.

F. May, Chief Cashier.

BANKING DEPARTMENT.

				£					£
Proprietors' Capital	...	...	...	14,553,000	Government Securities	...	...	...	13,312,678
Rest	...	...	...	3,129,163	Other Securities	...	...	...	21,660,636
Public Deposits (including Ex-					Notes	...	...	...	9,741,690
chequer, Savings Banks, Com-					Gold and Silver Coin	...	...	...	965,556
missioners of National Debt, and									
Dividend Accounts)	...	...	...	5,156,702					
Other Deposits	...	...	...	22,678,406					
Seven Day and other Bills	...	...	...	163,289					
				<u>£45,680,560</u>					<u>£45,680,560</u>

Dated the 20th day of November, 1884.

F. May, Chief Cashier.

SUPPLEMENT TO

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 ended Saturday, the 8th day of November, 1884.

The undermentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday, the 18th day of November, 1884.

Name, Title, and Principal Place of Issue.			Average Amount.
Exeter Bank	Exeter ...	Sanders and Co. ...	£ 11,846
Wellington Somerset Bank	Wellington ...	Fox Brothers and Co. ...	4,630

J. S. PURCELL, Registrar of Bank Returns.

Inland Revenue, Somerset House, November 20, 1884.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 19th November, 1884.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Holland	24	6,073	6,097	435	...	435
France	15,529	...	15,529	11,315	...	11,315
Gold Coast ... ..	...	524	524	18,720	...	18,720
Australasia	3,355	...	3,355	...	...	...
Mexico, South America (except Brazil), and West Indies ...	...	393	393	5,850	506,192	512,042
Brazil ... ..	...	5,939	5,939	...	...	...
United States ... ..	...	...	...	25,460	...	25,460
Other Countries	5,335	397	5,732	11,247	6,819	18,066

Aggregate of the Importations registered in the Week ... }	24,243	13,326	37,569	73,027	513,011	586,038
Declared Value of the said Importations }	£ 94,044	£ 52,588	£ 146,632	£ 15,200	£ 108,189	£ 123,389

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	
Germany ... ..	...	130	...	130	...	150	17,293
France ... ..	...	...	...	...	...	16,000	20,000
Egypt	29,201	...	...	29,201	3,636	...	3,636
West Coast of Africa ... ..	...	...	...	...	5,497	...	5,497
British East Indies ... ..	...	...	...	...	...	109,618	109,618
United States ... ..	...	620	15,703	16,323	...	160	160
Mexico, South America (except Brazil), and West Indies ...	771	128	...	899	47,268	4,300	51,568	
Other Countries ... ..	...	217	10	227	...	2,205	2,205
	
Aggregate of the Exportations registered in the Week ... }	29,972	1,095	15,713	46,780	56,401	22,655	146,921	
Declared Value of the said Exportations }	£ 117,000	£ 4,126	£ 64,440	£ 185,566	£ 15,600	£ 4,779	£ 32,690	

Statistical Department, Custom House, London, November 20, 1884.

S. SELDON, Principal.

CONTAGIOUS DISEASES (ANIMALS) ACT, 1878.

RETURN of the NUMBER of PLACES in GREAT BRITAIN upon which Contagious or Infectious Disease (except Sheep-Scab) has been reported to have existed during the Week ended November 15th, 1884, with particulars relating thereto.

FOOT-AND-MOUTH DISEASE.

	Farms or other Places.			Animals Attacked.		Diseased Animals.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Animals Attacked.
ENGLAND.											
COUNTY.*											
Notts	1	1	...	12	...	...	...	12	...	...

PLEURO-PNEUMONIA.

	Farms or other Places.			Cattle Attacked.		Diseased Cattle.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Cattle Attacked.
ENGLAND.											
COUNTY.*											
Buckingham ...	1	...	1	...	...	...	...	...	...	...	...
Cumberland ...	1	...	1	...	...	...	...	...	...	...	...
Essex	2	1	3	...	1	...	...	...	1	...	...
Kent (ex. Metro- polis).	1	...	1	...	...	...	...	...	...	...	...
Lancaster	1	...	1	...	...	...	...	...	...	...	...
Norfolk ... ..	...	3	3	...	8	8	...	...	...	...	...
Northampton (ex. Soke of Peterborough.)	1	...	1	...	...	...	...	...	...	...	...
Northumberland	...	1	1	...	4	4	...	...	...	...	...
Suffolk	1	...	1	2	...	2	...	...	...	1	2
York, West Rid- ing.	1	2	3	...	3	3	...	...	...	...	...
The Metropolis ...	2	...	2	...	1	1	...	...	...	...	...
SCOTLAND.											
COUNTY.*											
Fife	2	...	2	...	...	...	...	...	...	...	...
Kincardine ...	1	...	1	1	...	1	...	...	...	...	...
Lanark	2	...	2	...	...	...	...	...	...	...	...
Perth	1	...	1	...	8	8	...	...	...	...	...
TOTAL ...	17	7	24	3	25	27	...	...	1	1	2

SWINE-FEVER.

	Farms or other Places.			Swine Attacked.		Diseased Swine.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Swine Attacked.
ENGLAND.											
COUNTY.*											
Bedford ... ..	...	2	2	...	3	3	...	...	...	...	...
Berks	3	...	3	8	5	1	4	2	6	...	...
Buckingham ...	10	1	11	9	20	13	4	2	10	...	...
Cambridge (ex. Liberty of the Isle of Ely).	2	1	3	4	6	4	2	...	4	...	...
Devon... ..	1	...	1	...	...	...	...	...	...	...	...
Essex	2	...	2	...	6	5	1	...	...	...	...
Gloucester ...	3	1	4	...	36	1	6	...	29	...	...
Hants	1	2	3	1	11	1	4	...	7	...	...
Hertford	2	...	2	1	...	...	...	1	...	...	...
Lancaster	5	3	8	...	3	2	...	...	1	...	...
Leicester	1	...	1	...	...	...	...	...	...	...	...
Middlesex (ex. Metropolis).	3	4	7	...	21	21	...	...	...	...	...
Norfolk	1	...	1	11	...	4	7	...	...	...	...
Northampton (ex. Soke of Peterborough).	1	...	1	...	...	...	...	...	...	...	...
Salop ... ..	...	1	1	...	4	3	1	...	...	...	...
Somerset ... ..	...	1	1	...	3	2	1	...	...	...	...
Stafford	1	...	1	...	...	...	...	...	...	...	...
Surrey (ex. Metropolis).	4	2	6	10	8	4	3	...	11	...	...
Warwick ... ..	...	2	2	...	4	4	...	...	...	...	...
Wilts	1	1	2	2	1	3	...	...	...	...	...
Worcester	1	...	1	...	...	...	...	...	...	...	...
York, East Riding.	...	1	1	...	2	...	1	...	1	...	...
" West Riding.	...	8	8	...	21	21	...	...	...	...	...
WALES.											
COUNTY.*											
Glamorgan... ..	...	1	1	...	1	...	...	...	1	...	...
SCOTLAND.											
COUNTY.*											
Linlithgow ...	7	2	9	17	3	13	4	2	1	2	7
TOTAL ...	49	33	82	63	158	105	38	7	71	2	7

GLANDERS.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
ENGLAND.											
COUNTY.*											
Middlesex (ex. Metropolis).	1	1	2	...	1	...	...	...	1	...	...
The Metropolis...	6	8	14	...	18	18	...	...	...	...	...
SCOTLAND.											
COUNTY.*											
Lanark	1	...	1	...	...	...	...	...	...	...	...
TOTAL ...	8	9	17	...	19	18	...	...	1	...	...

FARCY.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
ENGLAND. COUNTY.*											
Lancaster ... ..	...	1	1	...	2	...	...	...	2	...	...
Middlesex (ex. Metropolis).	1	...	1	...	...	...	...	...	...	...	...
The Metropolis ...	2	8	10	...	11	11	...	...	...	...	...
TOTAL ...	3	9	12	...	13	11	...	...	2	...	...

* Counties include such Boroughs and Burghs as are locally situated within the limits of the Counties, or, if surrounded by two or more Counties, then they are included in the County with which they have the longest common boundary. Berwick-upon-Tweed is included in Northumberland.

Agricultural Department, Privy Council Office, 21st November, 1884.

In Parliament—Session 1885.

Hyde Park Corner (New Streets).

(Maintenance and Lighting of New Streets by the Metropolitan Board of Works, the Vestry of St. Martin-in-the-Fields, and the Vestry of St. George, Hanover-square; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1885 for leave to bring in a Bill, and to pass an Act, for effecting the following objects and purposes, or some of them, that is to say:—

To provide for the maintenance and lighting of the new streets at Hyde Park-corner, in the parishes of St. George, Hanover-square, and St. Martin-in-the-Fields, in the county of Middlesex, or any part or parts thereof, by the Metropolitan Board of Works, the Vestry of the parish of St. Martin-in-the-Fields, and the vestry of the parish of St. George, Hanover-square, or by any or either of them, and to vest the management of such new streets and the lighting thereof wholly or partially in the above-mentioned bodies, or any or either of them, and provision will be made in the Bill for settling the respective duties and obligations, and, if need be, altering and enlarging the powers of such bodies with reference to the maintenance, lighting, and management of such streets.

To provide that the expenses of such maintenance, lighting, and management shall be defrayed by all, any, or either of the bodies aforesaid as may be provided by the Bill, and to enable and require such bodies, or any or either of them, to levy rates for that purpose, and to apply the rates and moneys under their control towards the objects of the intended Bill.

To provide for the vesting in the Crown of any open spaces in or abutting on the said new streets, with liberty to enclose the same from the adjoining streets.

And it is intended, so far as may be requisite or 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:—18 and 19 Vic., cap. 120 (public), and all other Acts relating to the Metropolitan Board of Works and the Local Management of the Metropolis; 53 George III., cap. 38 (local and

personal), and any other Act or Acts relating to or affecting the vestry of St. George, Hanover-square; 32 and 33 Vic., cap. 45 (local and personal), and any other Act or Acts relating to or affecting the vestry of St. Martin-in-the-Fields.

The Bill will vary or extinguish all rights and privileges, and repeal or alter any Acts of Parliament which will or may interfere with the objects and purposes of the said Bill, and confer other rights and privileges.

Dated this 12th day of November, 1884.

By order,

Wyatt, Hoskins, and Hooper, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1885.

Thames Deep Water Dock.

(Extension of Time for Compulsory Purchase of Lands; and Definition of Period for Payment of Interest to Shareholders; Amendment of Act.)

NOTICE is hereby given, that the Thames Deep Water Dock Company (hereinafter called "the Company") intend to apply to Parliament in session 1885 for an Act for the following purposes:—

To extend the time limited by the Thames Deep Water Dock Act, 1881, for the compulsory purchase of lands for the construction of the dock and works by that Act authorised.

To define the period referred to in the said Act of 1881 for the payment of interest to the shareholders on the amounts from time to time paid up in respect of the shares held by them.

The intended Act will vary and extinguish all rights and privileges which will interfere with its objects, and it will alter, amend, extend, and enlarge the provisions of the Thames Deep Water Dock Act, 1881.

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 13th day of November, 1884.

Tahourdin and Hargreaves, 1, Victoria-street, Westminster, Solicitors.

William Bell, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1885.

International Communication.

(Incorporation of Company; New and Enlarged Steam Vessels between England and the Continent; Water Station, Wharves, Walls, and Jetties at Dover; Railways, Stations, and Road at Dover; Levying Tolls, Rates, and Dues; Traffic and other Arrangements with London, Chatham, and Dover and South-Eastern Railway Companies; Agreements with the Corporation and Local Authorities of Dover and with the Dover Harbour Board; Agreements and Arrangements with Her Majesty's Government; Exemption from Town Harbour, and other Dues and Rates; 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 (hereinafter called "the intended Act") to effect all or some of the purposes following (that is to say):

To incorporate a Company (hereinafter called "the Company"), for the purpose of facilitating the communication between England and the Continent by the establishment of steam vessels of great power, speed, and burden, to ply between Dover and the Continent.

To enable the Company to make and maintain the works hereinafter mentioned, or some of them, with all needful stations, approaches, and conveniences connected therewith respectively (that is to say):

1. A water station, with all needful buildings, wharves, jetties, approaches, lifts, apparatus, and conveniences, to be formed by jetties, quays, and other works situated partly on the foreshore and in the sea between the landward end of the Admiralty Pier at Dover, and the southern side of the entrance to the present tidal harbour, and partly on the site of the present reservoir and adjoining lands opposite the Lord Warden Hotel, and the south-east corner of the present tidal harbour, and extending seaward in a south-easterly direction for a distance of 400 yards, or thereabouts, measuring in a south easterly direction from the north-eastern corner of the Lord Warden Hotel.

2. Dredging, deepening, and improving the bed of the sea in front of the proposed water station above described.

3. A railway (A) commencing on the southern quay of the tidal harbour, at or near a point 30 yards or thereabouts, measuring in a southerly direction, from the south-western angle of the said tidal harbour, and terminating by a junction with the London, Chatham, and Dover Railway, within the Dover Harbour Station, at or near a point situate 45 yards or thereabouts, measuring in a northerly direction, from the southern end of the up passenger platform.

4. A railway (B) commencing at the point before described as the commencement of the intended railway (A), and terminating by a junction with the South-Eastern Railway at or near a point 345 yards or thereabouts, measuring in a westerly direction, from the western-entrance to the tunnel under Archcliffe Fort at Dover.

5. A railway (C) commencing at the point before described as the commencement of the intended railways (A) and (B), and terminating on the intended New Water Station No. 1 above described, between the landward end of the Admiralty Pier at Dover and the southern side of the entrance to the present tidal harbour, at or near a

point situate 100 yards or thereabouts, measuring in an easterly direction from the south-eastern corner of the Lord Warden Hotel.

6. A railway (D) commencing at the point before described as the commencement of the intended railways (A) (B) and (C), and terminating on the intended new Water Station No. 1 above described, between the landward end of the Admiralty Pier at Dover and the southern side of the entrance to the present tidal harbour at or near a point situate 28 yards or thereabouts, measuring in a southerly direction from the south-eastern corner of the reservoir at the south side of the entrance to the tidal harbour.

7. An approach road commencing at a point in Clarence-place 35 yards or thereabouts, measuring in a north-westerly direction from the north-western corner of the Lord Warden Hotel, passing under the said intended railways, and also the railways of the South Eastern and London, Chatham, and Dover Railway Companies, or one of them, and terminating at the stone pitching on or near the line of high water ordinary spring tides at a point 35 yards or thereabouts measuring in an easterly direction from the north-eastern corner of the Lord Warden Hotel.

The said intended water station, railways, and works will be situated in the parishes of St. Mary the Virgin and St. James the Apostle, Dover, and Hougham, all in the county of Kent.

The intended Act will authorise the Company to exercise the powers, or some of the powers following (that is to say):

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 extent as may be provided by the intended Act:

To cross, stop up, appropriate, alter, and divert, either permanently or temporarily, the streets, footpaths, drains, sewers, subways, electric and telephonic apparatus, pipes, ways, and approaches following, or some of them (that is to say):

Limekiln - street, Bulwark - hill, Bulwark - street, Bulwark - lane, Oxendon - street, Round Tower - street, Round Tower - lane, Council House - street, Seven Star - street, Clarence - place, Strond - street, Strond - lane, Limekiln - lane, Elizabeth - lane, Oxendon - lane, Hawkesbury - street, Crosswall, and Paradise - street.

To purchase by compulsion or by agreement for the purposes of the said intended works, or of the intended Act, lands, buildings, waters, hereditaments and easements in, under, or over any lands, buildings, and hereditaments, and if Company shall so think fit to acquire by compulsion easements only in, under, through, or over any lands, buildings, waters, and hereditaments, without being required to purchase such lands, buildings, waters, or hereditaments, and the intended Act will vary or extinguish any rights or privileges connected with such lands, buildings, waters, and hereditaments, which it may be necessary or convenient for the purposes of the intended Act to vary or extinguish:

To sell, convey, demise, lease, or otherwise dispose of any lands and hereditaments purchased or acquired under the powers of the intended Act, and which may not be required

for the intended works, or other the purposes of the intended Act, 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 charges in respect of the said intended works and of the said steam vessels, and to confer on the Company other rights and privileges.

To exempt the vessels of the Company, and the passengers and goods using the same, from all dues and other payments leviable for or in respect of the Town or Harbour of Dover, or of any works connected therewith.

To enable the Company on the one hand, and the London, Chatham, and Dover and the South-Eastern Railway Companies, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended steam vessels, railways, and works, or any part or parts thereof respectively; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; 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 revenues arising from that traffic, and to authorise and to confirm any agreement already made, or which, previously to the passing of the intended Act, may be made in relation to any of the matters aforesaid.

To authorise the Company and the Mayor, Aldermen, and Burgesses of the borough of Dover, the Dover Harbour Board, or other bodies or corporations, or any of them, to enter into and carry into effect, and to vary or rescind arrangements and agreements with regard to any of the matters aforesaid, or any other purposes of the intended Act.

To authorise the Company and Her Majesty's Government to enter into and to vary or rescind arrangements and agreements with reference to the objects of the intended Act, and the providing of all necessary and requisite accommodation and facilities at Dover, and in the sea adjoining thereto, on such terms and conditions, and subject to such payments or considerations as may be agreed upon or authorised by the intended Act.

To authorise the Company to accept from the Government of France and from the Compagnie des Chemins de Fer du Nord, or from any other foreign Government or Company, guarantees and subsidies or contributions towards their capital, either for the general purposes of their undertaking or for specific purposes thereof, upon such conditions as may from time to time be agreed on between the Company and the contributors.

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 railways and works, and upon their steam vessels, 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.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To incorporate with the intended Act all or some of the provisions of "The Harbours, Docks, and Piers Clauses Act, 1847;" "The Companies Clauses Consolidation Acts, 1845,

1863, and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883;" "The Railways Clauses Consolidation Acts, 1845, 1863, and 1869."

To alter, amend, extend, and enlarge, or to repeal all or some of the provisions of the Acts following, or some of them (that is to say):

16 and 17 Vic., cap. 132, and any other Act or Acts relating to the London, Chatham, and Dover Railway Company, and the 6 William IV., cap. 75, and any other Act or Acts relating to the South-Eastern Railway Company.

18 Geo. III., cap. 76; 50 Geo. III., cap. 20; 11 Geo. IV., cap. 117; 5 Will. IV., cap. 47, and any other Act or Acts relating to the Borough of Dover.

9 Geo. IV., cap. 31; 6 and 7 Will. IV., cap. 125; 11 and 12 Vic., caps. 11 and 97; 34 and 35 Vic., cap. 166; 36 and 37 Vic., cap. 235, and any other Act or Acts relating to Dover Harbour, or to the Dover Harbour Board.

Duplicate plans and sections defining the lines, situations and levels of the intended water station, railways, approaches and other works, and the lands, water, 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 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and on or before the said 29th 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, waters, or houses to be taken compulsorily under the powers of the intended Act 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): as regards the parishes of St. Mary the Virgin, and St. James the Apostle, Dover, and Hougham, with the respective parish clerks of those parishes at their residences respectively.

Printed copies of the Bill for the intended Act will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1884.

Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Longton Extension.

(Extension of Borough; Alteration of Wards; Apportionment of Debts of Caverswall School Board, and of Rural Sanitary Authority; Application of Corporate Funds; Levying Rates; Alteration of Rating Districts; Alteration of Rates; Borrowing of Money; Consolidation of Debts; Debenture Stock; Arrangements for Repayment of Loans; Incorporation, Repeal, and Amendment of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Longton, in the County of Stafford, as the Municipal and Urban Sanitary Authority thereof (in both which characters they are hereinafter included under the expression "the Corporation"), 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 alter and extend the boundary of the Municipal Borough of Longton, and to include within the boundary, as extended, the whole or some part or parts of that portion of the township of Weston Coyney, in the parish of Caverswall, in the said County, which does not already form part of the said Borough (hereinafter referred to as the added area).

2. To alter and re-arrange the boundaries of the wards into which the existing Borough is divided, or to divide the Borough, as extended, into new wards, and to determine in the Bill, or to provide for the determining, of the boundaries of the wards of the Borough, as extended.

3. To make provision for the representation of the altered wards and of the added area.

4. To extend the area of the market.

5. To vest the property of the present Corporation in the Corporation of the Borough, as extended; to authorise the levying of a Borough Rate, General District, and other rates general and special within the extended limits; to alter the existing rating districts into which the Borough is divided, and to constitute the township of Weston Coyney a separate rating district, or, if thought fit, to divide the Borough as extended into new rating districts, and to authorise the levying in the rating districts as altered or newly divided (as the case may be) of district rates for all or any purposes, and either in lieu of or in addition to a General District Rate, and to authorise the Mayor, Aldermen, and Burgesses of the said Borough to put in force within the Borough as extended (subject to any modification or alteration contained in the Bill) all such powers as are now vested in them by charter, custom, or prescription, or under any public or local Acts, or as a Municipal Corporation, Local Board of Health, Urban Sanitary Authority, Burial Board, School Board, or otherwise, and as may be contained in the intended Act, and the Bill will confer all such other powers as may be necessary or expedient, or be involved in the proposed extension of the Borough limits, and in the proposed extension, alteration, and re-arrangement of wards.

6. To extend the jurisdiction of the School Board, as the school authority of the existing Borough, to the Borough as extended, and to provide for the rating for education purposes of the added area, and to make such arrangements and provisions as may be necessary for the purposes of the Elementary Education Acts in the added area, and in the parishes, and places of which it forms a part or parts, and to extend the bye-laws of the School Board to the added area.

7. To extend the jurisdiction, powers, authorities, rights, privileges, and duties of the Justices of the Peace for the existing Borough to the Borough as extended, and to confer on the Burgesses of the Borough as extended all exemptions from county services and duties now enjoyed by the Burgesses of the existing Borough.

8. To detach the added area from the Rural Sanitary Authority, Highway, School Board, and other local authorities of the said township and parish, and to make provision for and with respect to the local and sanitary government of and the highways within any portion of the said township not added to the Borough, and to rescind and annul all Resolutions and Provisional Orders, whereby the Public Health, Local Government, Sanitary, or Education Acts, or any of them, have been put in force within the said township

or parish, or any part or parts thereof respectively, and to repeal so far as they relate thereto all Acts confirming such Orders, or putting in force such Act or Acts, and to transfer to the Corporation all or some of the lands, buildings, and property of, and of the estates, rights, powers, duties, privileges, and liabilities vested in or imposed on the said School Board, Sanitary, and Local Authorities, and to provide for the satisfaction or apportionment of their respective debts, liabilities, and obligations; and the apportionment of current rates, and for the making of compensation to any officer wholly or partially displaced by reason of the extension of the Borough.

9. To exempt the added area from the payment of County, Highway, Sanitary, District, School Board, Local and other Rates, which are now, or which by law might be levied in such area, and for the repairs within the aforesaid area of the roads and bridges or any of them respectively, and (if thought fit) for the transfer of such roads and bridges, or any of them respectively, to the Corporation, and to make provision with respect to the apportionment, recovery, and application of the aforesaid rates, or any or either of them.

10. To alter any existing tolls, rates, and charges now authorised to be levied within the Borough or any part thereof, and to authorise the Corporation from time to time to make and levy new tolls, rates, and charges, general and special, for all or any of the purposes of the Bill, and themselves to collect the Borough Rate, and to confer, vary, and extinguish exemptions from the payment of any existing or future tolls, rates, and charges.

11. To repeal sub-section (7) of section 36 of the Longton Extension Act, 1884, providing for the payment of compensation to the highway authority of that part of the said parish of Caverswall, which is comprised in the said township of Weston Coyney.

12. To empower the Corporation to control, regulate, and if thought fit to prohibit the use of traction and other locomotive engines in the Borough or any part or parts thereof, and to make and enforce bye-laws for or in relation to that purpose.

13. To alter and enlarge the present borrowing powers of the Corporation, and to enable them to apply their corporate funds, and any moneys which they are already authorised to borrow, to the purposes of the Bill, and to consolidate their present mortgage debts, and to borrow further moneys by mortgage annuities or debenture stock, and to charge the moneys borrowed or to be borrowed by the Corporation, or owing by them, upon all or any one or more of the following securities, that is to say: the Borough Fund, Borough Rate, District Rates, lands, tenements, hereditaments, gas, market, and other undertakings and property, and the rates, rents, tolls, and revenue of the Corporation, whether as a Municipal Corporation or a Local Board of Health, Sanitary Authority, or Burial Board, and to alter the present mode of charging moneys borrowed, and especially to substitute any special rates levied under the provisions of the intended Act, in any rating districts for the General District Rate, as the security for moneys borrowed on the security of the last-mentioned rate, and to alter the provision now in force for paying off moneys now owing or to be borrowed by the Corporation, and by the said School Board, Sanitary and Local Authorities.

14. To authorise trustees and others to invest in the said debenture stock, and confer all

necessary and usual powers on the Corporation for and in relation to the creation and issue thereof.

15. The Bill will 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, and to exercise all or any of the powers of the Public Health Act, 1875, with or without modification, and so far as the Bill relates to the Corporation as a Municipal Body or a Burial Board respectively, will enable them to carry out the provisions of the Bill under and subject to the Municipal Corporations Acts, and the Burial Acts respectively, with such modifications as may be contained in the Bill, and to make and enforce bye-laws and regulations, and to enter into and carry into effect agreements and contracts for all or any of the purposes of the Bill. And the Bill will or may confirm any such agreements and contracts which may have been or which may be entered into during the progress of the Bill.

16. The Bill will vary and extend, or repeal, alter, and consolidate, all or some of the provisions of, among other local and personal Acts, the following, that is to say:—2 Vict., cap. 44; the Longton Gas Act, 1866; the Longton Gas Act, 1875; the Longton (Corporation) Gas Act, 1877; the Longton Improvement Act, 1883; the Longton Extension Act, 1884, and any other Act or Acts relating, directly or indirectly, to the Corporation; and the Bill will, or may, incorporate with itself, in extenso or by reference, such of the provisions as may be thought desirable of the foregoing Acts, and of the Gasworks Clauses Act, 1847; the Gasworks Clauses Act, 1871; the Public Health Act, 1875; the Local Loans Act, 1875; the Towns Improvement Clauses Act, 1847; the Town Police Clauses Act, 1847; the Market and Fairs Clauses Act, 1847; the Burial Acts; and the Commissioners Clauses Act, 1847; and the Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

And notice is hereby further given, that on or before the 29th day of November instant, a map in duplicate showing as well the present boundaries of the Borough, as the boundaries of the proposed extension, will be deposited for public inspection with the Town Clerk of the Borough, at his office in the Court House, Longton, in the said County of Stafford.

Printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 12th day of November, 1884.

Geo. H. Hawley, Town Clerk, Longton.
Dyson and Co., Parliamentary Agents,
23 and 24, Parliament Street, Westminster.

In Parliament.—Session 1885.

Southwark and Vauxhall Water.
(New Reservoir and Works at Forest-hill, Hampton, Kingston-upon-Thames, and other places; Purchase of Lands and Easements by Agreement, and if necessary by Compulsion, for the purposes of the new Reservoir and Works; Compulsory Purchase of Lands at Battersea now used as a Dust Sifting Yard, and Sale, Lease, or other Disposition of those Lands; Special Provisions for Preventing the use of the Lands at Battersea to the prejudice of the Company or their Consumers of Water; Application of Capital; Additional Share and Loan Capital; Incorporation of some of the Pro-

visions 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 Session of 1885 by the Southwark and Vauxhall Water 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 authorise the Company to make and maintain the following works, or such of them, or such part or parts thereof respectively as the Bill may define, that is to say:—

A service reservoir, partly in the parish of St. Giles, Camberwell, in the county of Surrey, and partly in the parish of Lewisham, in the county of Kent, which reservoir will have a superficial area of $3\frac{1}{4}$ acres or thereabouts, and will be situate partly on certain lands numbered respectively 666, 667, 668, 669, and 671, in the parish of Lewisham aforesaid, on the 25-inch ordnance map of the county of Kent, and partly on certain other lands numbered 608 in the parish of St. Giles, Camberwell, aforesaid, on the 25-inch ordnance map of the county of Surrey. The reservoir will be of rectangular construction, and the western and eastern sides thereof will each be of the length of 160 feet or thereabouts, and the northern and southern sides thereof will each be of the length of 320 feet or thereabouts, and the reservoir will be so constructed as that the centre of the western side will be distant 780 feet or thereabouts (measured in a straight line in a north-westerly direction and drawn at right angles to the said western side) from the eastern fence of the High Level Crystal Palace Line of the London, Chatham, and Dover Railway Company, and the centre of the southern side thereof will be distant 184 feet or thereabouts measured in a straight line in a south-westerly direction and drawn at right angles to the said southern side from the north-eastern boundary fence of the northernmost house in Westwood-park, Forest-hill, known as "Grampian Lodge."

A line of pipes (Line of Pipes No. 1) commencing in and issuing out of the eastern corner of the reservoir hereinbefore described, and terminating in the high road called or known as Honor Oak road, leading from Peckham-rye to Forest-hill, at a point in that road opposite the boundary post indicating the boundary between the parish of St. Giles, Camberwell, and the parish of Lewisham.

A line of pipes (Line of Pipes No. 2) commencing in the Lower Sunbury-road, in the parish of Hampton, in the county of Middlesex, at a point in that road midway between and in a line with the main gate-posts of the entrance to the Company's works on the east side of the Lower Sunbury-road, and terminating in the road leading from Lower Tooting to Streatham at the point of junction of that road with the Ullathorne-road; such point of termination being distant 50 feet or thereabouts, measured in a straight line in a north-easterly direction from the northern corner of the boundary fence of the grounds of the dwelling-house known as "Wood-nook."

A line of pipes (Line of Pipes No. 3) commencing in Merton-road, in the parish of Tooting Graveney, by a junction with the Line of Pipes No. 2 hereinbefore described

at the point of junction of the said Merton-road with the Trevelyan-road, and terminating in High-street, Tooting, at the point of junction of the said High-street, Tooting, with the road known as Totterdown, otherwise High-street-row.

The said service reservoir, lines of pipes, and other works will pass from, in, through or into the parishes, townships, townlands, and extra-parochial places following (that is to say): Hampton and Hampton Wick, in the county of Middlesex, St. Giles, Camberwell, Kingston-upon-Thames, Wimbledon, Merton, Mitcham, and Tooting Graveney, in the county of Surrey, and Lewisham, in the county of Kent.

All such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, sluices, gauges, wells, 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.

To enable the Company to deviate from the lines and levels of the proposed works to any extent defined by the Bill.

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, railways, tramways, sewers, drains, pipes, and telegraph, telephone, and other electric apparatus.

To enable the Company to acquire by agreement, and, if necessary, by compulsion, and to hold lands, buildings, easements, waters, and property for the purposes of the reservoir and other works to be authorised by the Bill and of their Undertaking, and to extinguish all manorial, commonable, and other rights, if any, over any such lands, buildings, and property.

To authorise the Company to acquire by compulsion the piece of land and hereditaments mentioned in Section 16 of the Southwark and Vauxhall Water Act, 1884, or some part or parts thereof, and all rights and easements in or affecting the same, viz. :—

A piece of land wholly situate in the parish of Saint Mary, Battersea, in the county of Surrey, containing a superficial area of 1 acre 0 roods 37 perches 750 yards or thereabouts, bounded on the north by the River Thames, on the east and south by other lands belonging to the Company, and on the west by other land of the London Brighton, and South Coast Railway Company. The piece of land so intended to be acquired belongs or is reputed to belong to the London Brighton, and South Coast Railway Company, and is in the joint occupation of that Company and of Henry Covington, and is used by the said Henry Covington as a dust-sifting yard.

To authorise the Company to sell, demise, or otherwise dispose of any lands not required for the purposes of their Undertaking, and to confer upon the Company all such special or other powers or authorities as may be found necessary or expedient for preventing the said piece of land at Battersea from being used as a dust-sifting yard, or for any other purpose prejudicial to the interests of the Company or the consumers of water within the Company's limits of supply.

To enable the Company to apply their existing funds and any moneys which they have still power to raise for 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.

To vary or extinguish all rights and privileges inconsistent with or that may in any way interfere with any of the objects of the Bill, and to confer other rights and privileges.

To incorporate, extend, and make applicable to the purposes of the Bill, all or some of the powers and provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, as the same are amended by the Commonable Rights Compensation Act, 1882; and the Lands Clauses (Umpire) Act, 1883; the Waterworks Clauses Acts, 1847 and 1863; and the provisions of the Railways Clauses Consolidation Act, 1845, relating to the temporary occupation of lands and the interference with roads.

To alter, amend, and repeal, so far as may be necessary for any of the purposes of the Bill, all or some of the provisions of the several Acts following, or some of them, that is to say: The Southwark and Vauxhall Water Act, 1852, and any other Acts relating to the Company, and any other local and personal Acts which it may be necessary or expedient to alter, amend, or repeal for any of the purposes of the Bill, and the Bill will or may further alter, amend, and, if need be, repeal for the purposes of the Bill, the Metropolis Water Act, 1852, and the Metropolis Water Act, 1871, or certain of the provisions of those respective Acts.

Duplicate plans and sections describing the lines, situation, and levels of the proposed reservoir and 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 29th 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, in that county, with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington-causeway, in the said county of Surrey, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county of Kent, and that on or before the said 29th 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, or other places in or through which the intended reservoir and 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, that is to say:—For the parishes of St. Mary, Battersea, and Tooting Graveney, with the Clerk of the Wandsworth District Board of Works, at his office, Battersea Rise, Wandsworth, S.W.; for the parish of St. Giles, Camberwell, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Peckham-road, S.E.; for the parish of Lewisham, with the Clerk of the Lewisham District Board of Works, at his office at Catford; 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 Bill will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1884.

Bircham and Co., 46, Parliament-street,
Solicitors for the Bill.

Wyatt, Hoskins and Hooker, 28, Parli-
ament - street, Westminster, Parli-
amentary Agents.

In Parliament.—Session 1885.

Stalybridge Gas Transfer.

(Transfer of Undertaking of Stalybridge Gas Company to the Corporation of Stalybridge and Mossley Local Board; Powers to Corporation and Local Board to Borrow Money or Create Annuities for the Purchase; to Levy Rates; and to Charge the Rates Leviable by them respectively; Division of the Undertaking between the Corporation and the Local Board; Application of Profits of Gas Undertaking; Amendment of Stalybridge Improvement Act, 1828.)

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

To transfer to and vest in the Mayor, Aldermen, and Burgesses of the borough of Stalybridge (hereinafter called "the Corporation"), and the Local Board for the district of Mossley (hereinafter called "the Local Board"), the undertaking of the Stalybridge Gas Company (hereinafter called "the Company"), and all the land and works and real and personal property, rights, powers, privileges, and authorities of the Company.

To define the price or consideration to be given for such transfer and the terms and conditions thereof and to enable the Corporation, the Local Board and the Company to do and execute all acts, instruments, and things necessary for the several purposes aforesaid or any of them.

To provide for the dissolution of the Company and winding up of their affairs; and for the distribution or appropriation of the purchase money or other consideration amongst the shareholders of the Company and other persons entitled thereto, and for the repeal or amendment of any Acts relating to the Company.

To authorise the Corporation and the Local Board, or either of them, so far as necessary for the purposes of the intended Act, to levy rates, rents and charges, within their respective limits of supply (whether differential or otherwise), to alter existing rates, rents, and charges, and to confer, vary or extinguish exemptions from payment of rates, rents, and charges; also to authorise the Corporation and the Local Board, or either of them, to grant rent-charges or annuities, or other annual sums, and to borrow money on mortgage or debenture, and to charge as well the undertaking of the Company, and all rates, revenues, and property which they may acquire under the intended Act, as all other the estate, rates, revenues and property of the Corporation and Local Board respectively, or any of them, or any part or parts thereof respectively, with and as security for all or any or any part of such rent-charges, annuities, or annual sums, or any money to be borrowed as aforesaid, and to provide for the application of the revenue of the Corporation and Local Board respectively, arising from the Gas Undertaking.

To provide for the division of the undertaking, works and property of the Company between the Corporation and the Local Board, and to enable them respectively, within limits to be defined in the intended Act, to have and exercise the powers of the Company, and all such other powers, rights, authorities and privileges as may be necessary or expedient, for or in connection with the supply of gas and to maintain and from time to time improve, renew, alter, enlarge and extend the existing and authorised works of the Company and from time to time construct and complete or continue the construction of such of the authorised works of the Company (if any) as may not be constructed and completed on the passing of the intended Act and to sell and supply gas for any purpose; and to have and exercise all or any of the powers and provisions of the Company's Acts, as altered or amended by the intended Act and all rights, authorities and privileges of the Company, in as full and ample a manner in all respects as the Company could or might lawfully have exercised the same respectively; and also such further and other powers, rights, authorities and privileges with respect to the several matters aforesaid, as may be necessary, proper, and convenient.

To define the limits for the supply of gas by the Corporation and the Local Board respectively, and to enable the Corporation to supply gas within the borough of Stalybridge, the townships of Mattley and Hattersley, and the district of the Local Board of Mottram-in-Longdendale, in the county of Chester, and to enable the Local Board to supply gas within their district and within all the remainder of the district which the Company have power to supply.

To authorise the Corporation and the Local Board, or either of them, from time to time to open and break up streets, roads, highways and places for purposes of gasworks and gas supply, and to lay down, maintain, repair, renew and remove mains, pipes, syphons and other apparatus and things.

To authorise the Corporation and the Local Board to enter into agreements with the Company as to the several matters aforesaid, or any of them and to confirm any such agreements as may have been or shall be entered into prior to the passing of the intended Act, and certain Heads of Agreement, dated 18th March, 1884, between the Corporation, the Local Board, and the Company.

To repeal so much of Sec. 155 of the Stalybridge Improvement Act (9 Geo. IV., chap. 26) as exempts from rates and assessments the occupiers of dwelling-houses, &c., more than 200 yards from the street or place which is lighted or watched, and otherwise to repeal, alter, or amend that section.

To provide for and define the application by the Corporation and the Local Board respectively of profits arising from their respective undertakings.

To incorporate with the Bill, so far as the same are applicable and except so far as may be varied by the Bill, the provisions, or some of the provisions, of "The Gasworks Clauses Act, 1847," "The Gasworks Clauses Act, 1871," "The Commissioners' Clauses Act, 1847," and to confer upon the Corporation and the Local Board, or either of them, all such other powers, rights, and privileges as may be necessary or expedient for the purposes of the undertaking and for carrying into effect the objects of the Bill.

To vary and extinguish existing rights and privileges; and to alter, amend, and enlarge, or to repeal, so far as necessary for the purposes of the intended Act, some of the powers and provisions

of the following local and personal Acts, that is to say: "The Stalybridge Gas Act, 1855," "The Stalybridge Gas Act, 1867," "The Stalybridge Gas Act, 1884," "The Stalybridge Improvement Act, 1828," and "The Stalybridge Extension and Improvement Act, 1881," and any other Act or Acts relating to the Company and the Corporation.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 13th day of November, 1884.

N. Buckley, Town Clerk, Stalybridge;
Joseph Hyde, Clerk to the Local Board,
Mossley; Solicitors.
Dyson and Co., 23 and 24, Parliament-
street, Westminster, Parliamentary
Agents.

In Parliament. —Session 1884–85.

Charing Cross and Waterloo Electric Railway.
(Extension of Railway to Cockspur-street; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Underpinning; Repeal of 92nd Section of Lands Clauses Consolidation Act, 1845; Extension of time for the Compulsory Purchase of Lands and Buildings, and Construction and Completion of the Railway authorised by the Charing Cross and Waterloo Electric Railway Act, 1882; Amendment of Act, &c.).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Charing Cross and Waterloo Electric Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for effecting the objects, or some of the objects following:—

The construction and maintenance of the under-mentioned railway with all proper stations approaches works and conveniences connected therewith respectively (that is to say):—

A railway wholly situate in the parish of St. Martin-in-the-Fields, in the county of Middlesex, commencing at Charing Cross, at or near a point about 85 yards to the west of the Statue of King Charles I., and terminating by a junction with the commencement of the railway authorised by the "Charing Cross and Waterloo Electric Railway Act, 1882."

To authorize the Company to provide engine-houses, stations, warehouses, yards, depots, and works.

And it is proposed to confer upon the Company all necessary powers for making and maintaining the said railway and works, and to authorise the Company so empowered to purchase and take lands and buildings by compulsion, in the parish of St. Martin-in-the-Fields aforesaid, for the purposes of the said intended railway and works, and to stop up, alter, or divert, temporarily or permanently, all or any turnpike, or other roads, and highways, railways, tramways, bridges, rivers, brooks, streams, waters, watercourses, sewers, drains, pipes, telegraphic 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 railway 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 payment of tolls, rates, and charges

Also to vary or 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.

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, 1815, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railway 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 resale of property, the prevention of frauds upon the Company, and obstructions upon the railway or otherwise.

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, the 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 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 thereof.

To authorize 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 authorize and regulate sales, conveyances, demises, and leases, or other disposal of lands and hereditaments purchased or acquired under the powers of the Bill.

To extend the time limited by "The Charing Cross and Waterloo Electric Railway Act, 1882," for the compulsory purchase of lands and buildings, and for the construction and completion of the railway authorized by that Act.

The intended Act will vary and extinguish all existing rights and privileges which would interfere with its objects and confer other rights and privileges.

Also to repeal, alter, or amend all or some of the provisions of "The Charing Cross and Waterloo Electric Railway Act, 1882."

A plan and section in duplicate of the proposed railway, 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 railway will be deposited 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.

Such deposit will be made on or before the 29th day of November, 1884, 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 20th day of December, 1884.

Dated 13th November, 1884.

Burchell and Co., 5, the Sanctuary Westminster, Solicitors for the Bill.

In Parliament.—Session 1885.

Midland and South-Western Junction Railway. (Extension of time for Compulsory Purchase of Lands and Completion of Railways and Works authorised by "The Swindon, Marlborough, and Andover Railway Act, 1882;" Abandonment of portion of line authorised by "The Swindon and Cheltenham Railway Act, 1881;" Release of portion of Parliamentary Deposit applicable thereto; Additional Capital by Creation of Preferential and other Debenture Stock; Voting Powers in respect of Debenture Stock or Preference Stock or Shares; Power to Cancel Shares; Reduction of Quorum of Directors; Agreements with Contractors; Powers affecting Creditors; Suspension of Suits and other proceedings; Running Powers over portion of Banbury and Cheltenham Railway; Powers to Verderers of the New Forest; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Midland and South-Western Junction Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") for all or some of the following powers (that is to say):—

To extend the periods limited by "The Swindon, Marlborough, and Andover Railway Act, 1882," for the compulsory purchase of lands for, and for the completion of, the railways and works by that Act authorised.

To authorise and require the Company to abandon the making of the Railway No. 2, authorised by "The Swindon and Cheltenham Extension Railway Act, 1881," and to release the Company from all liabilities, penalties, and obligations for the non-completion thereof, and to modify or alter or cancel and declare null and void all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference to the said railway.

To provide for the release and repayment of so much of the parliamentary money deposit as is applicable to that railway.

To enable the Company, for the purposes of paying, satisfying, or adjusting the claims against the Company on capital or revenue account, and also for the purposes of carrying out and completing their authorised undertaking, to raise additional capital by the creation and issue of preferential or other debentures or debenture stock of one or more classes or otherwise 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 make provision for the rights of voting to be exercised by the holders of preferential or other debentures or debenture stock or preference stock or shares in the existing capital of the Company, or which may be created under the powers of the intended Act.

To provide for the cancellation of certain shares in the existing capital of the Company.

To reduce the quorum of directors of the Company.

To ratify and confirm any agreements already made, or which may be made, between the Company and their contractors, with reference to the undertaking of the Company, and to effect and carry out all necessary provisions incident thereto.

To suspend for a period to be fixed by the Bill, and upon such conditions as the Bill may prescribe, all actions, suits, and such judgments and other proceedings against the Company for the recovery of debts, and to stay proceedings against the Company in the High Court of Justice or other courts, and to require the creditors of the Company to accept debentures or debenture stock of the Company in satisfaction of their claims.

To authorise and empower the Company, and all other Companies and persons running over, working, or using the railways of the Company, or any part or parts thereof, to run over and use with their engines and carriages, waggons, and trucks, and their officers and servants, for the purpose of traffic of every description, the portion of the Banbury and Cheltenham Railway situate between the junction therewith of the Company's railway near Andoversford, authorised by "The Swindon and Cheltenham Extension Railway Act, 1884," and the junction of the Company's railway with the Banbury and Cheltenham Railway, authorised by "The Swindon and Cheltenham Extension Railway Act, 1881," and to use and run into and through the station at Andoversford of the Banbury and Cheltenham Railway.

To vary all existing right and privileges which would in any manner prejudice or interfere with the objects of the intended Act, and to confer other rights and privileges.

To confer on the Verderers of the New Forest, or any two or more of them, powers to convey or demise, or to vest in the Company, all or any estates or interests, rights or easements, other than those vested in the Crown, in such part or parts of the New Forest, in the county of Southampton, as may be required for the purposes of "The Swindon, Marlborough, and Andover Railway (Isle of Wight Extension) Act, 1882," and to sanction and confirm and give effect to agreements made or to be made between the said Verderers, or any of them, and the Company with reference to any such matters.

To alter, amend, or repeal, so far as may be necessary for the purposes of the intended Act, all or some of the provisions of "The Swindon, Marlborough, and Andover Railway Act, 1873;" "The Swindon and Cheltenham Extension Railway Act, 1881;" "The Swindon, Marlborough, and Andover Railway Act, 1882;" "The Swindon, Marlborough, and Andover, and Swindon and Cheltenham Extension Railway Companies (Amalgamation) Act, 1884;" "The Banbury and Cheltenham Direct Railway Act, 1873;" and all other Acts relating to or affecting the Company or the Banbury and Cheltenham Direct 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 20th day of December next.

Dated this 12th day of November, 1884.

Burchell and Co., 5, the Sanctuary, Westminster;

J. O. Townsend, Swindon;
Solicitors for the Bill.

Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Whitehaven Town and Harbour.

(Incorporation of the Trustees of the Town, Port, and Harbour of Whitehaven; Vesting Powers and Property in the Incorporated Trustees; Extension of Limits of Town and Urban Sanitary District of Whitehaven and Jurisdiction of Trustees; New Wards; Additional Sanitary Powers and as to Insanitary Houses; Power to Make New Waterworks; to Take Further Supply of Water from Ennerdale Lake; Provisions as to Same; Extension of Water Limits and Powers for Supply of Water; Additional Harbour Works; Compulsory Purchase of Lands, &c.; Suspension of Periods for Commencing Sinking Funds; Powers to Borrow Money; Creation of Stock; to Alter Existing and to Levy New Tolls, Rates, Dues, Duties, and Charges; to Establish Markets, &c.; to Make Bye-Laws; Incorporation and Repeal or 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 (herein called "the Bill") to effect the following or some of the following among other purposes (that is to say):—

In this Notice the expressions "the town," or "the town of Whitehaven," unless inconsistent with the context, include the Town and Urban Sanitary District of Whitehaven, as they may be extended by the provisions of the Bill.

To incorporate the Trustees of the Town, Port, and Harbour of Whitehaven, in the county of Cumberland (which Trustees are hereinafter called "the Trustees"), and to vest in such Trustees, in lieu of the existing Trustees all the property, rights, and powers appertaining to the said town, port, and harbour respectively, whether vested in the Trustees as now constituted or in the Lord of the Manor of St. Bees, or in any other manner whatsoever, and to confer on the Trustees the powers to be authorised by the Bill, and to repeal and alter all provisions in any of the Acts relating to the said town, port, and harbour which authorise or require any property to be taken in the name of the Lord of the Manor of St. Bees or of his deputy in trust for the Trustees or otherwise.

To alter and extend the existing boundaries of the town and Urban Sanitary District of Whitehaven, by adding thereto and including therein the whole or some portion or portions of those parts of the townships of Whitehaven and Preston Quarter which are situate within the parliamentary borough of Whitehaven, and to extend the jurisdiction of the Trustees over the extended boundaries for all purposes whatsoever, and to make applicable to the extended district all the powers and provisions of any Act relating to the existing town and Urban Sanitary District of Whitehaven, and all the powers of the Bill.

To create a new ward or wards out of the area to be included in the extended limits, or to divide the whole of the extended limits into new wards, or to alter, enlarge, extend, or re-arrange the boundaries of the existing wards, or some of them.

To exempt from the payment of highway and all other rates all lands, houses and property within the added area, and to sever the added area for all purposes from any rural sanitary district or other jurisdiction in which it is now comprised.

To authorise the Trustees, for the purposes of an improved and extended supply of water, to make and maintain and use the new and additional waterworks hereinafter described, or some of

them, all in the county of Cumberland (that is to say):

1. A new and enlarged weir or overfall to be situated at or near the existing weir or overfall across the River Ehen at the place at which Ennerdale Lake, otherwise Broadwater, discharges its waters into the said river, which said new weir or overfall will be situated in the township of Ennerdale, otherwise Ennerdale and Kinniside, and in the parish of St. Bees.
2. An aqueduct or line of main pipes commencing at or near the existing Water Gauge House, belonging to the Trustees and situated near to the said existing weir and in the township last aforesaid, and terminating at or in the existing service reservoir of the Trustees at or near Scragill in the township of Preston Quarter, in the said parish of St. Bees, which aqueduct or line of main pipes and works connected therewith will pass in through, or into, or be situate in the parishes, townships, extra-parochial or other places following, or some or one of them (that is to say) Ennerdale (otherwise Ennerdale and Kinniside), Kinniside, St. Bees, Kelton, Kelton and Winder, Lamplugh, Salter and Eskett, and Eskett, Cleator, Keekle, Low Keekle-side (otherwise Deanes Land), Hensingham, Preston Quarter, and Whitehaven.

Together with all necessary and proper embankments, channels, basins, bye-washes, weirs, culverts, cuts, bridges, roads, diversions, road approaches, and other roads and communications, sewers, drains, sluices, filtering beds, wells, weirs, meters, engines, engine-houses, and other buildings, pumps, conduits, catch-waters, tanks, main pipes, and other apparatus within the several parishes and places aforesaid, for the effectual construction, maintenance, and use of the existing waterworks of the Trustees and of the said intended works or incidental thereto.

To alter and extend the limits and purposes for the supply of water by the Trustees; to enable the Trustees to supply water by agreement and for any purpose whatsoever within the several parishes, townships, extra-parochial or other places following, or some or one of them or within such other limits or places as shall be fixed by the Bill, viz:—Ennerdale, Ennerdale and Kinniside, Saint Bees, Kelton, Kelton and Winder, Lamplugh, Salter and Eskett, Eskett, Keekle, Low Keekle-side (otherwise Dean's Land), Moresby, Parton, Sandwith, and Rottington, all in the county of Cumberland, in addition to the limits now supplied by them and to enable the Trustees to make charges for the water so supplied and to enable the Trustees from time to time to enter into contracts with the owner of any tenement or hereditaments in the neighbourhood of any of their existing or intended water mains, pipes, or works, whether within or without the water limits, or with any Corporation, Local Board, or other Local Authority, or with any company or person whose district or property may be within or without those limits, or intersected by or near to any water-main, pipe or work, of the Trustees for supplying such owner, Corporation, Local Board, or Local Authority, Company, or person as aforesaid with water, in bulk or otherwise, upon such terms and conditions, and for such consideration, and for such periods as may be agreed upon between the Trustees and those other parties respectively, and to enable any such Corporation, Local Board, or Local Authority, or Company to apply any of their rates or funds to such purposes.

To enable the Trustees by means of their ex-

isting and intended works, to raise the level of and to impound and store up the waters of the said lake and by means of their existing and intended works; to abstract, use and appropriate the waters of the said lake for the supply of water by the Trustees to all places and purposes now authorised or to be authorised by the Bill, in such manner as will be provided by the Bill, which said water now flows directly or derivatively into the River Ehen, and thence into the sea, at or near a place called Ehen Foot, in the parish of Saint Bridget, otherwise Saint Bridget Beckermat, in the said county of Cumberland. And by means of the said existing and intended waterworks may be taken, abstracted and diverted from the mill races or cuts, known as Ainsworth's Lake, sluice, race or cut, Ennerdale Corn Mill Race, all in the parish of Saint Bees; Old Wath Forge Race, Wath Corn Mill Race, Ainsworth's Cleator Flax Mill Race, Cleator Mill Race, Forge (Corn) Mill Race, Cleator Spade Forge Race, Woodend Mill Race, all in the parish of Cleator; Brisco Mill Race, Egremont Flax High Mills Race, Tanyard Race, Crosswater Mill Race, Egremont Old Mill Race, Jenkinson's Saw Mill Race, Wash Mill Race, Bark Mill Race, Low Mill, Flaxmill Race, Low Mill and Mill Brow Race, all in the parish of Egremont, and Low Mill and Mill Brow Race in the parish of Saint John Beckermat, all which are at present fed or supplied with water from the said River Ehen. And it is intended to repeal Section 8 of "The Whitehaven Waterworks Act, 1849," and Section 7 of "The Whitehaven Waterworks Act, 1864," and also any other provisions in the said Acts or any other Act relating to the supply of water to the said town port and harbour restricting the quantity of water to be taken and diverted from the said lake and the said River Ehen or otherwise in relation to said water.

To make provision with respect to the quantity or amount of compensation (if any) by water or otherwise to be given by the Trustees in respect of the proposed taking and impounding or diverting of water and with reference to the time and manner of the delivery thereof.

To enable the Trustees to make, maintain, and regulate in connection with the existing port and harbour of Whitehaven the following works or some of them (that is to say):

1. A graving dock with all necessary gates, sluices, culverts, valves, bollards, cradles, altars, and ladders, commencing at a point 3 yards or thereabouts from the north-west side of Strand-street, and at a distance of 41 yards or thereabouts from the south-west end thereof, and terminating at the south-east side of the existing swing bridge over the slipway known as the Patent Slip.
2. To widen the quay known as the Custom House Quay, such widening commencing at a point 38 yards or thereabouts from the east face of the southern end of the Old Tongue, and proceeding from thence in a westerly direction by a curved line for a distance of 35 yards or thereabouts, and terminating against the east face of the aforesaid Old Tongue, at a point 23 lineal yards or thereabouts from the southernmost end thereof.
3. To widen and raise the quay known as the New Tongue, commencing at a point 12 yards or thereabouts distant in a north-westerly direction from the Whitehaven Waterworks Shop, and continuing in a north-westerly direction for a distance of 190 yards or thereabouts, and terminating at the north-western end of the said New Tongue.
4. To improve the existing approach to the

West Pier by widening the same in a south-westerly direction by means of a new sea wall, commencing at the angle at the west face of the West Pier opposite the New Quay, and proceeding in a south-easterly direction for a distance of 84 yards or thereabouts, and proceeding from thence in a south-westerly direction for a distance of 60 yards, and terminating at the angle of the yard-wall adjoining the Wellington Pit.

5. To remove the existing building and enclosure known as the Fort situate at the south-east end of the said West Pier, together with the adjacent limekiln.
6. To excavate, dredge, scour, or otherwise deepen the whole of the North Harbour, the entrance to the North Harbour and the Outer Harbour of Whitehaven to the level of low water at spring tides, and to excavate, dredge, scour, or otherwise deepen the outer harbour adjacent to the West Pier for a breadth of 60 lineal yards, or thereabouts extending from the extreme north-east end of the said pier in a south-westerly direction for a distance of 94 lineal yards, or thereabouts, and from thence in a southerly direction for a distance of 94 lineal yards or thereabouts, and terminating at the angle in the pier at the latter point. Also for the necessary distance seawards from the north-east end of the said pier.

All which said several harbour works will be situate in the parishes, townships, extra-parochial and other places following, or some or one of them (that is to say): Whitehaven and Preston Quarter, in the parish of Saint Bees, and the shore and bed of the sea in or adjoining the said parish, all in the said county of Cumberland.

To authorise the construction and maintenance of all such cranes, warehouses, buildings and other conveniences in connection with or subsidiary to the existing or the said intended harbour works as may be deemed requisite.

To enable the Trustees to deviate from the lines and levels of the several intended water and harbour works respectively, as shown on the plans and sections thereof to be deposited as hereinafter mentioned or to such other extent as may be prescribed in the Bill.

To enable the Trustees to purchase either in perpetuity or for a term of years, and either by compulsion or agreement, and to hold all such lands, houses, buildings, easements, waters, and other hereditaments as may be necessary for the construction, maintenance, and use of the said water and harbour works respectively, or any of them, and for other the purposes of the Bill, or any right or easement in, through, or over the same lands and hereditaments; and also to use, cross, stop up, raise, lower, break up, pass along through, over, across or under, or alter or divert (temporarily or permanently) within, adjoining, or near to the said parishes, townships, extra-parochial or other places aforesaid, or any of them, for the purpose of the said intended works respectively, and for the purposes of the Bill, all roads and highways, rivers, streams, and water-courses, sewers, pipes, aqueducts, railways and bridges, and other works of any description which it may be necessary or convenient to cross, stop up, use, alter, or divert for any of the purposes of the said several intended works or of the Bill, and to vary, repeal, or extinguish all existing rights or privileges which would in any manner impede or interfere with the carrying into effect the objects and purposes of the Bill, and to confer other rights and privileges.

To incorporate with the Bill such parts of "The Railways Clauses Consolidation Act, 1845," as relate to the temporary occupation of lands, and to enable the Trustees to purchase or acquire so much only of any property required to be taken for any of the purposes of the Bill, without being subject to the liability imposed by Section 92 of "The Lands Clauses Consolidation Act, 1845."

To provide that the intended waterworks and the intended harbour works respectively shall for all purposes whatsoever, inclusive of rents, rates, dues, and charges, be deemed part of the waterworks undertaking and of the harbour works undertaking of the Trustees respectively.

To authorise and provide for the consolidation into one or more stock or stocks of the various loans, mortgages, and other securities raised or granted or hereafter to be raised or granted by the Trustees under any statutory powers or otherwise, and to authorise the creation and issue for that purpose of consolidated or other stock upon and subject to such terms and conditions as may be prescribed or provided for by the Bill, 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 confer on the Trustees all powers usually granted by Parliament with reference to such Consolidated Stock.

To empower the Trustees to exercise in the town of Whitehaven all the powers of an Urban Sanitary Authority, Local Board, or Improvement Commissioners, with respect to markets and fairs under "The Public Health Act, 1875," or otherwise, and to confer on the Trustees all necessary powers to establish markets in the town of Whitehaven, and to make bye-laws and regulations with respect to the existing market and market-place in the town, and to incorporate "The Markets and Fairs Clauses Act, 1847," to regulate the time and place for holding of markets, and to provide for the levying of tolls, duties, rates, and charges and other payments in respect of the same.

To enable the Trustees to purchase by agreement with the sanction of the Local Government Board any insanitary houses or property within the district of the town of Whitehaven, and to pull down and improve such property and rebuild any houses, and to apply their funds and rates to such purposes, and that either with or without adopting the provisions of "The Artisans' and Labourers' Dwellings Act, 1868," or of any Act amending the same, and to enable the Trustees to oblige the owners of such insanitary houses if deemed expedient to put the same in a proper sanitary state by repairing, rebuilding, or otherwise, or, in the alternative, to sell such houses, dwellings, or other buildings to the Trustees.

To abolish the lamp and paving rate and sewerage rate now leviable by the Trustees within the town of Whitehaven, and to enable the Trustees in lieu thereof to levy and collect a general district rate in accordance with and for the purposes of "The Public Health Act, 1875," or otherwise as shall be fixed by the Bill.

To repeal, alter, and vary all or any of the existing tolls, rates, duties, dues, and charges now authorised to be taken as regards both town and port and harbour purposes respectively; to confer, vary, or extinguish exemptions from payment of tolls, rates, rents, dues, duties, and charges, and to alter the tolls, rates, dues, and duties now authorised to be taken and levied on goods of all kinds imported into or exported from the said port and harbour, and on vessels and other craft using the said port, and for the use of the harbour or

harbour purposes or railways, tramways, or other conveniences connected therewith in any way; and to levy and take new tolls, rates, dues, duties, and charges in lieu of any tolls, rates, dues, duties, or charges as regards either town or harbour purposes to be so altered or varied, and for the purposes of the Bill.

To extend the period for commencing the formation of sinking funds for repayment of moneys borrowed or authorised to be borrowed for harbour purposes under "The Whitehaven Dock and Railways Act, 1871," "The Whitehaven Harbour and Town Improvement Act, 1876," and "The Whitehaven Harbour and Dock Act, 1882," or any other Acts relating to the Harbour of Whitehaven.

To provide for payment of the expenses of, and incident to the promotion of the Bill out of the funds and revenues relating to Whitehaven port and harbour and town purposes respectively, or in such manner as shall be prescribed by the Bill.

To enable the Trustees to make bye-laws with reference to any of the objects and purposes of the Bill, and to enforce the same by the imposition of penalties.

To enable the Trustees to apply any of the town funds towards the new waterworks and other town purposes of the Bill, and to apply any of their harbour funds towards the harbour works purposes of the Bill, and to borrow additional monies for those purposes respectively, or any of them, and for any of the purposes of the Acts relating to the said town or harbour, or the purposes of the Bill, on bond or mortgage, or by debenture stock or terminable or perpetual annuities on the security of their several undertakings respectively, and of the tolls, rates, dues and charges leviable by them, and of their revenues, as shall be provided by the Bill, and to enable the Trustees to sell or otherwise dispose of, or to exchange or to mortgage any of their lands, houses, or buildings, and to enable them to apply the monies thereby obtained for the purposes of the said Acts, or any of them, or for the purposes of the Bill, as may be prescribed by the Bill.

The Bill will confer on the trustees all such other powers, rights, authorities, and privileges which are or may become necessary or useful for carrying the objects of the intended Bill 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 Bill, and to confer other rights and privileges.

To incorporate in the Bill, and to make applicable to its purposes, all or some of the powers and provisions of the following Acts (that is to say): "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Commissioners Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Harbours, Docks, and Piers Clauses Act, 1847," "The Municipal Corporation Acts," "The Towns Police Clauses Act, 1847," "The Public Health Act, 1875," "The Ballot Act, 1872," "The Waterworks Clauses Acts, 1847 and 1863," and with such modifications, if any, of the provisions of those Acts as may be requisite, and also all other public Acts necessary.

To amend and repeal or to extend and make applicable so far as may be necessary for the objects and purposes of the Bill all or some of the powers and provisions of the several Local and Personal Acts following relating to the Port

Harbour Dock and Town of Whitehaven (namely): 7 Anne, cap. 5; 10 Anne, cap. 3; 13 Geo. II., cap. 14; 1 Geo. III., cap. 44; 2 Geo. III., cap. 87; 28 Geo. III., cap. 61; 32 Geo. III., cap. 75; 46 Geo. III., cap. 115; 56 Geo. III., cap. 44; 58 Geo. III., cap. 15; 12 Vic., cap. 17; 21 Vic., cap. 2; 22 Vic., cap. 14; 27 and 28 Vic., cap. 121; 34 and 35 Vic., cap. 91; 39 and 40 Vic., cap. 105; "The Whitehaven Town and Harbour Act, 1879," and "The Whitehaven Harbour and Dock Act, 1882," and any other Act or Acts relating to the said port, harbour, dock, and town.

And notice is hereby given, that on or before the 29th day of November, 1884, the following deposits of documents will be made (that is to say):

1. With the Clerk of the Peace of the County of Cumberland, at his office in Carlisle, a plan and section (each in duplicate) of the said several intended water and harbour works, shewing the lines and levels thereof, and the lands, houses, and property to be taken compulsorily for the purposes thereof, a book of reference to such plans, and a copy of this notice as published in the London Gazette.
2. With the parish clerk of every parish in which any portion of the works will be situate, or where any land, houses, or property to be taken compulsorily is situated at the place of abode of such parish clerk, a copy of so much of such plans and sections and books of reference as relate to that parish, and a copy of the said Gazette Notice, and as to any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at the place of abode of such parish clerk, a copy of so much of such plans, sections, and books of reference, as relate to such extra-parochial place, and a copy of the said Gazette Notice, with the clerk to the Local Board of the District of Cleator Moor in the said county as the Urban Sanitary Authority of that district, at his office at Cleator Moor; a copy of so much of such plans, sections and books of reference as relate to the district of the said Urban Sanitary Authority, and a copy of the said Gazette Notice, and with the Clerk of the Trustees as the Urban Sanitary Authority of the town of Whitehaven at his office in Whitehaven; a copy of so much of such plans, sections, and books of reference as relate to the district of the last named Urban Sanitary Authority and a copy of the said Gazette Notice and also a map on a scale of not less than three inches to a mile and also a duplicate thereof shewing as well the present boundaries of the town and Urban Sanitary District of Whitehaven as the boundaries of the proposed extension thereof.

And notice is also hereby given, that on or before the 20th day of December, 1884, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1884.

Lumb and Howson, Solicitors, Whitehaven.
Holmes and Greig, Parliamentary Agents,
18, Abingdon-street, Westminster.

In Parliament.—Session 1885.

Bexhill Water and Gas.

(Incorporation of Company; Powers to supply Water and Gas in the parish of Bexhill, in the county of Sussex; Construction of Waterworks and Gasworks; Compulsory purchase of

Lands; Manufacture and Storage of Gas and Residual Products; Powers to Manufacture and provide Pipes, Meters, Fittings, Apparatus, Stoves, Engines, Cooking, Heating, and other Machinery and Appliances, and to acquire Patent Rights; Compulsory use of siding to Gas Lands; Repeal of Provisions of Hastings and Saint Leonard's Gas Act, 1854, authorising the Hastings and Saint Leonard's Gas Company to supply Gas in the said parish of Bexhill; Agreements with and powers to Sanitary Authorities, Companies, Bodies and Persons; Provisions for transfer of undertaking to Bexhill Local Board and powers to that Board to raise and apply Moneys; 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 and gas for public and private purposes the whole or any part of the parish of Bexhill, in the county of Sussex.

3. To make and maintain the waterworks and other works and conveniences following, or some of them, to be wholly situate in the said parish of Bexhill (that is to say):

- (A.) A well and pumping station, with pumping-engine, boiler-house, and all other necessary works, buildings, and conveniences, situate in a strip of land or enclosure adjoining, and on the southern side of the road leading from Sidley to Saint Leonard's, and bounded on the south by Wrest Wood, and numbered 744 on the $\frac{1}{25000}$ ordnance map of the said parish of Bexhill.

- (B.) An aqueduct conduit or line of pipes commencing at the said intended well and pumping station, and terminating in the intended reservoir next hereinafter described.

- (C.) A service reservoir to be situate in the north-western corner of the said wood, called or known as Wrest Wood, and numbered 720 on the said ordnance map.

- (D.) All necessary and proper embankments, walls, filtering beds, softening tanks, dams, drains, sluices, catchpits, conduits, culverts, channels, weirs, wells, tanks, engines, pipes, buildings, machinery, roads, approaches, and other works and conveniences.

4. To take, collect, divert, impound, and use all or some of the underground springs, streams, and waters which can or may be taken, collected, or abstracted by means of the said intended works or any of them, or which may be found in or under any of the lands to be acquired under the powers of the Bill.

5. To make effectual provisions 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.

6. 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.

7. To authorise the Company to purchase by compulsion or agreement all or some of the following lands, situate in the said parish of Bexhill (that is to say):

A piece or parcel of land 370 yards or thereabouts in length, and 43 yards or thereabouts in width, and containing by admeasurement three acres and thirty-one perches or thereabouts, and situate adjoining and on the northern side of the London, Brighton, and South Coast Railway, and forming portions of three fields, numbered respectively 1204, 1252, and 1253 on the said ordnance map of the parish of Bexhill, the western boundary of which piece or parcel of land will be 573 yards or thereabouts from and to the east of the bridge carrying the public road known as Sea-lane over the said London, Brighton, and South Coast Railway.

And thereon or on any part thereof to erect, make, maintain, alter, improve, enlarge, extend, and renew, or discontinue, with all necessary roads, approaches, sidings, and conveniences, gasworks, retorts, gasometers, receivers, purifiers, drains, mains, pipes, meters, machinery, and other apparatus, works, and conveniences for the manufacture, conversion, utilisation, storage and supply of gas and coke, and other residual products obtained in the manufacture of gas and matters producible therefrom, and to make, store, and supply gas, and to manufacture, convert, store, sell, supply, and deal in coke, tar, pitch, lime, ammoniacal liquor, oil, and other residual products arising or resulting from the manufacture of gas and matters producible therefrom.

8. To manufacture, purchase, provide, sell, let on hire, and fix stoves, ranges, meters, fittings, engines, machinery, apparatus, and appliances for lighting, for motive power, for heating, cooking, ventilating, manufacturing, agricultural, industrial, or any other purpose whatsoever, and to supply or work the same by means of gas.

9. To acquire, hold, use, and exercise patent rights and licences in relation to the manufacture and distribution of gas and the utilisation of residual products, and to manufacture, purchase, sell, let on hire, or otherwise deal in meters, tubes, pipes, lamps, burners, fittings, and other apparatus, articles, and things used in the supply of water or gas, residual or other products and substances aforesaid, and to erect, fit up, and maintain and let houses, cottages, and dwellings for the officers and servants of the Company, and to have, hold, use, and enjoy and exercise all powers, rights, privileges, and authorities necessary, proper, or convenient for the purposes aforesaid, and generally to carry on the business usually carried on by water and gas Companies.

10. 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 said parish, which may be required for the purposes of the intended waterworks and gasworks, or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected therewith.

11. To levy and receive rates, rents, and charges, differential and otherwise, for or in respect of the supply of water and gas, and for the sale and hire of meters, fittings, stoves, ranges, engines, machinery, apparatus, and appliances, to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

12. 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, occupation roads, footpaths, streets, squares, alleys, public places, bridges, canals, navigations, towing-paths, railways, tramways, sidings, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses in the said parish, so far as may be necessary or convenient for all or any of the purposes of the Bill.

13. To authorise the Company to work and use for all or any purposes connected with their undertaking the railway siding, situate in the said field, numbered 1,204 on the said ordnance map, on such terms as may be agreed upon between the Company and the persons owning, working, or using such siding, or as failing agreement may be settled by arbitration or prescribed by the Bill.

14. To repeal the provisions of "The Hastings and Saint Leonard's Gas Act, 1854," authorising the Hastings and Saint Leonard's Gas Company to supply gas in the said parish of Bexhill, and to provide that from and after the passing of the Bill all the powers, rights, authorities, and privileges of what nature or kind soever, of or belonging to that Company for or relating to the supply of gas to the said parish of Bexhill, shall absolutely cease and determine.

15. 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 sanitary authority, company, corporation, or public body, officers, or persons, of water and gas 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.

16. To authorise the Company to sell and transfer, and the Local Board for the district of Bexhill (hereinafter called the Local Board), to purchase and acquire, or otherwise to provide for, the vesting in the Local Board, of the waterworks, gasworks, springs, waters, lands, easements, buildings, mains, pipes, culverts, plant, machinery, apparatus, goods, chattels, effects, deeds, writings, agreements, rights, powers, privileges, authorities, claims, and demands, and all other the estate and property (real and personal), of what nature or kind soever, from time to time vested in or belonging to the Company, or which they may, under the powers of the Bill, be authorised to construct, purchase, or acquire, all of which are hereinafter included in the expression, the undertaking, upon such terms and conditions, and for such price and consideration, as may be agreed upon, or as may be prescribed by or fixed under the provisions of the Bill, and upon such transfer and vesting to authorise the Local Board to hold, work, and use the said undertaking, and to have, exercise, enjoy, perform, and fulfil all the rights, powers, privileges, authorities, and obligations of the Company, whether with reference to the construction, renewal, and extension of works, the

supply of water and gas, the purchase and sale of lands and other property, the levying of rates and charges, or otherwise howsoever.

17. To authorise the Local Board and the Company to enter into and carry into effect agreements for or with reference to such sale, purchase, transfer, and vesting, and to sanction and confirm any agreement which prior to the passing of the Bill may be made, for or with reference thereto.

18. To authorise the Local Board for the purposes of any such purchase, transfer, or vesting, or for other the objects and purposes of the Bill, to apply their funds and any moneys belonging to them, or which they are authorised to raise, and to raise further moneys by borrowing on mortgage or bond, and by the issue of debenture stock, and by annuities on the security of their rates, revenues, and property, or otherwise, as shall be authorised by the Bill.

19. To provide, in the case of any such sale, transfer, and vesting, for the distribution of the assets, the winding up of the affairs, and the dissolution of the Company.

20. To confer upon the Company and the Local Board all powers, rights, and authorities which are or may become necessary for carrying the powers 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.

21. 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," "The Gasworks Clauses Act, 1847," "The Gasworks Clauses Act, 1871," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and to the temporary occupation of lands.

22. 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 the Local and Personal Act, 17 Vic., cap. 6, and all other Acts relating to or affecting the Hastings and Saint Leonard's Gas Company, and all other 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 29th day of November instant, plans and sections of the waterworks proposed to be authorised by the Bill and plans of the lands 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 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 for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes, and with the parish clerk of the said parish of Bexhill, at his residence.

And on or before the 20th 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, 1884.

Cope and Co., 3, Great George-street,
Westminster, Solicitors.

John Charles Ball, 16, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1885.

Oxford Corporation Waterworks.

(Powers as to existing Waterworks; New Works; Diversion of Water; Extension of Limits of Supply; Borrowing Money; Levying Rates; Plumbers; Supply; Annual Value; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Citizens of Oxford (herein called "the Corporation") intend to apply to Parliament in the next session for leave to bring in a Bill to confer upon them all such powers as may be necessary or expedient for enabling them to maintain, improve, and extend their existing waterworks, and to improve and regulate the supply of water to the City of Oxford, and the inhabitants and neighbourhood thereof, and the Bill will confer upon the Corporation the following, or some of the following, among other powers:—

1. To maintain, extend, enlarge, and improve their waterworks as they now exist, and to enable them to hold the lands and waters used therefor or therewith, and to acquire further lands, waters, and easements for waterworks purposes.

2. To lay down and maintain a main pipe or aqueduct, to commence at or in the river Thames or Isis at a point situate in the parish of Wytham, about 15 chains or thereabouts measured from King's Weir along the line of the towing-path in a westerly direction, which weir crosses the said river, and is wholly or partly in the said parish, and passing thence in, through, or into the following several parishes, townships, or extra-parochial or other places, or some of them, that is to say: Wytham, Seacourt, Wootton, Binsey, North Hincksey, South Hincksey, and Grandpont, all in the county of Berks, Saint Aldate, partly in the county of Berks, and partly in the county of Oxford, Godstow, a detached part of Woolvercot, and Saint Thomas (otherwise Saint Nicholas), Saint Giles, and Saint Ebbe, or one or more of them, all in the county of Oxford, and to terminate in the existing waterworks of the Corporation, situate in South Hincksey aforesaid.

3. To construct all needful engines, machinery, cuts, filter beds, buildings, pipes, approaches, works, and conveniences in connection with the existing and intended works.

4. To deviate laterally and vertically to any extent from the lines and levels of the said works, as shown on the deposited plans and sections hereinafter referred to.

5. To enable the Corporation, for the purposes of their waterworks, to divert water from the said river Isis or Thames.

6. To lay down and maintain from time to time pipes in, over, and under streets, roads, lanes, rivers, and particularly the river Thames or Isis, or one or more of the branches thereof or outlets therefrom, streams, bridges, railways, tramways, and other passages and places, and to purchase and acquire compulsorily and by agreement and to take on lease lands, houses, waters, and other hereditaments, and to acquire compulsorily and by agreement easements over and under lands and other properties.

7. To enable the Corporation from time to time to re-sell, demise, or let any of the lands acquired or to be acquired by them for the purposes of the waterworks, and subject to such reservations, if any, as they may think fit.

8. To extend the limits within which the Corporation may supply water, and to enable them to supply with water for all or any purposes the parishes of Marston, in the county of Oxford, and of North Hincksey, in the county of Berks, or one of them, or some part or parts thereof

respectively, and to extend and apply with or without variation all or some of the powers and provisions of the existing Acts of or relating to the Corporation, "The Waterworks Clauses Acts, 1847 and 1863," and other the powers of the Corporation, relating to the supply of water and of the Bill, to those parishes or one of them, or some part or parts thereof respectively, and to enable the Corporation to levy and recover rates and charges for and in relation to a supply of water.

9. To alter and enlarge the present borrowing powers of the Corporation, and to enable them for all or any of the purposes of the Bill to borrow further moneys by mortgage, debenture stock, or annuities on the security of the Borough or City Fund and Rate, and all or any rates and revenues and property of the Corporation, and to provide for the application of the revenues and repayment of such moneys.

10. To confer upon the Corporation all needed powers for securing the passage of the waters which now flow into or supply the waterworks, and for the purification of such waters, and also for preventing the water supplied from time to time by the Corporation from being fouled or wasted, and for preventing any interference with their water or their works; and the Bill will provide for the making of rules and regulations with respect to apparatus and fittings proper for the prevention of waste and leakage, and the management of the supply, use, and sale of water, and for the authorisation and proper control of plumbers and other workmen, and for the better definition of domestic meter and contract supplies, and of the meaning of the expression "annual rack rent or value" as used in the 17th section of "The Oxford (Corporation) Waterworks Act, 1875."

11. To provide by the Bill for the payment of the expenses of, applying for, and passing the Bill, out of any of the moneys in the hands of the Corporation, or which may hereafter come into their hands, or be under their control, or which may arise under the powers of the Bill.

12. The Bill will vary and extinguish all such rights and privileges as would in anywise interfere with the objects of the Bill, and it will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Waterworks Clauses Acts, 1847 and 1863," and will repeal, alter, and amend so far as may be necessary the provisions of "The Oxford (Corporation) Waterworks Act, 1875."

Duplicate plans and sections showing the line and situation and levels of the intended works and the lands in or through which the same will be made, with books of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the land and other property which may be taken under the powers of the Bill, and also a copy of this notice, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of Oxford, at his office, at Oxford; with the Clerk of the Peace for the City of Oxford, at his office, at Oxford; and with the Clerk of the Peace for the County of Berks, at his office, at Abingdon; and on or before the said 29th day of November a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended works will be made or be situate, or in which any lands 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, and in the case of any extra-parochial place, with the parish clerk of an adjoining parish.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 12th day of November, 1884.

J. J. Bickerton, Solicitor, Town Clerk's Office, Oxford.

Dyson and Co., 23 and 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1885.

Stratford-upon-Avon, Towcester, and Midland Junction Railway.

(Deviation of Portion of Authorised Railway; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Application of Funds; Additional Capital; Power to use Bedford and Northampton Railway; Confirmation of Agreement and Deed of Covenant with the East and West Junction Railway Company; Definition of Rent-charge or Preferential Interest payable by East and West Junction Railway Company; Regulation of Subsidy payable to Company by East and West Junction Railway Company; Amendment of Acts.)

NOTICE is hereby given that the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company (hereinafter called "the Company") intend to apply to Parliament, in Session 1885, for leave to bring in a Bill for the following purposes, or some of them, viz. :—

To authorise the Company to make and maintain the Railway next hereinafter described, with all proper stations, approaches, and other works and conveniences connected therewith (that is to say)—

A Railway, commencing in the parish of Towcester, in the county of Northampton, by a junction with the Northampton and Banbury Junction Railway, at a point 16 chains or thereabouts (measured along that Railway in a north-easterly direction) from the bridge, whereby it is carried over the turnpike road leading from Towcester to Daventry, and terminating in the parish of Easton Neston, in the same county, by a junction with the authorised Railway No. 4 of the Company, at a point near the eastern end of the Field numbered 33 on the plans deposited with the Clerk of the Peace for the county of Northampton, in respect of that authorised Railway, in November, 1878.

To authorise the Company to abandon the formation of the whole of their authorised Railway No. 2, and so much of their authorised Railway No. 4, described in the Easton Neston Mineral and Towcester Road and Olney Junction Railway Act, 1879, as was proposed to be situated between its commencement and the termination of the intended new Railway in the said Field numbered 33 in the parish of Easton Neston.

To authorise the Company to deviate from the line and levels of the intended Railway shown on the plans and sections (to be deposited as hereinafter mentioned) to such extent as may be authorised by the Bill.

To authorise the Company to cross, stop up, alter, or divert, temporarily or permanently, any turnpike or other roads, highways, streets, paths, passages, bridges, railways, tramways, canals, aqueducts, streams, rivers, sewers, drains, and pipes, with which it may be necessary to interfere for the purposes of the said intended Railway and works connected therewith.

To authorise the Company to purchase and take by compulsion and also by agreement lands, houses, and hereditaments, and to acquire easements in or over lands and hereditaments for the purpose of the intended Railway and works, and to vary or extinguish all rights and privileges connected with the lands, houses, and hereditaments so purchased or taken.

To authorise the Company to demand, take, and recover tolls, rates, and charges in respect of the intended Railway and works, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To enable the Company to apply to the purposes of the Bill any money raised or which they have power to raise, and for those purposes and the general purposes of their undertaking, to raise additional capital, by the creation and issue 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 the creation and issue of debenture stock.

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, by agreement or otherwise, upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed on or settled by arbitration or prescribed 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 traffic of every description, the Bedford and Northampton Railway, together with the use of all terminal and other stations, roads, platforms, points, signals, water, water engines, engine-sheds, standing room for engines and carriages, booking and other offices, warehouses, sidings, junctions, machinery, works and conveniences on or connected with the said Railway.

The Bill will confirm or sanction and give effect to an agreement dated 30th October, 1883, made between the Company and the East and West Junction Railway Company, relating to the expenditure for the reparation and equipment of the East and West Junction Railway, and the Bill will also confirm or sanction and give effect to a Deed of Covenant between the same Companies, dated 12th March, 1884, relating to the payment of the interest on the expenditure by the Company for the reparation and equipment of the East and West Junction Railway to the trustees for the holders of the shares issued to meet such expenditure, and the Bill will also confirm or sanction or give effect to the Deed of Trust between the Company and the said trustees, dated the 19th day of March, 1884, relating to the distribution of the said interest amongst the holders of the said shares, with such alterations and modifications of the said agreement and Deeds of Covenant and Trust respectively, as Parliament may require and the said Companies may assent to.

The Bill will define and regulate the payment of the rent charge or preferential interest payable to the Company on the amount of their expenditure in equipping, improving, and laying down rails upon the East and West Junction Railway, in pursuance of the provisions of the Stratford-upon-Avon, Towcester, and Midland Junction Railway Act, 1883. And also the payment of the subsidy or rebate payable to the Company under the provisions of the same Act, out of the net mileage proportion of receipts belonging to the East and West Junction Railway Company, and the Bill will also define

and regulate, by name or otherwise, the shares issued by the Company to meet their expenditure on the East and West Junction Railway, and to which the aforesaid rent charge or preferential interest is applicable.

The Bill will vary or extinguish all rights, powers, and privileges which would interfere with its objects, and it will incorporate all or some of the provisions of the Lands Clauses Consolidation Acts 1845, 1860, and 1869; the Railways Clauses Consolidation Act 1845; the Railways Clauses Act 1863, and the Companies Clauses Acts 1863 and 1869; and it will amend, enlarge, or repeal some of the provisions of the Local and Personal Acts 42 and 43 Victoria, cap. 223; 45 and 46 Victoria, cap. 269; and 46 and 47 Victoria, cap. 228, relating to the Company; and 27 and 28 Victoria, cap. 76; 29 and 30 Victoria, cap. 142; 29 and 30 Victoria, cap. 239; 34 and 35 Victoria, cap. 81; 37 and 38 Victoria cap. 198, relating to the East and West Junction Railway Company.

And Notice is hereby given that on or before the 30th day of November instant, plans and sections of the intended Railway and works 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 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 through or in which the said Railway and works are intended to be made, or will be 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 any extra-parochial place with the Parish Clerk of some 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 13th day of November, 1884.

Newman, Stretton, and Hilliard, 75 and 76, Cornhill, London, Solicitors.

William Bell, 27, Great George-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1885.

Cardiff Tramways Extensions.

(Construction of Additional Street Tramways in the Parishes of Canton and Roath, in the County of Glamorgan; Tolls.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December, 1884, for a Provisional Order (under the Tramways Act, 1870)—

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) wholly in Cowbridge-road, in the parish of Canton, commencing by junctions with the Promoters' existing tramways in that road at their terminations at points $2\frac{1}{2}$ chains or thereabouts west of Llandaff-road and terminating at points 1 chain 70 links or thereabouts west of Clive-road.

Tramway No. 1 will be a single line throughout except at the following places, at which it will be a double line:—

Between its commencement and a point 1 chain or thereabouts west thereof.

Between two points respectively 30 links or thereabouts and 7 chains 80 links or thereabouts west of Penn-y-Peel-street.

Between its termination and a point $1\frac{1}{2}$ chains or thereabouts east thereof.

A Tramway (No. 2) wholly in Newport-road, in the parish of Roath, commencing by junctions with the Promoters' existing tramways in that road at their terminations at points $3\frac{1}{2}$ chains or thereabouts north-east of Oakfield-street, and terminating at points 2 chains or thereabouts east of Spring Gardens-road.

Tramway No. 2 will be a single line throughout, except at the following places, at which it will be a double line:—

Between its commencement and a point $1\frac{1}{2}$ chains or thereabouts east thereof.

Between a point 1 chain or thereabouts south of the south-west corner of Roath House and a point 1 chain or thereabouts west of Stacey-road.

Between its termination and a point $1\frac{1}{2}$ chains or thereabouts west thereof.

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 hereinafter mentioned and the nearest rail of the tramways, that is to say:—

Tramway No. 1—

In Cowbridge-road on both sides thereof, between two points respectively 30 links or thereabouts and 7 chains 80 links or thereabouts west of Penn-y-Peel-street, and between the termination of Tramway No. 1 and a point $1\frac{1}{2}$ chains or thereabouts east thereof.

Tramway No. 2—

In Newport-road on both sides thereof, between the commencement of Tramway No. 2 and a point $1\frac{1}{2}$ chains or thereabouts east thereof, and between a point 1 chain or thereabouts south of the south-west corner of Roath House and a point 1 chain or thereabouts west of Stacey-road.

It is intended to employ animal power for moving carriages or trucks upon the proposed tramways.

To enable the Promoters, for the purposes of the proposed tramways and works, to purchase or acquire land by agreement, 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 conveyance of passenger or other traffic upon the same.

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 tramways, 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 incorporate in the Order some of the provisions of the Tramways Act, 1870, and of the following Orders, viz., The Cardiff Tramways Orders, 1871 and 1873, and the Cardiff Tramways (Extensions) Orders, 1878 and 1884, which Orders were respectively confirmed by the following Acts, viz., The Tramways Orders Confirmation Act, 1871; The Tramways Orders Confirmation Act, 1873; The Tramways Orders Confirmation Act, 1878 (No. 2), and the Tramways Orders Confirmation (No. 1) Act, 1884.

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 29th 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 tramways 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 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 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. 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 17th day of November, 1884.

T. H. Ensor, Cardiff.

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

In Parliament.—Session 1885.

London and South Western Railway (Various Powers).

(Extension of Thames Valley Railway from Shepperton to Chertsey; Extension of Bridge over Latchmere-road near Clapham Junction; Alteration of Road at Boldre, county of Southampton; Purchase of Additional Lands in the parishes of St. Mary, Lambeth, St. Mary, Battersea, Wandsworth, Windlesham, Byfleet, Woking, and Farnham, in the county of Surrey, Sunninghill and Old Windsor, in the county of Berks, Worting, and Wootton St. Lawrence, in the county of Hants, and East Morden, St. Martin's, and Lady St. Mary, in the county of Dorset; Taking of parts of Commons and Commonable Lands; Vesting in Company Lands in the parish of Barnes, in the county of Surrey, referred to in Agreement confirmed by Section 43. of the South Western Railway Act, 1884; Extension of Time or revival of Powers for Compulsory Purchase of Lands for and for the Completion of Works and Station at South Kensington, and certain Railways authorised by the South Western Railway Act, 1882; Special Powers to Verderers of New Forest to Convey, &c., to Company Estates, &c., not vested in Crown; Agreements with Verderers; Dedication, &c., of new Roads, &c.; Powers to Highway Authorities; Further Money Powers; Tolls, &c.; Compulsory Purchase of Lands; 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 the purposes or some of the purposes following (that is to say):—

To authorise the London and South Western Railway Company (in this Notice called "the Company") to make and maintain the works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all proper and sufficient bridges, viaducts, rails, sidings, junctions, turntables, stations, banks, sluices, drains, culverts, dams, groyues, walls, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

(A.) Extension of Thames Valley Railway.

- (1.) A Railway (No. 1) commencing in the parish of Chertsey, in the county of Surrey, by a junction with the Company's Weybridge and Chertsey Railway at a point about 35 chains south-eastward from Chertsey passenger station offices, and terminating in the parish of Shepperton, in the county of Middlesex, by a junction with the Company's Thames Valley line at Shepperton at a point about 7 chains south-westward from Shepperton station booking office, which intended railway will be made, or pass from, in, through, or into the following parishes, or some of them, namely: Chertsey, in the county of Surrey, and Laleham, Littleton, and Shepperton, in the county of Middlesex.
- (2.) A Railway (No. 2), wholly in the parish of Chertsey aforesaid, commencing by a junction with the Company's Weybridge and Chertsey Railway at a point about 47 chains north-west of Addlestone station, and terminating by a junction with the intended Railway No. 1 lastly above described at a point where that railway will cross the public road leading from Addlestone-hill to Stepgate and Chertsey, about 29 chains from the commencement of the Railway No. 1.

(B.) Extension of Bridge at Clapham Junction. An extension, wholly in the parish of St. Mary, Battersea, in the county of Surrey, of the bridge carrying the Company's railway over the Latchmere-road, near Clapham Junction, on the north-western side thereof, and the laying down of an additional line or additional lines of rails thereon.

(c.) Road Diversion at Boldre.

The diversion and alteration in the parish of Boldre, in the county of Southampton, of the Road numbered 3 in that parish, on the plans of the Bournemouth Direct Railway, deposited for and referred to in the South Western (Bournemouth, &c.) Act, 1883, and the stopping up of so much of the said Road as will be rendered unnecessary by such diversion and alteration.

To empower the Company for all or any of the purposes of the undertaking, to enter upon, purchase and acquire by compulsion or otherwise, the lands, buildings, and properties hereinafter mentioned, or some of them, or some part or parts thereof respectively, or estates, rights, or interests in, or easements over the same, and the Bill will or may extinguish all public or other rights of way, or other rights in, over, or affecting any such lands, buildings, and properties (that is to say):—

(a.) Houses and land in the parish of St. Mary, Lambeth, in the county of Surrey—

(1.) Houses in Griffin-street, on the west side of the Company's Railway, and numbered 7 to 12 (both inclusive) in that street.

(2.) Houses in York-street, on the west side of the Company's Railway, and numbered 40 to 50 (both inclusive) in that street.

(3.) Land and buildings adjoining the railway on the west side of the viaduct, between Westminster-bridge-road and York-street.

(4.) Land and buildings at Nine Elms, abutting and on the west side of Wandsworth-road, distant about 3 chains to the north of Pascal-street, and known as the Vauxhall Ironworks.

(b.) Lands and houses in the parish of St. Mary, Battersea, in the county of Surrey, on the north-west side of the Company's Clapham Junction station, between Plough-lane, Grant-road, and Winstanley-road. And the Bill will or may empower the Company to stop up and close the street or road upon which such lands and houses, or some of them, abut; and which joins at either end Grant-road, and is called in whole or in part Lothair-street.

(c.) Lands at Earlsfield, in the parish of Wandsworth, in the county of Surrey, on the down (south-east) side of and adjoining the Company's main line of railway, abutting on the north-east side of Garratt-lane, and extending therefrom in a north-easterly direction for about 32 chains alongside the Company's said main line of railway.

(d.) Lands in the parishes of Sunninghill and Old Windsor, in the county of Berks, and Windlesham, in the county of Surrey, lying on the south-western side of the Company's station at Sunningdale, on their Staines and Wokingham Railway, and extending from the north-western side of the road from Bagshot to London, which crosses the said line on the level at that station, for a distance of about 18 chains in a north-westerly direction along the said line.

(e.) Lands at Ascot, in the parish of Sunninghill, in the county of Berks, abutting on the

north-east side of the Company's Staines and Wokingham Railway between the Station-road at Ascot and the road which passes under the railway about 26 chains south-east of Ascot station.

(f.) Lands at Sheerwater, in the parish of Byfleet, in the county of Surrey, on the south-eastern side of and adjoining the Company's railway between Weybridge and Woking, extending from a point about 40 chains south-west of the bridge over the railway at the Company's Sheerwater signal-box to a point about 20 chains north-east of that bridge.

(g.) Lands in the parish of Woking, in the county of Surrey—

(1.) Abutting and on the down side of the Company's main line, and the Woking to Guildford line, extending from the south-west side of the road, passing under the railway at the first bridge under the railway south-west of Woking station, for a distance of about 33 chains in a south-westerly direction along the railway.

(2.) Abutting and on the north-west side of the Company's main line, extending from a point about 11½ chains south-west of the last-mentioned road to the first bridge over that line to the south-west of Woking station. And the Bill will or may authorise the Company to divert so much of the footpath in the said parish of Woking, leading from Oaks Farm to the last-mentioned bridge, as lies between a point about 2 chains northwards from the northern side of the Company's main line and the northern end of the said bridge, and to stop up and discontinue so much

of the said footpath as will be rendered unnecessary by such diversion.

(h.) Lands in the parish of Farnham, in the county of Surrey, on the south-east side of the Guildford, Farnham and Alton Railway of the Company, and adjoining the sidings and yard at Farnham station, extending from a point about 4½ chains north-east of the bridge over the railway at Firgrove Farm to a point measured about 15 chains in a north-easterly direction from that bridge.

(i.) Lands at Worting Junction, partly in the parish of Worting, and partly in the parish of Wootton St. Lawrence, both in the county of Southampton, abutting and on the northern side of the Company's railways to Southampton and Salisbury and Exeter respectively, and extending from a point about 35 chains from the Worting Junction signal-box in a north-easterly direction towards Basingstoke to the first bridge over the Company's Basingstoke to Salisbury railway west of that signal-box.

(j.) Lands at Wareham, in the county of Dorset, and lying partly on the south-eastern side, in the parishes of East Morden, Saint Martin's, and Lady Saint Mary, and partly on the north-western side in the said parishes of East Morden and Saint Martin's of the Company's Southampton and Dorchester Railway.

It is intended by the Bill to take for the purposes of the intended works and of the Bill certain lands, being, or reputed to be, parts of commons or commonable lands, of which the following are particulars, and the estimated quantities proposed to be taken, viz. :—

Work, &c.	Name by which the lands are known.	Parish or township in which the lands are situate.	Total quantity within the limits of deviation.			Estimated quantity to be taken.		
			A.	R.	P.	A.	R.	P.
Extension of Thames Valley Railway (Railway No. 1)	Chertsey Mead ..	Chertsey, county of Surrey	7	2	30	3	2	20
Road diversion ..	New Forest ..	Boldre, county of Southampton	2	0	0	1	0	0
Lands	Wareham Common	Lady Saint Mary, Wareham, county of Dorset	0	1	0	0	1	0

(Beyond the quantity specified in section 11 of the South Western (Bournemouth, &c.) Act, 1883).

To vest absolutely in the Company the five pieces of land in the parish of Barnes, in the county of Surrey, coloured blue and marked with the letters A, B, E, F, and O upon the plan annexed to the memorandum of agreement scheduled to and confirmed by Section 43 of the South Western Railway Act, 1884, and containing together 3 roods and 33 perches or thereabouts, and now or heretofore part or reputed to be part of Barnes Common, and to extinguish all rights of way and of common pasturage and all other rights over or affecting such pieces of land or any of them.

To vest in the Company, or in the owners of the adjoining lands, or partly in the Company and partly in such owners, the site and soil of such parts of the several roads and footpaths

mentioned respectively in this Notice as are intended to be stopped up under the powers of the Bill, or in lieu of which diversions or new roads and paths are respectively intended to be made under the Bill, and to extinguish all public and other rights of way, and other rights over or affecting such roads, footpaths, site, and soil.

To extend the times respectively limited by the South-Western Railway Act, 1882, for the compulsory purchase of lands for and for the completion of the following works authorised by that Act (including all works connected therewith or incidental thereto), namely :—

Railway No. 3 and the new street and widening of Pelham-place, described in the said Act under the heading "Works and station at South Kensington;"

The railways described in the said Act under the heading "Junctions with Kingston and London Railway," and therein called or referred to respectively as "the Putney Junction," "the Norbiton Junction No. 1," "the Norbiton Junction No. 2," "the Surbiton Northern Junction," and "the Surbiton Southern Junction;"

and if need be to revive the powers for the compulsory purchase of such lands under the said Act.

To confer on the verderers of the New Forest or any two or more of them powers to convey or demise, or to vest in the Company all or any estates or interests, rights, or easements other than those vested in the Crown, in such part or parts of the New Forest, in the county of Southampton, as may be required for the purposes of the South-Western (Bournemouth, &c.) Act, 1883, and to sanction and confirm, and give effect to agreements made or to be made between the said verderers or any of them and the Company with reference to any such matters.

To vary and extinguish all existing rights and privileges connected with the lands, houses, and buildings proposed to be purchased or taken under the powers of the Bill, or with the public or other roads, ways, paths, and highways proposed to be stopped up and discontinued, or which would in any manner impede or interfere with the purposes of the Bill, or any of them, and to confer other rights and privileges.

To provide for the dedication to, and the repair by the public of, all or any of the proposed new roads, road diversions, and pathway diversions to be authorised by the Bill, and of any roads or highways shown on the plans to be deposited as hereinafter mentioned as intended to be made in substitution for any existing roads or highways, or in connection with any works to be authorised by the Bill; and to empower the Company and any Corporation, Local Board, Surveyor of Highways, or other Road Authority, to enter into and carry into effect agreements and arrangements, and to sanction, confirm, and give effect to any agreements or arrangements which have been or may be made with reference to those matters or any of them.

To authorise the Company for all or any of the purposes aforesaid, or for the general purposes of the Company or of the Bill, to apply their funds and revenues, and to raise further moneys by the creation and issue of new shares or stock with or without a preference or guaranteed dividend or other rights or privileges attached thereto, and by borrowing and by the creation of debenture stock, or by any of such means.

To authorise the Company to deviate laterally from the lines of the intended railways and 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, canals, navigations, rivers, creeks, piers, bridges, sidings, tramways, 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 demand, take, and recover tolls, rates, and duties upon or in respect of the intended railways and works, and in respect of the additional lines of rails to be constructed under the powers of the Bill, or any part or parts thereof respectively.

To authorise the Company to purchase and take by compulsion or otherwise for the purposes of the intended railways, roads, and works, and of the Bill, lands, foreshore, houses, tenements, and hereditaments, or estates, rights, interests, or easements in, over, or affecting the same, and to vary or extinguish all or any rights and privileges in, over, or affecting any such lands, tenements, or hereditaments, and to exempt the Company from the provisions of the 92nd Section of the Lands Clauses Consolidation Act, 1845, as regards any house, building, or manufactory to be purchased or taken by the Company under the powers of the Bill.

To vary or extinguish all rights and privileges inconsistent with, or which would or might interfere with the objects of the intended Bill, 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), 4 and 5 William IV., cap. 88, the South Western Railway Act, 1882, and the South Western (Bournemouth, &c.) Act, 1883, and all other Acts relating to the Company, the New Forest Act, 1877, and any other Act or Acts relating to the New Forest or the verderers of the New Forest.

And Notice is hereby also given that, on or before the 29th day of November, 1884, plans and sections of the works proposed to be authorised by the Bill, in respect whereof plans and sections are, by the Standing Orders of either House of Parliament, required to be deposited, showing the lines and levels thereof, and plans also of 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 Surrey, at his office at the Sessions House, Newington-causeway, in that county; with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county; with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in that county; with the Clerk of the Peace for the county of Berks, at his office at Abingdon, in that county; and with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in that county; and that on or before the said 29th 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 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, that is to say, in the case of the parish of St. Mary, Lambeth, with the Vestry Clerk of that parish, at his office at Kennington-green, Kennington-road, in that parish, and in the case of the parishes of Wandsworth and St. Mary, Battersea, with the Clerk of the Board of Works for the Wandsworth Dis-

tract, at his office at Battersea-rise, in the parish of St. Mary, Battersea, 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 20th day of December next.

Dated this 11th day of November, 1884.

Bircham and Co., 46, Parliament-street, Westminster, Solicitors for the Bill.

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

In Parliament.—Session 1885.

Midland Railway (Additional Powers).

(New Railway and other Works, and Additional Lands in the Counties of Lancaster, Worcester, Bedford, Derby, Nottingham, Warwick, and Middlesex; Further Provisions as to Superfluous Lands and as to Buildings in Bradford; Vesting in Company of Undertaking of Bedford and Northampton Railway Company; Consolidation of Shares and Stocks; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the session of 1885, by the Midland Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them (that is to say):

To empower the Company to make and maintain the railway following, with all proper approaches, stations, sidings, works, and conveniences connected therewith (that is to say):

A railway (to be called "the Ancoats Junction"), situate wholly in the township of Ardwick, in the parish of Manchester, in the county of Lancaster, commencing by a junction with the Company's Ancoats Goods Branch at a point thereon 13 chains or thereabouts, measuring along that branch in a westerly direction from the junction thereof with the Manchester, Sheffield, and Lincolnshire Railway, and terminating by a junction with the Lancashire and Yorkshire Railway from Ardwick to Miles Platting, at a point thereon 12½ chains or thereabouts, measuring along that railway in a northerly direction, from the bridge or viaduct carrying that railway over the Ashton-road.

To empower the Company to make a new footpath in the parish of Stoke Prior, in the county of Worcester, commencing by a junction with the existing footpath leading from Bromsgrove to Stoke Prior, which adjoins the Company's Bromsgrove waggon works on the south-east side thereof, at a point on that footpath 17 chains or thereabouts, measuring along it in a southerly direction, from its junction with the public road leading from Bromsgrove to Bentley, and terminating by a junction with the said public road, at a point thereon 5 chains or thereabouts, measuring along that road in a south-easterly direction, from its present junction with the said existing footpath, and to stop up and discontinue and extinguish all rights of way over so much of the said existing footpath as lies between the commencement of the proposed new footpath and the said public road.

To empower the Company to construct a new public bridle-road and footpath, situate wholly in the parish of Soudrop, in the county of Bedford, commencing by a junction with the existing bridle-road and footpath which passed under the Com-

pany's main line of railway, 73 chains or thereabouts, measuring along that railway in a southerly direction, from the bridge carrying the public road known as Forty-foot-lane over that railway, at a point on that bridle-road 16 chains or thereabouts, measuring along that road in a north-easterly direction, from the bridge carrying the said railway over it, and terminating by a junction with the same public bridle-road and footpath, at a point thereon 13 chains or thereabouts, measuring along that road in a south-westerly direction from the last-mentioned bridge, and to acquire by compulsion or agreement certain lands lying on the south-west side of and adjoining the Company's said railway and north-west of the said bridle-road, and to stop up and discontinue and extinguish all rights of way over so much of the said existing bridle-road and footpath as lies between the commencement and termination of the proposed new public bridle-road and footpath.

To empower the Company to purchase by compulsion or agreement and to hold lands, houses, and buildings for all or any of the purposes aforesaid, and also for extending their station, siding, warehouse, coal-wharf, dépôt, mineral goods and other accommodation, and for providing accommodation for persons belonging to the labouring classes who may be displaced under the powers of the intended Act, and for other purposes connected with their undertaking, the lands, houses, and buildings following, or some of them (that is to say):

Certain lands, houses, and buildings situate in the township of Quernmore, in the parish of Lancaster, in the county of Lancaster, lying on the south side of and adjoining the Company's railway from Skipton to Morecambe, near to the east end of the Halton Station;

Certain lands, houses, and buildings situate in the parish of Pleasley, in the county of Derby, lying on both sides of and adjoining the Company's railway from Teversall to Mansfield Woodhouse, at or near the Pleasley Colliery;

Certain lands, houses, and buildings situate in the parish of Teversall, in the county of Nottingham, lying on both sides of and adjoining the Company's railway from Tibshelf Junction to Pleasley, at or near to the Butcherwood Colliery sidings;

Certain lands, houses, and buildings situate in the parish of Birmingham, in the county of Warwick, lying on the south side of Swallow-street and west side of Summer-street;

Certain lands, houses, and buildings situate in the parish of King's Norton, in the county of Worcester, lying on both sides of and adjoining the Company's main line from Birmingham to Bristol, near to the King's Norton Station thereon;

Certain lands, houses, and buildings situate in the parish of St. Mary, Islington, in the county of Middlesex, lying on the north-west side of and adjoining the Tottenham and Hampstead Junction Railway at or near the Junction-road Station thereon;

To empower the Company to purchase so much of any property as they may require for the purposes of the intended Act without being subject to the liability imposed by the ninety-second section of the Lands Clauses Consolidation Act, 1845:

To vary and extinguish all existing rights and privileges connected with the lands, houses, and buildings proposed to be purchased or taken under the powers of the intended Act, or with the public and other roads and highways proposed to

be stopped up and discontinued, or which would in any manner impede or interfere with the purposes of the intended Act or any of them, and to confer other rights and privileges :

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike-roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, or divert in executing the several purposes of the intended Act :

To make provision for the repair and maintenance of the intended new highways, by and at the expense of the parties who are, for the time being, legally liable for the repair and maintenance of the other highways in the parishes, townships, or places within which the intended new highways will be situate, or by and at the expense of such other parties as may be prescribed by the intended Act :

To empower the Company to demand and recover tolls, rates, and charges for or in respect of the use of the intended railway and works, and to confer exemptions from the payment of tolls, rates, 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, and to enable the Company to sell 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 of any part or parts thereof, and to dispose of, lease or let the said lands or any part or parts thereof on chief rents or otherwise, and so far as may be necessary to alter and amend the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands :

To alter, amend, or repeal sub-section 5 of section 25 of the Midland Railway (Additional Powers) Act, 1874, with reference to buildings in Kirkgate, Bradford, and to make further or other provisions with reference to the matters referred to in that sub-section :

To provide for and authorise the transfer to vesting in or lease to the Company upon, and subject to, such terms and conditions as may be prescribed or provided for by the intended Act, of all the powers, rights, and privileges now vested in the Bedford and Northampton Railway Company (hereinafter called "the Bedford Company"), and all lands and other property, real or personal, belonging to that Company, and all other their undertaking and the benefit of all contracts entered into by or with them or on their behalf, and also all the obligations, debts, and liabilities of that Company, so that the Company may be enabled to act in all respects with reference to the undertaking of the Bedford Company, and the levying, demanding, and recovering of tolls, rates, and charges, in respect of the said undertaking as fully and effectually to all intents and purposes as if the powers contained in the Bedford and Northampton Railway Act, 1865, and in any other Act or Acts of the Bedford Company had been originally conferred on the Company, and to vary or extinguish the rights and interests of the shareholders of the Bedford Company, or some of them, and if thought fit to dissolve the said Company :

And to confirm and give effect to any agreement between the said two companies with respect to the matters aforesaid, or any of them, made

before the passing of the intended Act, and so far as may be necessary to alter, amend, or repeal wholly or in part the Bedford and Northampton Railway Act, 1865, or any Act or Acts relating to the Bedford Company :

To authorise and provide for the consolidation of the various classes of preference and guaranteed shares and stocks, and of ordinary shares and stocks, and of debenture stocks of the Company, to such an extent, by such means and subject to such conditions and restrictions as may be prescribed or provided for by the intended Act, and to empower the Company to create rent-charge or other preference or guaranteed stock, and to issue the same in lieu of or in substitution for rents or other payments in the nature of rents, or of preference or guaranteed interest or dividend on the shares or stock of any other Company, to the parties entitled to the same, and to alter or vary the rights and privileges attached to all or some of the existing shares or stocks in the Company, and to confer other rights and privileges, and so far as may be necessary for the purposes aforesaid, to authorise an increase of the aggregate nominal amount of the capital of the Company :

To empower the Company to raise a further sum of money for all or any of the purposes of the intended Act, and of any other Act of the same session, and for any other purpose of or connected with any railway belonging to the Company, either alone or jointly with any other company or companies, or otherwise for the general purposes of the Company 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 borrowing, and by the creation of debenture stock, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company :

And it is proposed by the said intended Act to alter, amend, extend, and enlarge, 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) :

The Act local and personal 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company :

The Act local and personal 28 and 29 Vict., cap. 355, and all other Acts relating to the Bedford and Northampton Railway Company :

And notice is hereby further given, that maps, plans and sections relating to the objects of the intended Act, and books of reference to such plans, and a copy of this notice, as published in the London Gazette, will, before the 30th day of November in the present year, be deposited for public inspection as follows (that is to say) : As regards the works and lands in the county of Lancaster, with the Clerk of the Peace for that county, at his office at Preston; as regards the lands in the county of Worcester, with the Clerk of the Peace for that county, at his office at Worcester; as regards the lands in the county of Bedford, with the Clerk of the Peace for that county, at his office at Bedford; as regards the lands in the county of Derby, with the Clerk of the Peace for that county, at his office at Derby; as regards the lands in the county of Nottingham, with the Clerk of the Peace for that county, at his office at Newark; as regards the lands in the county of Warwick, with the Clerk of the Peace for that county, at his office at Leamington; as regards the lands in the county of Middlesex, with the Clerk of the Peace for that county, at his office at the Sessions House, Clerkenwell; and

that copies of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the said intended works are proposed to be made, or lands are situate, together with a copy of this notice, as published in the London Gazette, will, before the said 30th day of November, be deposited as follows (that is to say): as regards the parish of St. Mary, Islington, with the vestry clerk of that parish, at his office in Upper-street, Islington; as regards each other parish, with the parish clerk of each such parish, at his residence; and as regards any extra-parochial place, with the parish clerk of some adjoining parish at his residence:

And notice is hereby further given, that copies of the intended Act will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1884.

Beale, Marigold, Beale, and Groves,
28, Great George-street, Westminster,
Solicitors.

In Parliament.—Session 1885.

Southampton Corporation, Docks and Harbour. (Power to the Corporation of Southampton to subscribe, contribute, or lend Money; Power to the Corporation to raise and apply Money for that purpose; Power to Corporation to levy and apply Rates; Similar powers to the London and South Western, Great Western, Midland, Didcot, Newbury, and Southampton and Midland and South Western Junction Railway Companies, and others, and Agreements with them; Power to Corporation to acquire Dock undertaking, or any part thereof; Provisions for repayment of Money advanced; Creation of Harbour Trust; Transfer to them of undertakings, powers, and jurisdiction of Southampton Harbour Board and Southampton Dock Company; Distribution of Purchase Money, and dissolution and winding up of Board and Company; Creation and issue of Corporation Stock; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill (hereinafter called the Bill) for the following, or some of the following, among other objects, powers, and purposes (that is to say):—

To authorise and empower the Mayor, Aldermen, and Burgesses of the Town and County of the Town of Southampton (in this notice called "the Corporation") to subscribe or contribute, or take and hold shares or stock, with or without preference priorities and privileges, over or with respect to the Company's existing shares and stock, or either of them as may be considered expedient, or as may be defined by the Bill, in the capital of the Southampton Dock Company (in this notice called the Company), and in respect of such contribution or subscription to appoint a director or directors of the Company, and to vote at meetings of the Company.

To advance and lend money to the Company on mortgage, bond, debenture stock, or otherwise, for such period, and on such terms and conditions as may be agreed on.

To authorise and empower the Company to raise additional capital, by the creation and issue of the shares or stock so to be subscribed for and taken by the Corporation, and to grant to the Corporation mortgages, bonds, debenture stock, and other securities for the money to be so advanced and lent to them by the Corporation.

To provide for the payment by the Company to the Corporation of such annual or other sums as may be agreed on between them, and to provide for the repayment by the Company of the principal sums so to be advanced by the Corporation, and the interest thereon, or to make such other provisions with reference to the matters aforesaid as the Bill may prescribe or Parliament sanction.

To provide for the purchase by, or the transfer to and vesting in, the Corporation of the undertaking of the Company, or any part or parts thereof, and to enable the Corporation in addition to any moneys they may subscribe to the capital of the Company, or advance or lend to the Company, to purchase, acquire, and hold all or any of the ordinary stock and share capital of the Company, and all or any of the preferential shares or stock of the Company, and all or any of the debentures and mortgage debt of the Company, or any part or parts thereof, and from time to time to sell and dispose of all or any such shares, stock, and securities so purchased, and if need be to require the holders of any such stock, shares, mortgages, and debentures aforesaid to sell the same to the Corporation, on such terms and conditions as the Bill may define or Parliament sanction.

To authorise the Company to grant, and the Corporation to accept a lease of the undertaking of the Company, or some part thereof on such terms and conditions, and for such rent or other consideration as the Bill may define.

To authorise and empower the Corporation to apply their corporate funds, borough fund, and property and borough rate, and any other moneys in their hands or under their control, or which they have power to borrow, to the purposes aforesaid, and to other the purposes of the Bill, and for the same purposes to borrow money on security of their corporate funds, borough fund, and property and borough rate, and any securities to be given by the Company as aforesaid, and of any rate they may have at any time power to levy, and, if thought fit, to authorise the Corporation to assess and levy a new or increased rate on the owners and occupiers of all rateable property in the borough to meet the interest and other charges on moneys borrowed by the Corporation under the powers of the Bill, and to provide for the repayment of the moneys so borrowed by the Corporation.

The Bill will or may authorise and enable the London and South Western Railway Company, the Great Western Railway Company, the Midland Railway Company, the Didcot, Newbury, and Southampton Railway Company, and the Midland and South Western Junction Railway Company (in this notice called the five Companies), and any Dock Company within the Port of London, or any one or more of those Companies, to subscribe and contribute towards the undertaking of the Company and other the purposes of the Bill, or to guarantee the payment of interest on, or on some part thereof, or to advance and lend money to the Company, and to enable the five Companies or any one or more of them to apply for the purposes aforesaid any funds in their hands or under their control, or which they are already respectively authorised to raise, and for the purposes aforesaid to raise further money by the creation of new or additional shares or stocks in their respective undertakings or capitals, with or without any preference or priority in payment of dividend, or other privileges attached thereto, or otherwise; or by borrowing, or otherwise; or by such other means as may be prescribed by the Bill.

To make provision for the repayment of the moneys subscribed, contributed, advanced, or lent by them to the Company.

To enable the Company on the one hand, and the five Companies, or any one or more of them, or any Dock Company within the Port of London, on the other hand, from time to time to enter into and to carry into effect and rescind and renew contracts, agreements, and arrangements for or with respect to the use and the working of the undertaking of the Company or some part or parts thereof, the payments to be made, and the conditions to be performed with respect to such use and working, the interchange, accommodation, conveyance, transmission, and delivery of the traffic coming from or destined for the respective undertakings of the Company, and of the five Companies and the said Dock Company, or any one or more of them respectively; the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic; the division, appropriation, and apportionment of the revenues arising from such traffic or other the profits of the respective undertakings of the said Companies, and the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies to the other 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 or such other powers as may be found desirable in reference to the purposes aforesaid or any of them; and to confirm and if thought fit, to vary, any such contract or agreement which may have been, or which during the progress of the Bill may be entered into.

To authorise the Company, and any Dock Company, or Corporation, or Commissioners owning docks, or other bodies or persons, to enter into and carry into effect such arrangements and agreements as may be necessary or expedient with reference to the undertaking of the Company or any part thereof, or for any purpose in relation thereto, and to confirm any such agreement.

To consolidate or authorise and provide for the consolidation into one or more class or classes of stock or shares, all or some of the existing or authorised classes of debenture, guaranteed, preferential, or ordinary stock or shares of the Company; and to make or authorise the making of such alterations in the amount of the said several existing or authorised classes of stock or shares, and the dividends or interest (whether debenture, preferential, guaranteed, or ordinary) payable thereon respectively, and in the preferences, priorities, and rights of the several holders thereof respectively as may be necessary or convenient for giving effect to any such consolidation, or for carrying out the objects and purposes of the Bill; and to authorise the directors of the Company and the holders of stock or shares in the said several classes respectively, or a proportionate part of such holders, to make agreements and arrangements with respect to any scheme or schemes for the consolidation of any such classes of stock or shares; and to confirm or provide for giving effect to any such scheme or schemes as may have been assented to by the holders of stock or shares in the several classes affected thereby or a proportionate part of such holders,

and to make such further provision as may be necessary for fully carrying into effect the consolidation of all or any of the said stocks or shares.

The Bill will confer upon the Corporation, the five Companies, the Dock Company before-mentioned, and the Company, or some or one of them, all such further powers, rights, and privileges as may be necessary or expedient for or with reference to the obtaining and carrying into execution any of the objects and powers of the Bill.

The Bill will or may constitute or provide for the constitution and incorporation of the trustees, hereinafter referred to as the Trustees of Southampton Harbour, and to prescribe, define, and regulate the qualifications, nomination, appointment, election, retirement, and rotation of such trustees.

To transfer or provide for the transfer to such trustees of the respective undertakings, or either of them, or any part or parts thereof, with all real and personal property, rights, powers (including the power to make and maintain works, and to levy tolls, rates, and charges), jurisdiction, privileges, and duties of the Southampton Dock Company (hereinafter referred to as the Company), and of the Southampton Harbour and Pier Board (hereinafter referred to as the Harbour Board) respectively, for such consideration, and upon such terms and conditions, and subject to such modifications as the Bill may define or as Parliament may prescribe, or as may be agreed on between the trustees and the Company, or the trustees and the Harbour Board; and to empower the Company and the Harbour Board respectively and the trustees to enter into and fulfil agreements and arrangements for and in relation to the said transfer, and any matters consequent thereon or incidental thereto.

To provide for the payment or satisfaction of the debts and liabilities of the Company, and for the application of any purchase money or consideration for the said transfer of their undertaking, and for the dissolution of the Company and the winding up of their affairs, and if thought necessary to vary the rights of mortgagees, preference shareholders, and ordinary shareholders of the Company.

To provide for the payment or satisfaction of the debts and liabilities of the Harbour Board, and for the application of any purchase money or consideration for the said transfer of their undertaking, and for the dissolution of the Harbour Board, and the winding up of their affairs.

To empower the trustees to deepen, dredge, scour, preserve, and improve the Harbour and Docks of Southampton, 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.

To authorise the trustees to acquire by agreement lands, buildings, easements, and hereditaments for all or any of the purposes of the Bill.

To empower the trustees from time to time to make bye-laws, rules, and regulations for the regulation, management, preservation, and improvement of the harbour and docks, and the navigation thereof, and to enable the trustees to grant licences.

To alter the tolls, rates, rents, duties, and charges now leviable by the Company and the Harbour Board, and to authorise the trustees to levy new and additional tolls, rates, rents, duties, and charges, and to confer, vary, or extinguish

exemptions from the payment of tolls, rates, rents, duties, and charges.

To extend the powers for the recovery of tolls, rates, rents, duties, and charges, and to provide for the application of any such tolls, rates, rents, duties, and charges, and of every other revenue of the trustees. To enable the trustees for the purposes aforesaid and other the harbour purposes of the Bill, to borrow and re-borrow money on the credit of their tolls, rates, and duties, and other their revenue and property, and to grant mortgages, debentures, and annuities (perpetual or otherwise), and to create debenture stock.

To authorise the Corporation to apply their existing funds, corporate funds, borough funds, and borough rates, general district rates, and any other moneys in their hands or under their control, or which they have power to borrow, to the harbour purposes of the Bill, and to borrow for those purposes on security of those funds and rates, or any of them, and to enable the trustees, the Corporation, and all companies, authorities, bodies, and persons whose co-operation it 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.

To authorise the Corporation to raise all or any part of the moneys which they are empowered to raise under their present statutory powers, or by virtue of any Act, or the order of any Public Department of the State now in force or hereafter to be in force within the borough or relating to the Corporation, by the creation of consolidated, perpetual, redeemable, or other stock, debenture stock, or annuities to be charged on all or some of the securities mentioned in those Acts, or on all or some of the securities upon which the Corporation are or may be authorised to raise money, or on the rates, rents, dues, duties, and charges the Corporation are now or may hereafter be authorised to levy or make, and to provide for the conversion of all or any existing loans, debts, mortgages, annuities, and securities into such intended consolidated stock, debenture stock, or annuities, on such terms and conditions as may be prescribed by the Bill.

To make new provisions with respect to the repayment of the existing loans, mortgages, and securities of the Corporation, and the sinking funds respectively applicable thereto, and, if thought fit, to extend the periods of such repayment, and, if thought fit, to alter existing provisions, and to make other provisions as to or in lieu of sinking funds, or to convert all or part of such loans, mortgages, and securities into a permanent debt or stock.

To charge the said stocks and annuities upon all and every the lands, funds, revenues, rates, and other securities and property of the Corporation, or upon any special part or parts thereof respectively.

To authorise the investment of trust funds in the consolidated stock, debenture stock, or annuities and other securities of the Corporation, and to exempt the Corporation from liability in respect of notice of any trust affecting money advanced to them or affecting such stock, annuities, or other securities.

To empower any person holding any stock, annuity, or security of the Corporation, and being a person enabled by the Lands Clauses Consolidation Act, 1845, section 7, to sell land, to consent to the conversion of such stock,

annuity, or security into consolidated or other stock of the Corporation.

To declare any perpetual annuities granted or to be granted by the Corporation under any statutory powers to be personal estate.

To authorise arrangements with any bank for the issue of the stock and the keeping of the registers and accounts in relation thereto.

The Bill will vary or extinguish all rights and privileges which may in any way interfere with or prevent the carrying out of any of its objects, and will confer all such other powers and rights as may be necessary or expedient for carrying out the objects and purposes before mentioned or of the Bill.

The Bill will alter, vary, amend, extend, or enlarge, or repeal so far as may be necessary for the purposes of the Bill, the powers and provisions of the Acts of Parliament, local and personal, following, that is to say: Acts relating to the Corporation, the Southampton Marsh and Markets Acts, 1844 and 1865; the Southampton Corporation (Cemetery, &c.) Act, 1884; the Southampton Improvement Act, 1844; and any other Acts relating to the Corporation or to the borough of Southampton; Acts relating to the Dock Company, the Southampton Docks Act, 1871; the Southampton Docks Act, 1874; the Southampton Docks Act, 1875; the Southampton Docks Act, 1876; and any other Acts relating to the Southampton Dock Company; the Southampton Harbour Acts, 1863, 1877, and 1882; and any other Acts relating to the Southampton Harbour Board; 5 and 6 Wm. IV, cap. 107; and any other Acts relating to the Great Western Railway Company; 4 and 5 Wm. IV, cap. 88; 2 and 3 Vic., cap. 28; 8 and 9 Vic., caps. 93 and 165; 9 and 10 Vic., cap. 131; 10 and 11 Vic., cap. 115; 11 and 12 Vic., cap. 89; 21 and 22 Vic., cap. 82; 23 and 24 Vic., cap. 50; 25 and 26 Vic., cap. 177; 26 and 27 Vic., cap. 109; 27 and 28 Vic., caps. 174 and 227; 39 and 40 Vic., cap. 213; 46 and 47 Vic., caps. 188 and 189; 47 and 48 Vic., cap. 247; and any other Acts relating to the London and South Western Railway Company; the Swindon, Marlborough, and Andover Railway Acts, 1873, 1878, 1879, 1880, 1882, 1883, and 1884; the Swindon and Cheltenham Extension Railway Acts, 1881 and 1883; and the Swindon, Marlborough, and Andover, and Swindon and Cheltenham Extension Railway Companies (Amalgamation) Act, 1884; and any other Acts relating to the Midland and South Western Junction Railway Company; the Didcot, Newbury, and Southampton Railway Acts, 1873, 1876, 1880, 1882, and 1883, and any other Acts relating to the Didcot, Newbury, and Southampton Railway Company, the Act local and personal 7 and 8 Vic., cap. 18; and any other Acts relating to the Midland Railway Company, and will incorporate with itself, with or without variation, such provisions as may be thought fit of the Harbours, Docks, and Piers Clauses Act, 1847; the Commissioners' Clauses Act, 1847, the Railways Clauses Consolidation Act, 1845; and the Local Loans Act, 1875, and any Acts amending or extending that Act.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 13th day of November, 1884.

R. S. Pearce, Town Clerk, Southampton,
Solicitor for the Bill.

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

In Parliament.—Session 1885.

Eastern and Midlands Railway.

(Separate Undertaking and Capital; Abandonment of Railway No. 3 Authorised by Act of 1880; Extension of Time for Compulsory Purchase of Land and Completion of Works; Level Crossing at Holt; Abolition of Level Crossing near Lynn; Further Powers for the Acquisition of Lands; Additional Capital; Altering Provisions of Eastern and Midlands Amalgamation Act, 1882, as to Application of Revenue; Amendment of Acts.)

APPPLICATION will be made to Parliament in the ensuing Session thereof by the Eastern and Midlands Railway Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following purposes, namely:—

1. To constitute as an undertaking, separate and distinct from the rest of the undertaking of the Company, the Railways numbered 4, 5, and 6 authorised by Sec. 5 of the Lynn and Fakenham Railway (Extensions) Act, 1880; the Railways numbered 3 and 4 authorised by Sec. 6 of the Lynn and Fakenham Railway Act, 1881; and the Railways numbered 2 and 3 and works connected therewith authorised by Sec. 5 of the Lynn and Fakenham Railway Act, 1882, and also the undertaking of the Blakeney Harbour Company, which the Company were authorised to acquire under Sec. 38 of the said Lynn and Fakenham Railway Act, 1882, or some part or parts of the said railways and undertaking: and to provide that the capital necessary for the construction thereof shall be a separate capital (but subject to the rights and priority of holders of the separate capital of the Lynn Loop Line, under the Eastern and Midlands Railway Act, 1884) distinct from the general capital of the Company, and to make provision as to payments to be made or secured to the holders of the said separate capital out of the revenue arising from the traffic upon the separate undertaking, or common to the separate undertaking and the rest of the undertaking of the Company, (but subject as aforesaid), or to secure or guarantee to the holders of such separate capital payment of interest thereon, or to provide for the division and apportionment of the Company's receipts between the holders of such separate capital and other classes of capital, and to authorise the Company by resolution to determine the nature, amount, and priority of the payments to be made, secured, or guaranteed to the holders of such separate capital, and to constitute the payment of interest or dividend on such separate capital a charge on the gross earnings of the separate undertaking, and to make such other provisions with respect thereto as the Company may deem proper.

2. To authorise the Company to abandon and relinquish Railway No. 3 authorised by Sec. 5 of the Lynn and Fakenham Railway (Extensions) Act, 1880, and to provide for the release of the money deposited under the Standing Orders of Parliament in relation thereto.

3. To repeal par. 4 of Sec. 8 of the Lynn and Fakenham Railway Act, 1881, as to the reversion of certain lands to the owners of the estate from which they were or may be acquired by the Company.

4. To extend the period limited by the Lynn and Fakenham Railway Act, 1882, for the compulsory purchase of lands for the purpose of Railways Nos. 2 and 3 described in and authorised by that Act, and the wharf and embankment, or breakwater and works, at or connected

with Blakeney Harbour, also authorised by the said Act.

5. To revive and extend the time limited by the Lynn and Fakenham Railway (Extensions) Act, 1880, for the compulsory purchase of the lands and buildings hereinafter described, namely:—

Lands and buildings in the parish of Holt, in the county of Norfolk, on both sides of the railway and property of the Company, at their station at Holt, and adjoining the road from Holt to Baconsthorpe, and also certain other lands abutting upon the other side of the said road opposite their said station, which lands are shewn on the plans deposited with the Clerk of the Peace for the county of Norfolk, in November, 1879, in relation to the Bill for the Lynn and Fakenham Railway (Extensions) Act, 1880, within the limits of deviation of the railway to Holt (No. 4), authorised by the said Act.

6. To enable the Company to purchase and acquire by agreement or compulsion, for purposes connected with their undertaking, the lands (including in that expression, buildings and other property) hereinafter described, namely:—

Lands partly in the parish of Runton, and partly in the parish of Cromer, in the said county of Norfolk, adjoining and to the westward of the Cromer cemetery, and bounded on the south by the road leading from Cromer past the said cemetery in the direction of Runton, which lands are numbered on the plans (deposited with the Clerk of the Peace for the county of Norfolk, in November, 1880, in relation to the Bill for the Lynn and Fakenham Railway Act, 1881, and referred to in the said Act) 76 in the parish of Runton, and 2 and 5 in the parish of Cromer.

Lands in the parish of Sheringham, abutting on the road, leading from Sheringham to Weybourn or Waborne, and adjoining the allotment grounds in the parish of Sheringham, which lands are numbered on the said plans deposited in relation to the said Lynn and Fakenham Railway Act, 1881, 28 in the said parish of Sheringham.

Lands in the parish of Great Yarmouth, in the said county of Norfolk, adjoining and on the east side of the Company's goods yard at their Beach Station.

7. To enable the Company, in constructing the Railway No. 4 authorised by the Lynn and Fakenham Railway (Extensions) Act, 1880, to carry the same on the level across the road numbered on the said deposited plans referred to in that Act, 49 in the parish of Holt.

8. To enable the Company to stop up the existing crossing over the Midland and Eastern Railway by an occupation road in the parish of South Lynn, otherwise South Lynn All Saints, at about 24 chains to the eastward of the bridge carrying the said railway over the River Ouse, and to extinguish all rights of way over the said crossing.

9. To provide for the payment to the Company of the interest or dividends upon money deposited in relation to the Lynn and Fakenham Railway Act, 1881, and referred to in Sections 27 and 29 of that Act.

10. To authorise the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the Bill, and for the same purposes, and 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 pre-

ference or priority of dividend and any other advantage which the Bill may define.

11. To alter or repeal those provisions of the Eastern and Midlands Railway Amalgamation Act, 1882, which relate to the appropriation of the revenue from the several sections of the Company's Undertaking, and to make new provisions with reference thereto.

12. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself any necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Acts, 1845, 1860, and 1869;" "The Railways Clauses Acts, 1845 and 1863;" and it will amend and enlarge and, if need be, repeal the powers and provisions of the following local and personal Acts (that is to say):—"The Eastern and Midlands Railway Amalgamation Act, 1882;" and any and every other Act relating to or affecting the Company or their undertakings; and "The Blakeney Harbour Act, 1817" (57 Geo. III., cap. 70).

13. Duplicate plans describing the situation of the lauds which may be acquired under 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 29th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office at Norwich, and on or before the same day a copy of so much of the said plans and book of reference as relates to each parish 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, and in the case of any parish in which there is no parish clerk, with the clergyman of such parish, at his residence.

14. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 14th day of November, 1884.

F. C. Mathews and Browne, 151, Cannon-street, E.C., Solicitors.

Dyson and Co., 23 and 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Lancashire County Justices.

(Power to Construct Railway to Lunatic Asylum at Whittingham; Power to Levy Tolls for Use of same; Provisions for Appropriation of Tolls; Power to Run Over portion of Preston and Longridge Railway; Power to enter into Working Agreements with Lessees of Preston and Wyre Railway; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Justices of the Peace for the County Palatine of Lancaster (hereinafter referred to as "the Justices") for an Act for all or some of the following purposes, that is to say:—

To enable the Undertakers to be defined by the Act for the purpose of affording railway communication between the Lancashire County Lunatic Asylum at Whittingham and the Preston and Longridge Railway of the Preston and Wyre Railway vested jointly in the Lancashire and Yorkshire and London and North Western Railway Companies (hereinafter called "the two

Companies") to make and maintain the following railway with all proper stations, works and conveniences connected therewith, that is to say:—

A railway situate wholly in the county of Lancaster, commencing in the parish of Preston, in the township of Grimsargh-with-Brockholes, by a junction with the Preston and Longridge Railway at a point 30 yards or thereabouts measured along the said Preston and Longridge Railway in a north-easterly direction from the centre of the level crossing of Longsight-lane at Grimsargh station, and terminating in the parish of Kirkham, in the township of Whittingham, at a point 10 yards or thereabouts measured in an easterly direction from the north-eastern corner of the boundary wall of the timber yard of the Whittingham asylum, and which railway will be situate in the townships and parishes of Grimsargh-with-Brockholes, Whittingham, Preston, and Kirkham.

To enable the Undertakers to cross, stop up, alter, or divert, either temporarily or permanently, turnpike and other roads, railways, tramways, streets, rivers, quays, wharves, streams, canals, reservoirs, navigations or bridges for the purposes of the intended Act, or any of them.

To enable the Undertakers to purchase lands and buildings by compulsion or agreement for the purposes of the intended Act or any of them, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings to be purchased for the purposes aforesaid, or which would in any manner impede or interfere with the purposes of the intended Act, or any of them, and to confer other rights and privileges.

To enable the Undertakers to levy tolls, rates, charges, and duties, and to grant exemptions from the payment of tolls, rates, charges, and duties, and to provide for the appropriation of such tolls, rates, and charges in such manner as the Undertakers may see fit, or as may be prescribed by the intended Act.

To authorise the Undertakers to run over, work, and use with their engines and carriages, and 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 as may be prescribed by the intended Act, so much of the said Preston and Longridge Railway of the two Companies as lies between the termination of the intended railway hereinbefore described and the Grimsargh station of the said Preston and Longridge Railway, together with the use of such station, and all sidings, works, and conveniences connected therewith.

To authorise the Undertakers to take and levy tolls, rates, and charges upon or in respect of the said portion of railway so run over and used as aforesaid.

To authorise the Undertakers on the one hand, and the two Companies, 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 use, working, management, construction, and maintenance by the two Companies, or either of them, of the intended railway and works of the Undertakers, the supply of rolling-stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway, and the payments to be made, the conditions to be performed with respect to such working, use, management, construction, maintenance, and supply, and to

confirm any contract which may have been or which, previous to the passing of the intended Act, may be entered into.

To provide for the payment out of the general county rate, or any rate charged upon the county, under the provisions of "The Lunatic Asylums Act, 1853," or any other Act relating to lunatic asylums, of the expenses of making and maintaining the intended railway, and to mortgage and charge the said rates respectively for the purpose.

To authorise the Undertakers to grant money for the purpose of paying any such expenses as aforesaid.

To incorporate, so far as may be necessary, the provisions of the Lands Clauses Acts, 1845, 1860, and 1869, and the Railways Clauses Acts, 1845 and 1863.

To provide that the Committee of Visitors for the time being of the Lancashire County Lunatic Asylum at Whittingham shall be the Undertakers for carrying into execution the powers conferred by the intended Act with reference to the construction, working, and use of the intended railway.

To alter, amend, extend, vary, or repeal some or any of the provisions of the Acts public: The Lunatic Asylums Act, 1853, The Lunatic Asylums Act, 1855, and The Lunacy Acts Amendment Act, 1862.

To alter, amend, extend, or to repeal some or any of the provisions of the Acts local, 9 and 10 Vict., cap. 246, 19 and 20 Vict., cap. 44, 30 and 31 Vict., cap. 95, and any other Act or Acts relating to the two Companies, or either of them.

Duplicate plans and sections describing the lines, situation, and levels of the intended railway, and the lands, houses, and other property in or through which it will be made, 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; also an ordnance map with the line of railway delineated thereupon, so as to show its general course and direction, and a copy of this Notice will, on or before the 29th 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 the County Offices, Fishergate-hill, Preston, 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 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 intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 13th day of November, 1884.

Wilson and Hulton, Solicitors, Preston.

Sherwood and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1885.

Hebburn and Walker Steam Ferry, Quays, and Landing Places.

(Powers to Hebburn and Walker Local Boards jointly to Establish Steam Ferry or Ferries over River Tyne; Appointment of Joint Board or Joint Committee; Power to Hebburn Local Board to Construct Quay or Wharf and Ferry

Landing Place, and to Widen Public Street at Hebburn; Power to Walker Local Board to Construct Quay or Wharf and Ferry Landing Place at Low Walker; Powers to Local Boards jointly and severally to Acquire Land and Property by Compulsion or Agreement; To Place Pontoons; To Construct Works on Bed and Foreshore of River Tyne, to Deepen Bed of River by Dredging or otherwise, and Regulate Navigation; To Alter and Interfere with Public Highways; To Erect Warehouses; To Levy Tolls, Rates and Charges; To make Bye-laws; To Borrow Money and to Apply Funds and Rates; Power to Vary and Extinguish Rights, Franchises and Privileges; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1885 by the Local Board for the District of the Township of Hebburn, in the county of Durham (hereinafter called "the Hebburn Local Board"), and the Local Board for the District of the Township of Walker, in the county of Northumberland (hereinafter called "the Walker Local Board"), for leave to bring in a Bill for an Act for the following or some of the following among other purposes (that is to say):—

To empower the two Local Boards jointly to establish and maintain a ferry or ferries for the conveyance of horses, carts, carriages, vehicles, goods, passengers, and other traffic across the River Tyne between Hebburn, in the county of Durham, and Walker, in the county of Northumberland, and the quays and landing places hereinafter described, or between such other points within the said districts as they may think fit, together with all necessary landing places, stages, gangways, offices, buildings, works, and conveniences in the several townships and parishes hereinafter named, or some or one of them. And from time to time to purchase, provide, maintain, regulate, work, and use steam and other boats or vessels for the conveyance of such traffic; and to levy, demand, and take tolls and charges for the use of the same, and to confer exemptions from the payment of such tolls and charges. And from time to time to make, alter, or rescind and enforce bye-laws, rules, and regulations for protecting and regulating the user and working of the ferry or ferries, and the passengers and other traffic using the same, and the officers and servants employed thereon, and for regulating the use and navigation of the river and regulating or preventing the anchorage of vessels and craft near the said ferry or ferries, quays, and landing places, and generally to make all such other provisions as may be necessary or expedient for working, using, maintaining, regulating and managing the ferry or ferries, and the steam and other boats and vessels used in connection therewith, and otherwise in relation thereto.

To constitute and appoint a joint board or joint committee consisting of members of the two Local Boards, and to delegate to and vest in such joint board or joint committee the exercise and execution of all or any of the powers aforesaid, or of the Bill.

To empower the Hebburn Local Board to make, or place and maintain the following works in the county of Durham, that is to say:—

A quay or wharf and ferry landing-stage on the right bank of the River Tyne, commencing at or near the north-west corner of Messrs. Charles Tennant and Company's chemical works quay at Hebburn, thence extending northwards for a distance of about 510 feet, and thence eastwards for about

230 feet, and terminating at a point 156 feet or thereabouts measured in a northerly direction from the north-western corner of the northernmost house in Tyneview-terrace, Hebburn, in the occupation of McCulloch; and also a floating pontoon on the said river in front of the said quay or wharf, all which said intended works will be situate in the township of Hedworth Monkton and Jarrow, in the parish of Jarrow, and in the township and parish of St. Nicholas, in the city and county of Newcastle-upon-Tyne, or in some or one of them.

The widening and improvement of James-street, Hebburn, on the northern and western side thereof, in the township of Hedworth Monkton and Jarrow, in the parish of Jarrow, commencing at a point about 133 yards measured in a westerly direction from the western side of the dwelling-house No. 37 in the same street, and terminating at or near the entrance to the said chemical works quay.

To empower the Walker Local Board to make and maintain a quay or wharf and ferry landing-stage on the left bank of the River Tyne, commencing at or near the south-east corner of Mr. Robert Fletcher's Forge at Low Walker, and terminating at a point about 50 feet measured in a south-easterly direction from the south-east corner of the New Custom House-buildings; and also to place a floating pontoon on the said river in front of the said quay or wharf, all which said intended works will be situate in the township of Walker, in the parish of Longbenton, and in the township and parish of Saint Nicholas, in the city and county of Newcastle-upon-Tyne, or in some or one of them, and in the county of Northumberland.

To deviate laterally from the lines of the said intended works within the limits of deviation laid down upon the deposited plans thereof hereinafter referred to, and to deviate vertically from the levels of the said works as shown upon the deposited sections thereof hereinafter referred to, to such extent as may be defined by the intended Act.

To empower the Local Boards (jointly and each of them separately) to purchase and take by compulsion or agreement and to acquire any lands, houses and other hereditaments, and any rights and easements in and over the same, or in or over the River Tyne, and the banks, bed, soil, and foreshore thereof, which may be required for the purposes of the intended Act, and on any lands to be so acquired, or on the bed or foreshore of the River Tyne, to erect or place, either temporarily or permanently, all necessary walls, stages, landings, landing-places, gangways, embankments, dams, piles, causeways, inclined planes, pontoons, buoys, moorings, lights, buildings, roadways, approaches and conveniences, and to execute all necessary works in connection with the said quays or wharves and landing-stages, and, if thought fit, to deepen the bed of the River Tyne by dredging or otherwise near the said quays and works.

To empower the Local Boards jointly and each of them separately to alter, divert, stop up, break open, raise, lower, alter the lines or levels of or otherwise interfere with, either temporarily or permanently, public and private streets, roads, highways, footways, bridges, quays, streams, water-courses, sewers, drains, gas and water mains and pipes, and telegraphic and telephonic wires, tubes and other apparatus, so far as may be necessary for effecting any of the purposes of the intended Act.

To empower the Local Boards jointly and each

of them separately to enter into and carry into effect any agreements and to confirm any agreements which may have been entered into by the Local Boards or either of them before the passing of the intended Act for or relating to the acquisition of any lands and hereditaments, or any rights or easements therein, or the carrying out of any of the purposes of the intended Act.

To empower the Local Boards jointly and each of them separately to erect and maintain warehouses, sheds, offices, buildings, weighing-machines, cranes, hoists, and other machinery and appliances and conveniences in connection with the said ferry or ferries, quays, and landing-stages, on any lands or property already acquired by or belonging to them respectively, or to be acquired by them respectively under the powers contained in the intended Act, or before the passing of the same, and also to let or lease, or grant the use or occupation of such warehouses, sheds, buildings, weighing-machines, cranes, hoists and other conveniences, or any of them, or any part thereof respectively; and to employ all necessary meters, weighers, officers, and servants; and to levy, demand and take tolls, rates, rents, and charges for passengers, animals, and goods landing or embarking at the said quays and landing-stages, and for the use or occupation of the same, and of any quays or wharves, works and conveniences now belonging to them respectively, or to be constructed or provided under the powers contained in the intended Act, or in respect of any services to be rendered by them; and to confer exemptions from the payment of any such tolls, rates, rents and charges, and to empower the Local Boards respectively to make, alter, rescind, and enforce bye-laws, rules, and regulations for regulating the user of the said quays, works, and conveniences, and the conduct of persons using or frequenting the same, or employed thereon, and otherwise in relation to the various subject matters of the intended Act.

To empower the Local Boards respectively to apply to the purposes of the intended Act their respective district funds and general district rates, and any moneys and revenues over which they have control or to arise under the powers contained in the intended Act, or any moneys which they are now authorised to borrow, and to raise further moneys by the creation and issue of mortgages, debentures, debenture stock, and annuities, or by any other mode, and to charge such moneys on all or any of the before-mentioned funds, rates, and revenues, and to make provision for the repayment of the moneys so borrowed by means of sinking funds or otherwise, and to provide for the application of the moneys so borrowed, and for the appropriation and distribution of the revenues to arise from the proposed ferry or ferries, quays, wharves, warehouses, and other works. And to provide for the payment of the costs, charges, and expenses of and incident to the preparing for obtaining and passing of the intended Act, and to make all such other provisions with reference to the matters aforesaid as may be deemed necessary or expedient.

The intended Act will vary or extinguish all foreshore, ferry, and other rights, franchises, and privileges, which will interfere with the objects of the intended Act, and will confer all such other powers, rights, and privileges as may be deemed necessary or expedient for effecting those objects.

The Bill will incorporate with itself, with or without modification or amendment, all or some of the provisions of "The Commissioners Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Lands Clauses (Umpire) Act, 1883," "The Railways Clauses

Consolidation Act, 1845" (with respect to the temporary use and occupation of lands during the construction of the works), "The Harbours, Docks and Piers Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," and "The Local Loans Act, 1875," and will alter, amend, or repeal all or some of the provisions of the Tyne Improvement Acts from 1848 to 1884, and of the "Tyne General Ferry Act, 1862," and of any other Acts which it may be found necessary or expedient to alter, amend, or repeal, for effecting the objects of the intended application.

And notice is hereby also given, that plans and sections (in duplicate) of the intended works, showing the situation, lines and levels thereof, and the lands and property which may be required to be taken for the purposes of the intended Act, 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 Northumberland, at his office in the Moot Hall, in that county, and with the Clerk of the Peace for the county of Durham, at his office in the city of Durham, in that county, and also with the Clerk of the Peace for the city and county of Newcastle-upon-Tyne, at his office at the Guildhall, in the said city and 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 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 of 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; and that all such deposits will be made on or before the 30th day of November, 1884.

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 12th day of November, 1884.

T. G. Mabane, Clerk to the Hebburn Local Board.

T. M. Sturgess, Clerk to the Walker Local Board.

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

In Parliament—Session 1885.

Blackburn Water.

(New Dunsop Reservoir and other Works; Abandonment of Old Dunsop Compensation Reservoir; Alteration of Provisions as to Compensation Water; Extension of Time for the Construction of Waterworks; Power to Invest Sinking Funds; Amendment of Acts, and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the Session of 1885 by the Mayor, Aldermen, and Burgesses of the Borough of Blackburn (hereinafter called "the Corporation") for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following purposes, that is to say:—

To authorise the Corporation to make, alter, and improve, and maintain the Waterworks, and other Works, following, or some of them, viz.—

- (1.) A Reservoir (hereinafter called "the Dunsop Reservoir"), to be situate on the Dunsop River, and to be formed by an embankment 332 yards, or thereabouts, in length, to be constructed across the said river from west

to east at a point thereon, 1,698 yards, or thereabouts, measured in a straight line in a southerly direction from the junction of the Brennard and Whitendale Rivers, which reservoir will extend from the said embankment up the said River Dunsop for a distance of 1,364 yards, or thereabouts, in a northerly direction, measured in a straight line.

- (2.) An aqueduct, conduit, or line of pipes to commence in the Dunsop River, at a point 297 yards, or thereabouts, measured in a straight line in a southerly direction, from the junction of the Brennard and Whitendale Rivers, and to terminate in the Dunsop River at a point 1,782 yards or thereabouts, measured in a straight line in a southerly direction from the said junction.

- (3.) An aqueduct, tunnel, or line of pipes to commence in the Dunsop River at a point 1,595 yards, or thereabouts, measured in a straight line in a southerly direction from the junction of the Brennard and Whitendale Rivers, and to terminate in the Dunsop River at a point 1,900 yards, or thereabouts, measured in a straight line in a southerly direction from the said junction,

together with all necessary approaches, embankments, discharge tunnels, roads, ways, weirs, dams, sluices, outfalls, channels, conduits, drains, mains, pipes, engines, works, and conveniences, and such reservoir, aqueducts, tunnel, and other works will be wholly situate in the township of the Forest of Bowland (higher division), in the parish of Slaidburn, in the West Riding of the county of York.

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 by the Bill.

To empower the Corporation to take, divert, collect, and impound into their existing works or intended reservoir, aqueducts, pipes, tunnel and works, or some of them, or into their existing and intended works, or some of them, the waters of the Dunsop River, and of any other rivers, brooks, springs, streams and waters shown on the plans hereinafter mentioned, or being within the watershed gathering ground or drainage area of such rivers, brooks, and streams, or on or near the site, or which can or may be intercepted or abstracted by means of any of the said existing or intended works, and of the several branches or tributaries of all or any of the said rivers, streams, and springs, and of all other waters and springs which now directly or indirectly flow, proceed into, or supply the said several rivers, streams, and springs respectively, all or some of which waters now flow directly or indirectly into the River Dunsop, and thence into the River Hodder, and thence into the River Ribble.

To provide that the said intended reservoir, aqueducts, conduit, or lines of pipes, tunnel, and other 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 which they now may or are empowered to exercise and enjoy with respect to their existing water undertaking.

To empower the Corporation to purchase and acquire by agreement, or to take or acquire easements or rights of way or other rights over or affecting any road or footpath in the neighbourhood of the waterworks of the Corporation authorised by the "Blackburn Borough Gas, Water, and Extension Act, 1877" (herein-

after called "the Act of 1877"), and to improve such roads and footpaths.

To authorise the Corporation to abandon and relinquish the construction of the Work No. 3 (Dunsop Compensation Reservoir) authorised by the Act of 1877, and shown on the plans deposited with the Clerk of the Peace for the West Riding of the county of York, for and referred to in the Act of 1877, and to relieve the Corporation from any obligation as to the supply of compensation water thereto or therefrom, and to enable them to sell or otherwise dispose of all or any part of the site of that Reservoir, and of all or any part of the lands of the Corporation adjacent thereto or held in connection therewith, and to repeal, vary, or alter, and to make applicable to, the intended Dunsop Reservoir and other Works, sections 47 to 54 (both inclusive), 61 and 63 of the Act of 1877, and any sections of the Blackburn Improvement Act, 1882 (hereinafter called "the Act of 1882"), and any other sections or provisions consequent thereon, and all or any other provisions in those or any other Acts of the Corporation relating to the Dunsop Compensation Reservoir, and the compensation water to be given therefrom.

To provide that the provisions of Sections 47 and 48 of the Act of 1877, and any provisions of the Act of 1882, and of any other provisions or sections consequent thereon, applicable to the taking of water by the Corporation during the construction of the Dunsop Compensation Reservoir, may, or shall, extend over the period to be authorised for the construction of the Dunsop Reservoir, and that during the period to be limited by the Bill, or to be limited for the construction of the Dunsop Reservoir, the said provisions and all or some of them shall, or may, operate and have effect.

To enable the Corporation to acquire, compulsorily or by agreement, all rights and interest in, and if deemed requisite or necessary to intercept, collect, divert, impound, use, and appropriate to their own use the whole or any part of such of the waters of the Dunsop River, and of all streams, brooks, and springs, surface and other water flowing directly or indirectly into the said river as are by the Acts hereinafter mentioned relating to the Corporation or any or either of them, or as are intended by the Bill to be directed to be discharged, delivered, or permitted to flow into the said river as compensation or waste water.

To provide that the provisions of Section 47 of the Act of 1877, and any provisions of the Act of 1882, and of any other provisions or sections consequent thereon, applicable to the taking of water by the Corporation during the construction of the Dunsop Compensation Reservoir (with such modification or amendment as may be deemed requisite or necessary), may or shall regulate the future taking or using of water by the Corporation from the Bremand, Whitendale, and Dunsop Rivers, and may or shall constitute the permanent provision for compensation in water to all persons interested in the waters of the said rivers respectively in lieu of the construction by the Corporation of a compensation reservoir, and the giving thereof or therefrom of compensation water, and in the latter event to provide for payment of compensation in money to any persons entitled to compensation water, and accordingly to repeal, vary, alter, or amend, and make applicable Sections 47 to 63 (both inclusive) and any other provisions of the Act of 1877 relative thereto, or consequent thereon, and any provisions relative thereto or consequent thereon of the Act of 1882, and of any other Act or Acts.

To provide for the extension of the time limited by Section 61 of the Act of 1877 for the completion of the reservoirs and other works authorised by the Act of 1877, and which are not proposed by the Bill to be abandoned.

To empower the Corporation to invest any money set aside by them, and forming part of any Sinking Fund or other fund for the redemption of any annuities or other charges in the Stock of the Corporation authorised to be created by the Act of 1882.

To authorise the Corporation to apply any rates, rents, duties, and charges levied by them or under their control, and to apply any other moneys or property belonging to them or under their control, or which they have power to raise by borrowing or otherwise, to all or any of the purposes of the Bill, or of the Acts hereinafter mentioned, or any of them, whether effected or hereafter to be effected.

To confirm, carry out, and give effect to contracts, agreements, or arrangements made or to be made by any persons, bodies, or corporations relative to any of the objects of the Bill.

To vary or extinguish all rights and privileges which might in any way impede or interfere with any of the objects of the Bill, and to confer other rights and privileges.

To incorporate with the Bill, with such modifications and alterations as the Bill may prescribe, the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to roads and the temporary occupation of lands, and all other Acts amending or extending those provisions.

To alter, amend, apply, repeal, vary, or enlarge, so far as may be necessary or expedient, all or some of the following Acts of Parliament, or some of them, that is to say:—"The Act of 1877"; "The Act of 1882"; "The Municipal Corporations Acts"; "The Public Health Act, 1875"; and all other Acts amending the said Acts or any of them respectively, and any other Acts or Charters relating to the Borough or the Corporation.

And Notice is hereby further given, that Duplicate Plans and Sections of the Works to be authorised by the Bill, and of the lands, houses, and other property 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 29th 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, in the said West Riding; and that on or before the same day a copy of the said Plans, Sections, and Book of Reference; and also a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Parish Clerk of the parish of Slaiburn, at his residence.

On or before the 20th day of December next, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 5th day of November, 1884.

W. E. L. Gaine,

Town Clerk, Blackburn, Solicitor for the Bill.

Talourdins and Hargreaves,

1, Victoria-street, Westminster, Parliamentary Agents.

In Parliament—Session 1885.

Loudon, Chatham and Dover Railway.

(Further Powers.)

(Construction of Railways from Shortlands to Nunhead, and Branch Railways; Constitution of separate Undertaking; Tolls, &c.; Consolidation and Alteration of Existing Tolls, Rates, and Charges and Provisions as to Terminal

Charges; Additional Capital; Additional Lands; Power to divert and stop up Footpath at Ashford; 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 among other purposes:—

To authorise the London, Chatham and Dover Railway Company (hereinafter called "the Company") to make and maintain the railways and other works hereinafter described, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications connected therewith respectively (that is to say):—

- (1.) A Railway (No. 1) commencing in the parish of Beckenham, in the county of Kent, by a junction with the main line of the London, Chatham and Dover Railway, at a point 340 yards or thereabouts, measured along that railway in a north-westerly direction from the northern end of the down platform of the Shortlands Railway Station, and terminating in the parish of St. Paul, Deptford, in the county of Surrey, by a junction with the Nunhead and Blackheath Branch of the London, Chatham and Dover Railway, at a point 50 yards or thereabouts, measured along that branch railway in a south-easterly direction from the south-eastern end of the northern platform of the Nunhead Station on the Crystal Palace and South London Junction Railway of the London, Chatham and Dover Railway. The said Railway (No. 1) will pass in, through, or into, or be situate within the parishes or places of Beckenham, Bromley, Lewisham, St. Paul, Deptford, Lee, Southend, or some of them, all in the county of Kent, and the parishes or places of St. Paul, Deptford, and St. Giles, Camberwell, or one of them, in the county of Surrey.
- (2.) A Railway (No. 2) wholly situate in the county of Kent, commencing in the parish of Beckenham by a junction with the main line of the London, Chatham and Dover Railway at a point 1,010 yards or thereabouts, measured in a westerly direction along that railway from the northern end of the down platform of the Shortlands Railway Station, and terminating in the parish of Beckenham by a junction with the said intended Railway (No. 1) at a point in the copse or enclosure in the parish of Beckenham numbered 199 on the ordnance maps of the scale of $\frac{1}{25000}$. The said Railway No. 2 will pass in, through, or into, or be situate within the parishes or places of Beckenham, Bromley, Lewisham, or some of them.
- (3.) A Railway (No. 3) wholly situate in the parish of St. Giles, Camberwell, and county of Surrey, commencing by a junction with the Crystal Palace and South London Junction Railway of the London, Chatham and Dover Railway, at or near the bridge carrying that railway over the road known as Kirkwood-road, being 800 yards or thereabouts, measured in an easterly direction along that railway from the eastern end of the northern platform of the Peckham Rye Station of that railway, and terminating by a junction with the South London Line of the London, Brighton and South Coast Railway, at or near a point 30 yards or thereabouts, measured along that railway in a southerly direction, from the southern end of the easternmost platform of the Queen's-road Station of that railway.
- (4.) A Railway (No. 4) wholly situate in the

parish of St. Giles, Camberwell, and county of Surrey, commencing by a junction with the said intended Railway (No. 3) at a point formed by the intersection of a line drawn parallel to and 60 yards or thereabouts, measured in a westerly direction, from the western side of the above-mentioned Kirkwood-road, and a line drawn parallel to and 30 yards or thereabouts, measured in a northern direction, from the northern side of Brayard-road, and terminating by a junction with the South London Line of the London, Brighton and South Coast Railway, at or near the point above described, as the termination of Railway (No. 3).

To authorise the Company to deviate laterally from the lines of the intended railways and other works to the extent shown on the plans deposited as hereinafter mentioned, or as may be provided by the intended Act, and also to deviate vertically from the levels shown on the sections deposited as hereinafter mentioned.

To cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footways, ways, and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains and watercourses which it may be necessary to cross, stop up, alter or divert for the purposes of the intended Act.

To levy tolls, rates and duties for or in respect of the use of the said intended railways, 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.

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.

To constitute, if deemed expedient, the intended railways and works, and any works lands and property acquired under the powers of the intended Act, or some part or parts thereof, and either wholly or partially, a separate undertaking, distinct from the rest of the undertaking of the Company, and to authorise the Company for the purposes of the intended railways and works, to raise a separate share capital by the creation of shares and stock, with or without preference, priority or guarantee in payment of interest or dividend, or other rights or privileges attached thereto, charged primarily or exclusively on the intended railways and works, or any part thereof, and to provide that such separate undertaking and its capital and revenues shall not be liable for, or chargeable with, the mortgage debts or liabilities or engagements of the Company incurred with respect to their other undertakings, and to make provision with respect to the holding of separate meetings of the shareholders in the separate capital, and for the keeping of separate accounts, and to define, restrict, and regulate the rights and powers of shareholders, stockholders, mortgagees, and others in reference to the intended railways and other works, with such other regulations and limitations as may be prescribed by the intended Act.

To empower the Company to stop up and discontinue all public rights of way of so much of the public footpath in the parish of Ashford, in the county of Kent, leading from Great Chart to Ashford, as lies between the south side of the South Eastern Railway, where the said footpath crosses that railway on the level, and the north end of such footpath where it joins the Godinton-road, and in substitution for such portion of footpath, to make a footpath from the point where the said existing footpath crosses the

South Eastern Railway on the level, thence proceeding in an easterly direction to the south-west corner of the Ashford Gas Works, and thence along the outside of the south and east sides of the said Gas Works into Gas House-lane, and thence along Gas House-lane to the north end thereof, where it joins the Godinton-road aforesaid.

To enable the Company to purchase, by compulsion or agreement, lands, houses and buildings, for the purposes of the intended railways and works.

To enable the Company, for the general purposes of their undertaking and for providing increased accommodation, to purchase, by compulsion or otherwise, additional lands, houses and buildings within the parish of Preston-next-Faversham, in the county of Kent.

To consolidate and equalise and to prescribe and declare the tolls, rates and charges to be demanded and taken by the Company in respect of their system, and the traffic conveyed, or that may be conveyed thereon, and the terminal and other services performed and rendered and the accommodation provided or afforded by the Company, and to classify such traffic, and to alter, vary, increase or reduce the tolls, rates and charges which the Company are now authorised to demand and take in respect of such system and the traffic thereon, and to alter the existing classifications of such traffic, and to authorise the Company to levy and make other tolls, rates, and charges in respect thereof.

To enable the Company to apply to the purposes of the intended Act any capital or funds now or hereinafter belonging to them, or under their control; and, if they shall think fit, to raise additional moneys for such purposes and for the general purposes of their undertaking by the creation of new shares or stock, with or without preference or priority in payment of dividends or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or debenture stock, or by any of those means, or by such other means as Parliament shall authorise or direct.

To alter, vary, and extinguish all existing rights and privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken which would in any manner impede or interfere with the conversion and use thereof for the purposes of the intended Act, or which would be inconsistent with the same, and to confer, vary, or extinguish other rights and privileges.

To alter, amend, extend, and enlarge, and if need be to repeal, the powers and provisions, or some of them, of the following Acts, local and personal (that is say):—16 and 17 Vict., cap. 132; 22 and 23 Vict., cap. 54; 23 and 24 Vict., cap. 177; 28 and 29 Vict., cap. 268; 30 and 31 Vict., cap. 209; 32 and 33 Vict., cap. 116; 34 and 35 Vict., cap. 131; 36 and 37 Vict., cap. 14; 37 and 38 Vict., caps. 52 and 114; 38 and 39 Vict., cap. 139; and all other Acts relating to or affecting the Company.

Maps, plans and sections, showing the lines, situations and levels of the intended railways and works, and the lands, houses and other property which may be taken for the purposes thereof, and plans of the additional lands proposed to be taken under the powers of the intended Act, 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 Kent, at his office at Maidstone, and with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway; and a copy of so much

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of the said plans, sections and books of reference as relates to each of the aforesaid parishes, and a copy of this notice will be deposited for public inspection as follows (that is to say):—as regards the parish of Lewisham, with the Clerk to the Board of Works for the Lewisham district, at his office at Rushey-green, Catford; as regards the parish of St. Paul, Deptford, with the Clerk to the Greenwich District Board of Works, at his office 141, Greenwich-road, Greenwich; as regards the parish of Camberwell, with the Vestry Clerk of that parish, at the Vestry Hall, Peckham-road, Camberwell; and in the case of each other parish, with the parish clerk of 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 or before the 30th day of November instant.

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 13th day November, 1884.

John White, Victoria Station, Solicitor for the Bill.

Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Otley Local Board.

(Power to Local Board of Otley to construct additional Waterworks; Maintain and improve their existing supply of Water; Divert, take, and impound the Gooseland Well stream, and other Waters; Prevent waste or misuse of Water; Take or acquire Water Rights and Easements, by agreement, or otherwise, and confirm existing agreements relating to the same; Powers to purchase Land by agreement, and apply and use Lands now vested in Local Board; Provide as to compensation Water, regulate supply and sale of Water, and other incidental matters; To authorise, establish, and regulate Markets and Fairs, levy Market Tolls; prohibit unauthorised Markets and Fairs, and to vary or extinguish all rights and exemptions inconsistent with the objects of the Bill; To levy Rates and borrow Money; Provisions as to Slaughter-houses, Bye-laws, and Obstructions in Thoroughfares; Incorporation, amendment, repeal of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Local Board for the district of the township of Otley, in the West Riding of the County of York (hereafter called "the Local Board"), 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 construct and maintain, either as part of their existing Waterworks, or as distinct and separate therefrom, additional Waterworks for supplying with water their said district (hereafter called "the District"). The works which the said Bill will authorise the Local Board to construct, maintain, or continue, are the following, or some of the following, among other works:—

(a) An aqueduct or line of pipes commencing at or near the head of a certain stream of water called Gooseland Well and Menston Baths, situate in the township of Menston, in the parish of Otley, in the West Riding of the county of York, on land belonging or reputed to belong to the Local Board, and in the occupation of the Local Board:

and William Turner, at a point near the south-west side of the branch line of the Midland Company's Railway to Otley and Ilkley, and terminating in the township of Burley, in the above-mentioned parish of Otley, on land belonging or reputed to belong to the Local Board, situate near or abutting on the Kirkstall, Otley, and Shipley-road, and now used by the Local Board for the purposes of a tank or reservoir. The said aqueduct or line of pipes will be wholly situate in the said townships of Menston and Burley.

(b) A reservoir to be made, or enlarged, wholly upon the said land, in the occupation of the Local Board, belonging or reputed to belong to the Local Board; which said reservoir will be made, enlarged, or maintained in the said township of Burley.

(c) A conduit or line of pipes commencing in the said township of Burley, on the north side of the said reservoir, and terminating in the township of Otley at or near the junction of certain streets called respectively Piper-lane and Westgate, and opposite the Fleece Inn, in Westgate aforesaid, in the town of Otley; and which said conduit or line of pipes will pass wholly from, in, through, or into the said township of Burley, and the township and parish of Otley aforesaid.

(d) All necessary and proper embankments, drains, bye-washes, weirs, culverts, cuttings, bridges, communications, and other roads, approaches, sewers, drains, sluices, filtering beds, reservoirs, engines, pumps, conduits, catchwaters, tanks, pipes, and other apparatus which may be requisite or expedient for or in connection with the existing or said intended works of the Local Board, or any or either of them; and for the taking, diverting, collecting, and impounding of the waters of the stream or streams hereafter mentioned or referred to; and for conveying and distributing the same, or other waters, into and within the district; and for preventing the fouling or dirtying of any such waters; and generally for the more efficient water supply of the district.

2. To enable the Local Board to divert into their said reservoir, aqueducts, conduits, pipes, and other works hereinbefore mentioned, or some of them, and to take, use, and appropriate all or some of the waters known as the Goose-land Well or stream, where the same flow at or near Menston Baths, or under, through, or near the said line of the Midland Railway, in the township of Menston, in the parish of Otley, in the West Riding of the county of York, and of the several tributaries thereof, and other waters and springs flowing into and forming part of the said stream, and also the waters of all or any stream or streams, spring or springs, which may lie, or be found, or intercepted, in the course of the said intended works (a), together with all other waters or springs within the limits of deviation of the said intended works, and arising, flowing, or being upon land in the occupation of Mr. William Milner Waite, and belonging or reputed to belong to the said William Milner Waite; and to impound and store such waters in the said townships and parish, in the reservoirs and works of the Local Board, which said before-mentioned streams, springs, and waters (to the extent to which they are not already impounded and diverted by the existing works of the Local

Board) flow into the River Wharfe, at or near Mickle Ing Bridge, and now, directly or indirectly, flow into a certain navigable part of the said river, now under the control of the River Wharfe Navigation Commissioners, thence into the River Ouse, at a point where that river is navigable, and thence into the River Humber.

3. To enable the Local Board to deviate in the construction of the said several works from the lines and levels thereof respectively as shown on the deposited plans and sections, to the extent defined on the plans, or to be prescribed by the Bill.

4. To purchase, take, and acquire, compulsorily or by agreement, and use for the purposes of the Local Board, all or any of the waters which they may by the said Bill be empowered to divert and impound, take, use, and appropriate for the purposes thereby authorised, and all rights and privileges incidental to such waters; and to confirm any agreements and documents already entered into by the Local Board for the purposes aforesaid.

5. To enable the Local Board to purchase land by agreement for the purposes of the Bill, and to apply and use for the purposes of the said intended waterworks, or any of them, any lands, houses, or buildings now vested in them, and from time to time to sell, exchange, lease, or dispose of any of the said lands or hereditaments upon such conditions and terms as they may think fit.

6. To purchase and take, or acquire compulsorily or by agreement, any right of way, and of laying down, repairing, altering, removing, or replacing pipes, or other works, and any other easement, liberty, privilege, power, or authority in or over any lands, houses, tenements, and hereditaments, and to vary or extinguish all existing rights and privileges connected with the said lands, houses, tenements, and hereditaments so to be taken or used as aforesaid.

7. To make provision for the quantity or amount of compensation (if any), by water or otherwise, to owners or other persons affected by the proposed diverting and impounding of water and with reference to the time and manner of delivery thereof, and otherwise in relation to any of the said matters.

8. To make, lay down, complete, and maintain, and from time to time alter, vary, replace, repair and restore conduits, culverts, pipes, drains, tunnels, and other works for the conveyance of water in, through, or into and over, or under, private lands, and in, along, across, and under all or any turnpike and other roads, highways, streets, passages, rivers, bridges, or railways, whether public or private, within the said parish, townships, or places hereinbefore mentioned, or any of them; and for the above purposes permanently or temporarily to divert any stream or streams of water, and permanently or temporarily to break up, stop up, alter, divert or interfere with all or any streets, highways, public or private roads or bridges, drains, water-courses, gas-pipes, telegraph tubes, telephones, pipes, and wires within such parish, townships and other places, or any of them, which it may be necessary to break up, stop up, alter, divert, or interfere with for the purposes of the said works, or any other purposes of the said Bill.

9. To supply by means of the said intended works in connection with the existing works of the Local Board, or otherwise, water to and in the district for domestic and manufacturing and other purposes, and also to supply water to public and other companies, partnerships, and

bodies, for any purposes for which they may require such supply, and to enter into and carry out agreements with them, or any of them, for such purposes.

10. To levy, collect, and recover rates, rents, and charges for and in respect of water so sold or supplied by the Local Board; to vary existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of existing and proposed rates and rents for such supply.

11. To empower the Local Board to make abatements, by way of discount or otherwise, in respect of the payment of rates in advance, or within a period to be prescribed or provided for by the said Bill, and to enable the Local Board and any owner or occupier of premises supplied with water by them to compound for the rates or rents payable to the Local Board in respect of such supply.

12. To confer upon the Local Board powers to make provisions for ascertaining the quantity of water supplied for other than domestic purposes; and also to make special provisions and regulations for preventing the waste, fouling, or misuse of water supplied by the Local Board; and for preventing and punishing fraud in taking and using of water so supplied, or for wasting the same.

13. To authorise the Local Board to cover in their existing or future markets or market places, or any portions of the same, and to remove the markets and fairs now held within their jurisdiction, to any lands vested in or belonging to, or to be acquired by the Local Board; to close existing or future markets and fairs, and to construct and maintain, either temporarily or permanently, buildings, works, and conveniences for, upon, or in connection with markets and fairs.

14. To authorise the taking of new and additional tolls, rents, rates, duties, stallages, and other payments and charges for or in respect of markets and fairs, and for stallage and standage therein; and for weighing and measuring, and for other services or matters connected with markets and fairs, and to alter and increase all or any of the existing tolls, rates, and duties which the Local Board are now authorised to take and demand, and to confer, vary, or extinguish exemptions from tolls, rates, and duties; and to confer on the Local Board all other powers, rights, and privileges incident to markets and fairs, or usual or expedient in connection therewith; and for recovery of any toll, rent, or charge payable in respect of markets and fairs and stalls, and other premises, and for entry upon, taking possession of, and re-letting stalls and other premises in markets or fairs.

15. To enable the Local Board to define and specify from time to time the lands and buildings or in which, and to alter and determine the days on which any particular market or fair shall be held, the goods, animals, and articles which may be brought or delivered upon, or into any market, fair, or slaughter-house, and the mode and conditions of, and attending such bringing and delivering thereof respectively.

16. To prohibit the sale by retail, in any wholesale market, or *vice versa*; and to define what shall be deemed wholesale or retail, in any or each particular class of goods, animals, articles, or things.

17. To enable the Local Board to prohibit the holding of any market or fair, except by their license, elsewhere than in any market, market place, market-house or fair authorised by the

Local Board; and also (except with such license as aforesaid) to prohibit the exposing or offering for sale within the district, of animals or goods elsewhere than in shops or dwelling houses, or in such market place, market house, or other place authorised by the Local Board; and to enable the Local Board to grant such licenses.

18. To make more effectual provision with respect to the seizure and forfeiture of diseased or unwholesome articles of food.

19. To authorise the Local Board to provide, erect, maintain, and regulate slaughter-houses, and from time to time to remove the same, and to make regulations as to animals therein, and to make other provisions relative to the erection and user of slaughter-houses.

20. To authorise the Local Board to prohibit, restrict, license, and regulate the use of existing slaughter-houses and knackers'-yards, and the right of access thereto, and to prevent the slaughter of animals elsewhere than in public or licensed slaughter-houses or knackers'-yards; and to enable the Local Board to take tolls and charges in respect of such public slaughter-houses and knackers'-yards.

21. To enable the Local Board to make bye-laws, rules, and regulations respecting the use, regulation, government, and control of the various fairs, fair-grounds, markets, market-houses, market-places, and slaughter-houses in the district, and of all buildings and conveniences connected therewith, and respecting the sale and disposition therein of animals, articles, goods and things, and the conduct of persons in charge thereof; and for the weighing and measuring of goods by the Local Board, or by persons licensed or appointed by them, for preventing the use of false weights and measures, and the sale or possession of unwholesome meat or food; and the bringing of diseased animals into the district; and for preventing the ill-treatment of animals; and for the regulation of persons frequenting or using the said fairs, fair-grounds, markets, market-houses, market-places, slaughter-houses, buildings, and conveniences, and for the removal therefrom of persons infringing any of such bye-laws, rules, and regulations, or otherwise misconducting themselves; and to make such other provisions with reference to the matters aforesaid or any of them as the Bill may provide.

22. To enable the Local Board to make regulations for preventing vehicles from standing in streets, highways, or public places, notwithstanding any claim to such standing by right or custom.

23. To prohibit the exhibition or using (except with the consent of the Local Board) of any show or public entertainment, swing boat, shooting-gallery, or other like amusement on any land, or in any building (other than a licensed theatre or licensed place of amusement) adjoining or near to any street or public place.

24. To prohibit the fixing or placing of any wire, tube, or other apparatus, for telegraphic, telephonic, or electrical purposes, over any street, road, or public thoroughfare in the district, except with the consent of the Local Board, and on such terms and conditions as they shall deem expedient to prevent obstruction, danger, or annoyance, to the traffic or to passengers therein; and to empower the Local Board to inspect any such tube, wire, or apparatus, whether existing or future, and to order the repair, alteration, renewal, or removal thereof, and in default thereof to execute the requisite works themselves at the cost of the owner or

hirer of such wire, tube, or apparatus, and to exercise all such powers of entry on premises as shall be necessary for the purposes aforesaid, and to relieve the Local Board from all liability by reason of any failure of or accident from any such wire, tube, apparatus, or works.

25. To confer upon the Local Board all such powers, rights, authorities, and privileges which are, or may become necessary, useful, or expedient for carrying into effect the objects of the said Bill, and to vary and extinguish all rights and privileges inconsistent with, or which would or might in any way impede or interfere with any of such objects, and to confer other rights and privileges, and, if need be, to alter, amend, extend, define, and render applicable, the provisions of the Public Health Act, 1875.

26. To enable the Local Board to apply to the purposes of their water supply, and generally to the purposes of the said Bill, or any of them (including the costs of the intended Act), any funds, or moneys, or rates or rents belonging to them, or under their control, or which they are, or may be, empowered to raise by rates, or borrowing, or otherwise, and to authorise the Local Board to raise additional moneys for the purposes of the said additional or existing waterworks, and of the said Bill, or any of them, and for paying and discharging the balance (if any) of the purchase money for the existing Otley Waterworks, purchased by, and now in possession of, the Local Board, either by borrowing on the credit of the works, rates, or rents, to be authorised by, or to arise under, the said Bill, or on the security of their existing waterworks and any property of the Local Board; or of any rates or rents which they are, or may be, authorised to levy or receive, or by debentures, debenture stock, or annuities, or by all or any of them, chargeable upon the securities aforesaid, or any of them, and to enable the Local Board to levy rates and assessments upon the owners and occupiers, or owners or occupiers of houses, lands, tenements, and hereditaments within the district, for carrying into effect the purposes of the said Bill, and to give additional powers for assessing, levying, and compelling payment of such rates and assessments, and to continue or alter the rates or assessments authorized to be taken by the Local Board within the district; and to levy new rates and duties, and to continue or to repeal, and to confer, vary, or extinguish exemptions from the payments of such existing and proposed rates and duties.

27. The Bill will or may incorporate with or without alteration, modification or extension the provisions, or some of the provisions, of the following Acts, and of any Acts amending or extending the same (that is to say): The Local Loans Act, 1875; the Towns Improvement Clauses Act, 1847; the Markets and Fairs Clauses Act, 1847; the Lands Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Acts Amendment Acts, 1860 and 1869, as amended by the Land Clauses (Umpire) Act, 1883; the Waterworks Clauses Acts, 1847 and 1863; the Commissioners Clauses Act, 1847; and the Railway Clauses Consolidation Act, 1845; and of all or any other Acts applicable to the provisions and purposes of the Bill.

28. And the Bill will likewise alter, vary, repeal, or make applicable to the purposes of the Bill, the provisions, or some of them, of the local and personal Acts of Parliament following, namely: the Midland Railway (Otley and Ilkley Extension) Act, 1861, and all other Acts recited in the said Act; and the North Eastern

Railway Company's (Otley and Ilkley Branches) Act, 1861, and all other Acts recited in the said Act; the Leeds Waterworks Act, 1847, the Burley Local Board Waterworks Act, 1873, and the various Acts recited in or amending the same; and such other Acts of Parliament and Charters as it may be necessary to repeal, vary, alter, or interfere with for any of the objects and purposes of the said Bill, and to make other provisions in lieu thereof.

29. Duplicate plans and sections of the said intended reservoirs, mains, pipes, and other works, together with a book of reference to such plans, describing the lands, houses, or other property to be taken for the purposes of the Bill, and containing the names of the owners and lessees, or the reputed owners or lessees, and of the occupiers of such lands, houses, or other property; and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November, 1884, for public inspection with the clerk of the peace for the West Riding of the county of York (within which the whole of the said intended works will be situate), at his office at Wakefield, 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 or extra-parochial place in or through which the said works are intended to pass or be made, will, together with a copy of the said Gazette notice, be deposited in the case of a parish with the parish clerk of each such parish, at his place of abode, and in the case of an extra-parochial place with the parish clerk of an immediately adjoining parish, at his place of abode.

30. 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, 1884.

Dated this 13th day of November, 1884.

Tennant and Barret, Leeds, Solicitors to the Local Board;

Ralph Vincent, 20, Budge-row, London, E.C., Parliamentary Agent.

In Parliament.—Session 1885.

London, Tilbury, and Southend Railway.
(Diversion of Footpath at Hornchurch, Essex; Holding of certain Lands at Whitechapel; Use of Burial Grounds there; Removal of Bodies; Additional Lands; Use of the Company's Ferry and other Steamboats for various purposes; Agreements with South Essex Waterworks Company; Removal of Coal Depot on the London and Blackwall Railway near Leman Street Station; Abandonment of Railway No. 4 authorised by Act of 1883.)

NOTICE is hereby given, that application will be made 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, namely:—

1. To enable the London, Tilbury, and Southend Railway Company (hereinafter called "the Company") to divert the footpath in the parish of Hornchurch shown on the plans of Railway No. 1 (Barking to Pitsea) authorised by the London, Tilbury, and Southend Railway Act, 1882 (deposited in November, 1881, in relation to the Bill for that Act, with the Clerk of the Peace for the County of Essex), which footpath crosses the said railway at the distance marked on the deposited plans, 6 miles 59 chains from the commencement of the said railway, and to stop up and extinguish all rights of way over so much of the present footpath as now crosses the railway and property of the Company.

2. To enable the Company to acquire and hold:—

(a.) Certain lands in the parish of Saint Mary, Whitechapel, in the county of Middlesex, bounded on the south by the London and Blackwall Railway, on the west by Mill-yard, and on the north and east by land recently acquired by the Company under the powers of the London, Tilbury, and Southend Railway Act, 1882; and

(b.) Certain other lands in the said parish forming the site of the German Church and premises connected therewith, situate at Hooper-square, near the southern end of Lambeth-street;

and to enable the Company to purchase and acquire the said lands or any interests therein, compulsorily or by agreement.

3. To enable the Company to use the said lands, or any part or parts thereof, for the purposes of their Undertaking, and for the erection thereon of offices, warehouses, and other buildings, in the same manner as the lands at Whitechapel authorised to be acquired by them under the said Act of 1882, and the London, Tilbury, and Southend Railway Act, 1883, and to confirm any agreement made, or which may be made between the Company on the one hand, and the owners of the said lands respectively on the other hand, as to the purchase, sale, acquisition, and use of the said lands, and the removal of any bodies in any part thereof, and to exempt the Company in respect of the said lands from the provisions of the "Disused Burial Grounds Act, 1884."

4. To enable the Company to purchase by compulsion or agreement, and hold for purposes connected with their Undertaking, certain lands, buildings, and hereditaments, in the parish of Leigh, in the county of Essex, situate on both sides of their railway, on the eastern side of their station at Leigh, and to extinguish and stop all rights of way across their railway and property at the crossing thereof immediately to the south-east of the Bell Inn.

5. To enable the Company to purchase compulsorily or by agreement—

Lands in the parish of West Ham, in the county of Essex, adjoining the Plaistow station of the Company, and bounded on the north by land recently purchased by the Company on the south side of their railway, and on the west by the Northern Main Outfall Sewer of the Metropolitan Board of Works.

Lands in the parish of East Ham, in the county of Essex, on the southern side of their railway near and to the westward of East Ham station.

6. To confer on the Company further powers as to the use of the steamboats which they are authorised to purchase, build, construct, navigate, use, maintain, work, or hire under the London, Tilbury and Southend Railway (Extension) Act, 1852, and the London, Tilbury, and Southend Railway (Steamboats) Act, 1875, and to confer further powers on the Company as to using the said vessels for conveying passengers and goods in connection with their Railway Undertaking, and to prohibit the anchoring or mooring of vessels in the course of the ferries between Kent and Essex which the Company are authorised to work under their Acts.

7. To enable the Company on the one hand, and the South Essex Waterworks Company on the other hand, from time to time to enter into and carry into effect agreements with reference to the acquisition by the South Essex Water-

works Company of the reservoir, well, and springs of the Company in the parishes of East Tilbury, West Tilbury, and Chadwell Saint Mary, all in the county of Essex, or some or one of them, and also of all the rights, powers, property, easements, and privileges of the Company connected with or with reference to the said reservoir, well and springs, or some part or parts thereof, for such price, as from such date, and on such terms and conditions as may be agreed upon between them or defined by the Bill.

8. To alter some of the provisions of Section 34 of the London, Tilbury and Southend Railway Act, 1882, as to the construction of a new coal depôt in connection with Railway No. 3 by that Act authorised, in lieu of the existing coal depôt belonging to the London and Blackwall Railway Company, and to enable the Company to demolish the existing coal depôt and sidings before completing the new coal depôt in course of construction, and to enable the Company to provide temporary accommodation elsewhere during the removal of such sidings.

9. To authorise the Company to relinquish and abandon Railway No. 4 authorised by Section 6 of the London, Tilbury, and Southend Railway Act, 1883, and to release the Company from all liabilities and obligations in respect thereof.

10. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will or may incorporate with itself, with such exceptions or modifications as may be deemed expedient, the provisions of The Lands Clauses Acts, 1845, 1860, and 1869, The Railways Clauses Acts, 1845 and 1863, and it will amend and enlarge and if need be repeal, so far as necessary for the purposes of the Bill, some of the powers and provisions of the following Acts, namely:—the 24 and 25 Vic., cap. 137; 45 and 46 Vic., cap. 45; and of any other Act or Acts relating to the South Essex Waterworks Company; the 15 and 16 Vic., cap. 84; 17 and 18 Vic., cap. 133; 19 and 20 Vic., caps. 15 and 76; 25 and 26 Vic., cap. 8; 26 and 27 Vic., cap. 69; 38 and 39 Vic., caps. 18 and 57; 43 and 44 Vic., cap. 69; 45 and 46 Vic., cap. 143; 46 and 47 Vic., cap. 204; 47 and 48 Vic., cap. 135; and any other Act or Acts relating to the Company.

11. Duplicate plans describing the lands, houses, and other property to be taken 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 29th 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 Green, and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, and on or before the same day a copy of so much of the said plans and book of reference as relates to each parish in which any lands, houses, or other property are intended to be taken, and a copy of this Notice will be deposited as follows:—

As regards the parish of St. Mary, Whitechapel, with the Clerk of the Board of Works of the Whitechapel District, at his office at 15, Great Alie-street, Whitechapel; and as regards every other parish, with the parish clerk of each such parish at his residence.

12. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House

of Commons on or before the 20th day of December next.

Dated this 14th day of November, 1884.

F. C. Mathews and Browne, 151, Cannon-street, E.C., Solicitors for the Bill.

Dyson and Co., 23 and 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1885.

Penwortham Bridge.

(Amendment or Repeal of Penwortham Bridge Acts, 1751 and 1757; Erection of New Bridge over River Ribble, and Approaches thereto; Transfer to Justices of Powers relating to New Bridge; Bridge to be a County Bridge; Provision as to Maintenance of Approaches and as to Cost of Construction of Works; as to Contributions by Justices, Corporation of Preston and Leyland Hundred Highway Board; Power to Justices to apply County Bridge Rate, and to Raise a Special Rate and Borrow Money; Incorporation of Acts, &c.; as to Costs of intended Act, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Penwortham Bridge Commissioners (hereinafter called "the Commissioners"), for an Act for all or some of the following purposes (that is to say):—

To alter, amend, extend or repeal the provisions of an Act passed in the twenty-fourth year of the reign of His late Majesty King George II., intituled "An Act for building a Bridge over the River Ribble, between the townships of Preston and Penwortham, near a place called the Fish-house, in the County Palatine of Lancaster;" and of an Act passed in the thirtieth year of the reign of His late Majesty King George II., for re-building the said Bridge.

To authorise the Commissioners to make and maintain the following bridge and approach roads, wholly in the County of Lancaster (that is to say):—

A bridge over the river Ribble, with all proper piers, abutments, and other conveniences connected therewith, commencing in the Township of Penwortham and Parish of Penwortham, at a point on the western bank of the said river Ribble, 29½ chains or thereabouts, measured in a northerly direction from the western end or abutment of the existing Penwortham Bridge, and terminating on the eastern bank of the said river Ribble at a point 27½ chains or thereabouts, measured in a northerly direction from the eastern end or abutment of the said last-mentioned bridge in the Township of Preston, in the Parish of Preston.

An approach road to the said intended new bridge, wholly in the said Township of Penwortham and Parish of Penwortham, or in the Parish of Preston (as the case may be), commencing at a point distant from the south end or abutment of the existing Penwortham Bridge, 25½ chains or thereabouts, measured in a north-westerly direction along the highway leading from Preston to Liverpool, and terminating at the commencement of the westernmost end or abutment of the said intended new bridge.

An approach road to the said intended new bridge, wholly in the Township of Preston and in the Parish of Preston, commencing at or near a point on the easterly side of the Regatta Inn, at the junction of Strand-road with Fishergate-hill, and terminating at the eastern end or abutment of the said intended new bridge.

In the construction of the bridge and approaches to make a carriage way, and also such footways as may be found necessary or expedient.

To make and maintain all necessary embankments, abutments, viaducts, piers, wharves, walls, fences, drains, stairs, buildings, works and conveniences, connected with the said bridge, approaches, carriage ways and footways.

To deviate laterally and vertically from the line and levels of the intended works, shown upon the deposited plans and sections hereinafter mentioned.

To cross, divert, stop up and interfere with, and to make junctions and communications with streets, roads, passages and places, also to cross, divert, stop up and interfere with sewers, drains, mains, pipes, culverts, tunnels, telegraph and other apparatus, and to execute and do all such works, matters and things as may be deemed expedient for the purposes of the Bill.

To widen, narrow, straighten, deepen, lessen, the depth of, and embank, if and so far as may be necessary for the purposes of the Bill, the river Ribble, and for the same purposes to construct either temporarily or permanently any works in, over or upon the banks and shores thereof at or near the said proposed works.

To make and enforce all such bye-laws as may be necessary for the protection of the bridge, approaches and works.

To purchase, and if need be, by compulsion, all such lands, houses and other property as may be required for the purposes of, or in connection with the said bridge and works, or with the approaches thereto, or as will be included within the limits to be defined upon the deposited plans, also easements and rights in and over any such lands, houses and other property, or in and over the river Ribble, and the banks, bed, soil and foreshore thereof, and to vary and extinguish any such easements or rights, and all such other rights, easements and privileges as may be necessary in the attainment of any of the objects of the intended Act.

To purchase so much only of any property as may be required for the purposes of the Bill, and to exempt the Promoters from the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845, and, if deemed expedient, from the provisions of the said Act with respect to the sale of superfluous land.

To sell, convey, lease and otherwise dispose of any lands, houses, and property, or any easement, right or privilege in or over the same, which may be acquired under the powers, and may not be required for the purposes of the intended Act, and to execute all such works and exercise all such other powers as may be incidental or necessary to any of the objects of the intended Act.

To transfer to the Justices of the Peace for the County Palatine of Lancaster (hereinafter called "the Justices"), all the property, powers, rights, privileges, and authority of the Commissioners, so far as regards the bridge and approach roads authorised to be constructed under the powers of the intended Act, and to provide that the Justices may construct the works authorised, and exercise the powers conferred by the intended Act.

To provide that the bridge proposed to be authorised by the intended Act shall, when completed, be a county bridge, and maintained and repaired accordingly.

To provide that the approaches to the said bridge on the Preston side shall be maintained by the Mayor, Aldermen and Burgesses of the Borough of Preston (hereinafter called "the Corporation"), and the approaches on the Penwortham side by the Leyland Hundred Highway Board.

To make provision as to defraying the cost of

the construction of the works proposed to be authorised by the intended Act, and to authorise the Justices, the Corporation, and the Leyland Hundred Highway Board, to contribute thereto, and to raise and apply moneys for that purpose.

To authorise the Justices for the purpose of contributing towards the cost of constructing the intended bridge and works, or for carrying out the purposes of the intended Act, to apply any money arising from the general county bridge rate, and to raise a special bridge rate, and to borrow money on the security of such rates.

To incorporate with the intended Act, subject to certain exceptions, the provisions of the "Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and the "Railways Clauses Consolidation Act, 1845" (with respect to the temporary occupation of land), and to vary and extinguish all rights, easements, and privileges which would or might impede or interfere with the execution of any of the objects of the Bill, and to confer upon the Promoters other rights, easements, and privileges.

To provide that the costs incurred in the promotion and passage of the intended Act shall be deemed to be a portion of the cost of constructing the bridge authorised by the intended Act.

Duplicate plans and sections describing the line, situation, and levels of the proposed works, and showing the lands, houses, and other property in or through which the works will be made, or which may be taken under the powers of the intended Act, together with a book of reference to such plans; and a copy of this Notice will, on or before the 29th day of November instant, be deposited for public-inspection with the Clerk of the Peace for the County Palatine of Lancaster, at the county offices, Fishergate-hill, Preston; and that on or before the same 29th day of November a copy of so much of the said plans, sections, and books of reference as relate to the several parishes or extra-parochial places in or through which the said intended works are proposed to be made or maintained; and 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, and in the case of an extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

Printed copies of the intended Act will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1884.

James Clarke, 2, Lune-street, Preston, Solicitor for the Bill.

Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

Board of Trade—Session 1885.

Brighton and Dyke Railway.

(Deviation of portion of Authorised Railway; Approach Roads to Dyke Station; Extension of Time for Completion of Railway; Tolls, Rates, and Charges; Application of Funds; Working Agreements; Amendment of Acts.)

NOTICE is hereby given that the Brighton and Dyke Railway Company (hereinafter called "the Company") have applied to the Board of Trade for a certificate in pursuance of the provisions of the Railways Construction Facilities Act, 1864; the Railways Companies Powers Act, 1864; and the Railways (Power and Construction) Act, 1864, Amendment Act, 1870; for the following purposes. To authorise the Company to make and maintain the deviation railway and new approach roads next hereinafter described, with all proper stations, approaches,

works, and conveniences, connected therewith (that is to say):—

1. A railway, commencing in the parish of Hangleton, by a junction with the authorised Brighton and Dyke Railway, now in course of construction, at a point 15 chains or thereabouts in a north-westerly direction from the building (or shed) known as "Skeleton Hovel," and terminating in the parish of Poynings, at a point 2 chains or thereabouts in a south-easterly direction from the cowhouse adjacent to the Dyke Cottages on Poynings-place Farm. The said intended railway will pass from, in, through, or into, or be situated within the parishes of Hangleton and Poynings, in the county of Sussex.

2. An approach road in the said parish of Poynings commencing at or near the termination of the deviation railway hereinbefore described, and terminating by a junction with the public highway known as the Dyke-road, at a point 22 chains or thereabouts in a southerly direction from the south-west corner of the stables of the Dyke Hotel.

3. An approach road or footway in the same parish, commencing at or near the termination of the said deviation railway, and terminating by a junction with the Dyke-road at a point on the eastern fence of the Dyke Cottages, belonging to and forming part of Poynings-place Farm.

To abandon the formation of so much of the railway and works authorised by the Brighton and Dyke Railway Act, 1877, as was proposed to be situated between the commencement of the intended railway hereinbefore described and the termination of that authorised line in the parish of Poynings, at or near the eastern side of the road leading from Brighton to the Dyke Hotel.

To extend the time limited by the Brighton and Dyke Railway Acts, 1877 and 1881, for the construction and completion of so much of the railway and works authorised by the first mentioned Act as are not intended to be abandoned as hereinbefore mentioned.

To deviate from the lines and levels shown on the plans and sections of the intended railway and roads hereinafter mentioned to such extent as is authorised by the certificate.

To cross, stop up, alter, or divert, temporarily or permanently, roads, highways, aqueducts, streams, bridges, sewers, and drains, within or adjoining the aforesaid parishes, with which it may be necessary to interfere for the purposes of the said intended railway roads and works connected therewith.

To purchase by agreement lands, houses, and hereditaments, and to acquire easements in and over lands for the purposes of the intended railway roads and works; and—

To vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates, and charges in respect of the intended railway, to alter existing or authorised tolls, rates, and charges, to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To apply to the purposes of the certificate any funds raised or authorised to be raised by the Company.

The certificate will authorise the Company on the one hand, and the London, Brighton, and South Coast Railway Company on the other hand, to make working and traffic agreements and arrangements, and to extend and apply to the intended railway the provisions of any existing agreement or arrangement between the

Company and the London, Brighton, and South Coast Railway Company.

To alter, amend, or repeal, so far as may be necessary for the purposes aforesaid, some of the provisions of the Brighton and Dyke Railway Acts, 1877 and 1881, and of the Local and Personal Act, 9 and 10 Vic., cap. 283, and of any other Acts relating to the London, Brighton, and South Coast Railway Company, and the certificate will incorporate some of the provisions of the Railways Clauses Acts, 1845 and 1863, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869.

Plans and sections of the intended railway and new roads, with a book of reference to the plans, and an ordnance map, with the line of the intended railway delineated thereon, have been 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 intended railway will be made or pass, have been deposited with the Parish Clerk of each such parish, at his residence. And Notice is hereby given that copies of the proposed draft can be obtained at the office of James Leslie Grove Powell, Solicitor, 17, Essex-street, Strand, London, and at the office of William Bell, 27, Great George-street, Westminster, Parliamentary Agent, on payment of sixpence for each copy.

All persons desirous of making to the Board of Trade any representation or of bringing before the Board any objection respecting the application for the said certificate may do so by letter addressed to the Secretary, Railway Department, Board of Trade, Whitehall, London, on or before the 1st day of January next, and Notice is hereby also given that after the Board of Trade have settled the certificate copies thereof can be obtained at the before-mentioned offices at a charge of sixpence for each copy or for such other sum as the Board of Trade may direct.

Dated this 10th day of November, 1884.

J. Leslie G. Powell, 17, Essex-street, W.C.,
Solicitor for the Order.

William Bell, 27, Great George-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1885.

Midland Railway (Rates and Charges).
(Consolidation and Equalisation of Tolls, Rates, and Charges; Classification of Traffic; Alteration of existing Tolls, Rates, and Charges; Provisions as to Terminal and Special Charges, and other matters; Amendment of Acts.)

NOTICE is hereby given, that the Midland Railway Company (hereinafter called "the Company") intend to apply to Parliament in the session of 1885 for an Act for all or some of the following purposes (that is to say):—

To consolidate and equalise, and to prescribe and declare the tolls, rates, and charges to be demanded and taken by the Company in respect of the Midland system, and the traffic conveyed, or that may be conveyed thereon, and the terminal and other services performed and rendered, and the accommodation provided or afforded by the Company, and to classify such traffic, and to alter, vary, increase, or reduce the tolls, rates, and charges which the Company are now authorised to demand and take in respect of such system, and the traffic thereon, and to alter the existing classifications of such traffic, and to authorise the Company to levy and make other tolls, rates, and charges in respect thereof.

To define the Midland system, and to include therein the railways of the Company, and for the purposes and to the extent prescribed by the intended Act the following railways, or some of them (that is to say):—

The Cheshire Lines, the Sheffield and Midland Railways, the Ashby and Nuneaton Railways, the Swinton and Knottingley Railway, the Otley and Ilkley Lines, the Clifton Extension Railway, the Bristol Joint Station and Railway, the Midland and Eastern Railway, the North and South Western Junction Railway, the Somerset and Dorset Railway, the Furness and Midland Railway, the Kettering, Thrapston, and Huntingdon Railway, the Bedford and Northampton Railway, the Peterborough, Wisbech, and Sutton Railway, the Neath and Brecon Railway, the Barnoldswick Railway, the Hereford, Hay, and Brecon Railway, the Hemel Hempstead Railway, the Stonehouse and Nailsworth Railway, the Keighley and Worth Valley Railway, and the Evesham and Redditch Railway, and any other railways to be included in such definition by the intended Act.

To make other provisions and regulations as to tolls, fares, rates, and charges in respect of passengers, animals, and goods conveyed upon the Midland system, and to grant exemptions from such tolls, fares, rates, and charges.

To vary or extinguish all existing rights and privileges which would in any way interfere with the objects of the intended Act, or any of them, and to confer other rights and privileges.

So far as may be necessary in giving effect to the purposes of the intended Act to alter, amend, and repeal all or some of the provisions of the several Acts of Parliament relating to the Company, and to the several railways hereinbefore mentioned, or any of them.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons before the 21st day of December, 1884.

Dated this 13th day of November, 1884.

Beale, Marigold, Beale and Groves, 28,
Great George-street, Westminster, Solicitors.

In Parliament.—Session 1885.

Bawtry and Trent Railway and Dock.

(Abandonment of Undertaking; Release of Deposit Fund; Dissolution of Company; 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 purposes, or some of them, that is to say:—

To authorize and require the Bawtry and Trent Railway and Dock Company (hereinafter called "the Company") to abandon and relinquish the construction of the railway, dock, and works connected therewith, authorized by "The Bawtry and Trent Railway and Dock Act, 1882," and to release the Company from all liabilities, penalties, and obligations for the non-completion thereof within the period limited by the said Act. To declare null and void all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference thereto, and to provide for the release and payment out of Court of the deposit fund mentioned in the said Act, being the moneys now in the Chancery Division of the High Court of Justice as security for the completion of the said railway.

To provide for the distribution of the assets, the winding up of the affairs, and the dissolution of the Company.

To vary or extinguish all rights and privileges which would in any manner interfere with the objects of the Bill, and to confer all powers, rights, and privileges necessary or expedient for carrying such objects into effect.

To amend or repeal, wholly or in part, "The Bawtry and Trent Railway and Dock Act, 1882," and any other Act or Acts relating thereto.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th of December next.

Dated this 13th day of November, 1884.

James White, Bank-buildings, Ludgate-circus, E.C., Solicitor for the Bill.

Tahouridins and Hargreaves, 1, Victoria-street, Westminster, S.W., Parliamentary Agents for the Bill.

In Parliament.—Session 1885.

Fulwood Local Board.

(Power to Construct, and Confirming Construction of Horns Dam Reservoir, and Sanction and Legalisation of Construction of Existing Waterworks; Power to take Lands and Waters; Extension of Limits of Supply; Power to take Lands for Sewage purposes; Power to Stop up and Divert Footpath; Provisions as to Compensation; Power to Local Board to Acquire, Sell or Exchange Pinfold, near Fulwood Hall-road, and Sandhole, near Clockhouse-road, both in the township of Fulwood, in the parish of Lancaster; Power to Borrow further Money; Extension of Time for Repayment of Money Borrowed; Power to Purchase Whole or any Portion of Undertaking of Preston Tramways Company; Increase of Number of Members of Local Board; Amendment of Acts.)

NOTICE is hereby given that the Local Board for the District of Fulwood (hereinafter called "the Local Board") intend to apply to Parliament in the next Session for an Act for all or some of the following purposes, that is to say:—

To authorise the Local Board to make, construct, and maintain, and to sanction and authorise the construction of the following reservoir in the township of Goosnargh-with-Newsam, in the county of Lancaster, with all such embankments, sluices, dams, collecting and other weirs, gauges, tunnels, catchwater drains, conduits, pipes, and other works and conveniences connected therewith, that is to say:—

A reservoir known as the Horns Dam reservoir, situate in the township of Goosnargh-with-Newsam, on the south-east side of a highway leading from Whittingham to Chipping, in the county of Lancaster, bounded on the north by land belonging to the devisees of the late George Hargreaves, and measuring on such north side 207 yards, or thereabouts, on the south and east by land belonging to Joseph Wallwork, and measuring on such south side 339 yards, or thereabouts, and on such east side 41 yards and 2 feet, or thereabouts, and on the west by the said highway, and measuring on such west side 163 yards, or thereabouts, and which said reservoir contains a water area of 3 acres 23 perches.

To sanction and confirm, and to provide that the reservoirs and works and pipes connected therewith, heretofore constructed or to be constructed by the Local Board, shall be deemed to be, in all respects, the reservoirs, works, and

pipes of the Local Board as fully as though they had been constructed by the Local Board under the powers granted by the Lancashire County Justices Act, 1880, to the justices of the County Palatine of Lancaster, and transferred to the Local Board, and extended, enlarged, and amended by the Fulwood and Whittingham Water Act, 1882.

To authorise the Local Board to purchase by compulsion or by agreement, and to take on lease lands, houses, springs, streams, waters, and property or easements therein within the township aforesaid, and to confirm, sanction, and legalise the acquisition of any lands which may have been taken by the Local Board for the purposes of their waterworks before the passing of the intended Act.

To enable the Local Board to divert, impound, take, use, and appropriate the waters, springs, rivulets, and streams in the township of Goosnargh-with-Newsam, in the parish of Kirkham, which now directly or derivatively flow or proceed into or supply the River Wyre.

To extend the limits within which the Local Board may supply water, so as to include the hamlet of Grimsargh, in the township of Grimsargh-with-Brockholes, in the parish of Preston, and the hamlets of Ingol and Cottam, in the township of Lea, Ashton, Ingol, and Cottam, in the parish of Preston and the township of Woodplumpton, in the parish of St. Michael-upon-Wyre.

To empower the Local Board to demand, recover, and levy, rates, rents, and charges, for and in respect of the supply of water within the places aforesaid.

To authorise the Local Board for the purposes of sewage works and works connected therewith, to purchase, or take and hold on lease, or to acquire rights or easements in or over, and by agreement or compulsion, the portions of land hereinafter described, that is to say:—

All those pieces of land situate in the Hamlets of Ashton and Ingol, within the township of Lea, Ashton, Ingol, and Cottam, in the parish of Preston, in the county of Lancaster, bounded on the south by the Preston and Wyre Railway, on the north-western side by the Savick Brook, on the north by the reservoir of Cottam Mill, and on the eastern side by land belonging to Robert Blackledge and the boundary of the borough of Preston.

To divert and stop up so much of the footpath leading from Lea to Cottam as is situate on the said lands, and as lies parallel to and on the southern side of the Savick Brook, and to carry the said footpath over the said brook by means of a footbridge at a point near Cottam Mill.

To empower the Local Board, upon the pieces of land hereinbefore described, or some part or parts thereof, to make and form sewage farms, with filter beds, depôts, and places for deodorising, preparing, and manufacturing, and converting sewage into manure, or for utilising sewage for irrigation, with all requisite approaches, conduits, drains, tanks, buildings, works, and conveniences connected therewith.

To empower the Local Board to acquire and work licences for patents relating to sewage, and to sell sewage for irrigation or other purposes, and to make provision for preventing the wrongful abstraction, appropriation, or use of sewage, and to restrain persons from passing refuse injurious to vegetation into the sewers.

To enact and provide that in all cases of dispute as to the amount of compensation to be paid under the provisions of the Fulwood and

Whittingham Water Act, 1882 (hereinafter called the Act of 1882), and the intended Act, or either of them, and in all cases whatsoever the provisions of the Public Health Act, 1875, having reference to arbitration shall apply and have effect.

To provide that the benefit accruing to owners, lessees, and occupiers of lands which may be intersected or interfered with by the pipes or works of the Local Board shall be taken and considered as a set-off in determining the amount of compensation which may be claimed by such owners, lessees, and occupiers.

To authorise the Local Board to acquire, sell, or exchange the Pinfold and rights of way in connection therewith, situate in an enclosure on the north side of the road called Fulwood Hall-road, and on the west side of a road called Clock House-road, in the township of Fulwood, in the parish of Lancaster, in the county of Lancaster, and the Sandhole, together with the private road thereto called Sandpit-road, situate in the township of Fulwood, in the parish of Lancaster, and county aforesaid, in an enclosure on the west side of a road called Clock House-road, and bounded on the north by lands belonging to the devisees of John Chew, and on the south-west and east by lands belonging to Richard Clayton Brown Clayton.

To authorise the Local Board to borrow further money by way of mortgage, debentures, debenture stock, annuities or otherwise, and to charge the money so borrowed on the rates, rents, and charges levied by, or which may be levied by or on the property of the Local Board, and to make other provision in respect of the money borrowed or to be borrowed by the Local Board, and to authorise the Local Board to apply any moneys belonging to them, or which they may be authorised to raise by the intended Act to the purposes of the Act of 1882, or of the intended Act, or to any of the purposes of the Local Board.

To extend the time for the repayment of the sum, not exceeding £8,000, which the Local Board are authorised to borrow under the provisions of an Order made by the Local Government Board, confirmed on the 7th day of August, 1884.

To authorise the Local Board to purchase the whole or any portion of the Undertaking of the Preston Tramways Company.

To increase the number of members of the Local Board.

To vary, repeal, amend, extend, or alter all or any of the provisions of the Act of 1882, the Preston Tramways Act, 1878, and the Preston Tramways Act, 1880.

To vary or extinguish all existing rights or privileges which would or might in any way prevent or interfere with the objects of the intended Act, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the works to be authorised by the intended Act, and plans 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, 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 in Preston in that county, and that 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 places in or through which the said intended works are proposed to be made, or any lands and houses proposed to be taken

are situate, and also 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; and in the case of any extra-parochial or other place, with the Parish Clerk of some parish immediately adjoining thereto, at his residence.

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 13th day of November, 1884.

W. A. and R. Ascroft, 35, Winckley-square, Preston, Solicitors.

Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Worcester Extension.

(Extension of the City and County of the City of Worcester; to Provide for the Transfer of Property and Liabilities and the Apportionment and Adjustment of Debts and Liabilities, and to Authorise Agreements between the Corporation and Authorities affected; to Dissolve the Claines Local Board; Extension of City Burial Board; to Abolish the Existing Wards of City and Provide for New Wards; Maintain or Increase Number of Aldermen and Councillors; to Provide for their Continuance in Office or Election; Extension of District of City School Board; Dissolution of St. Peter's Extra Municipal (Worcester) School Board; Creation and Issue of Stock and other Financial Provisions; to Detach Portions of the Parishes of Claines and Hallow from the Droitwich Poor Law Union and Martley Poor Law Union, and add the same to the Worcester Poor Law Union; to Borrow Money; Alteration of Day of Election of Guardians of Hop Market; Prosecution of Offences; Levy and Alteration of Rates; Amendment and Consolidation of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Citizens of the city of Worcester (hereinafter called the Corporation and the City respectively), intend to apply to Parliament in the Session 1885 for leave to bring in a Bill for the following, or some of the following, amongst other purposes (that is to say):

To alter and extend the boundary of the city and county of the city of Worcester so as to comprise, in addition to the city and county of the city of Worcester, so much of the parishes of Claines, Hallow, St. John-in-Bedwardine, St. Peter the Great, and St. Martin, all in the county of Worcester, as lie between the present municipal boundaries of the city of Worcester, and the Parliamentary boundaries of that city, as defined by the Boundary Act, 1868.

To extend all or some of the powers, rights, privileges, authorities, and duties of the Corporation, and of their officers and servants to and throughout the added area.

To extend all or some of the powers, rights, privileges, and duties of the Sheriff, Recorder, Clerk of the Peace, Coroner, Justices, and Police Constables of the city and of the Ancient Court of Pleas of the city, and of the Registrar and other officers thereof, to and throughout the added area.

To make applicable to the city as proposed to be extended all laws, charters, enactments (both public and local), bye-laws, orders, regulations and deeds now in force or operation within the existing city, with such additions, variations, and exceptions as may be provided by the intended Act, and to put an end to all bye-laws,

orders, and regulations now in force within the proposed added area.

To detach the added area from the county of Worcester, and from the districts and jurisdiction of the Guardians of the Poor of the Worcester Union acting as the Rural Sanitary Authority for the Rural Sanitary district of such Union, the Guardians of the Poor of the Martley Union acting as the Rural Sanitary Authority for the Rural Sanitary District of such Union, the Highway Board of the Upton Snodsbury Highway District, and the Highway Board of the Martley Highway District respectively, and any other authority or board exercising any jurisdiction or authority within any part of the area proposed to be added to the city, and to exempt the added area from the payment of county, county police, lunatic asylum, highway, sanitary, district, school board, local and other rates which now are or which by law might be levied in such area, and to authorise and carry into effect agreements between the Corporation and the Justices of the Peace of the county of Worcester or any sanitary authority or board with respect to the apportionment of any debt or transfer of any property, liabilities or powers to the Corporation, and generally with respect to the execution of the intended Act, and to empower the Local Government Board or other authority to settle and adjust any doubts or difficulties, and to apportion any rights, property, or liabilities arising in the execution of or transferred by the intended Act, and to authorise the Corporation to pay to the Justices of the Peace of the county of Worcester sums in respect of any loss sustained by them.

To vest in the Corporation, for the benefit of the extended city, all estates, undertakings and property now vested in or enjoyed by the Corporation for the benefit of the existing city, but subject to the debts and liabilities affecting the same.

To continue in office the present town clerk, auditors, clerks, officers and servants of the Corporation in respect of the extended city.

To provide for the deposit of plans of the extended city, and that certified copies of or extracts from such plans shall be evidence in all courts and elsewhere.

To dissolve the Local Board of the district of Claines, in the county of Worcester, and to transfer all the powers, rights, duties, liabilities and obligations of that Board to the Corporation, and to vest in the Corporation all property, real and personal, of the Board.

To provide that the Corporation, acting by the Council, shall be the Burial Board for the extended city, with all the powers, rights, and duties of a Burial Board under the Burial Acts, 1852 to 1871.

To provide for the payment of compensation by the Corporation, the School Board for the city, and the Guardians of the Poor of the Worcester Union, or other bodies or authorities affected respectively to any clerk, officer or person in respect of the loss of the whole or part of his emoluments in consequence of the passing of the intended Act.

To abolish the existing division of the city into wards, and to provide for the division of the city as extended into new wards, and to provide for the number, names and boundaries of the new wards being fixed by the Home Secretary or Local Government Board, or some Commissioner or person appointed by them respectively—to maintain or increase the existing number of aldermen and councillors, and to apportion or make provision for the apportionment of existing councillors amongst the new wards, and to make provision

for the assignment of aldermen as returning officers in respect of the new wards, and to make all other necessary and proper provision in relation to elections or continuance in office of the mayor, aldermen, and councillors of the extended city.

To extend the present School Board District of the city so as to include the area proposed to be added to the city, and to constitute the members and officers of the School Board of the existing city, the members and officers of the School Board for the extended district. To provide for the dissolution of the St. Peter's Extra Municipal (Worcester) School Board, and for the transfer of the buildings, property, debts, and liabilities of that Board to the School Board of the extended city, and to make other provision with reference to the boundaries of the districts of the city and neighbouring School Boards, and the attendance of children thereat.

To apply to the School Board for the extended city the bye-laws and regulations in force in respect of the School Board for the existing city, and to determine the bye-laws and regulations of the St. Peter's Extra Municipal (Worcester) School Board.

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 any sanction or other authority, or under the powers of the intended Act, or of any Act now or hereafter in force within the city, 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 make provision with reference to the repayment of the said existing loans, mortgages, or other securities, and the sinking funds applicable thereto, and to make other provision 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 hereafter be, authorised to raise.

To charge the said stock upon the city fund and city rate district fund and general district rate, and upon all or some of the estates, undertakings, lands, and property of the Corporation, and other the rates, rents, charges and revenues belonging to or leviable by them.

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, 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 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 authorised by the intended Act.

To empower the Corporation to enter into arrangements with the Bank of England, and any 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, 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 land or property from such charge.

To detach or sever so much of the said parishes of Claines and Hallow as are intended to be added to the city from the Droitwich Poor Law Union, and from the Martley Poor Law Union respectively, and to add the same to the Worcester Poor Law Union, and to apply to the guardians of the poor of the said Worcester Union, as proposed to be extended to the exclusion of any other Board of Guardians, all the powers, duties, rights and jurisdiction exercisable by or attaching to Boards of Guardians under acts relating to the relief of the poor, and to alter or rearrange the districts of the Superintendent Registrars and the registrars of births, deaths, and marriages of the said Droitwich Poor Law Union, the said Martley Poor Law Union, and the said Worcester Poor Law Union respectively. And to provide for the settlement and adjustment of all doubts or differences, and the apportionment of any rights, powers and liabilities that may arise in relation to the premises.

To authorise the Corporation to borrow money for any of the purposes of the intended Act, and to charge the same on the city fund, and city rate, district fund, and general district rate, and the estates, rates, revenue and other property of the Corporation, or any of such securities, and to execute mortgages in respect thereof.

To empower the Council of the city to alter the day of election of such of the guardians of the Hop Market of the city as are elected by the Corporation.

To make better provision for the prosecution of offences and recovery of penalties, and for the application of the penalties, and to make better provision for the proof of debts in bankruptcy or insolvency.

To authorise the Corporation to levy tolls, rates, rents, and charges, to increase or vary, extinguish tolls, rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, rents, and charges, and to alter the incidence of rating, and to authorise differential rating in some part or parts of the extended city.

To confer upon the Corporation 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 Municipal Corporations Act, 1882; the Public Health Act, 1875; the Burial Acts, 1852 to 1871; the Public Libraries (England) Acts, 1855 to 1884; the Local Loans Act, 1875; the Bills of Exchange Act, 1882; the Bankers' Books Evidence Act, 1879; the Inland Revenue Act, 1880; the 24th and 25th Vic., chapter 98, the Forgery Act,

1870; the Elementary Education Act, 1870; the Act 6 and 7 William IV., chapter 86, relating to the registration of births, deaths, and marriages, and any Act amending the same respectively.

To alter, repeal, or amend the following local Acts, namely, 2 and 3 Anne, chapter 8; 3 George II., chapter 23; 4 George II., chapter 25; 4 George IV., chapter 69; 7 William IV.; and 1 Vic., chapter 58; the 12 and 13 Vic., chapter 94; and any other local Act in force within the city.

And notice is hereby further given, that on or before the 29th day of November instant, a map in duplicate, showing as well the present boundaries of the city as the boundaries of the proposed extension, will be deposited for public inspection with the town clerk of the city, at his office in the Guildhall, High-street, Worcester, and with the clerk of the Local Board for the district of Claines, at his office, at No. 81, High-street, Worcester.

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 20th day of December next.

Dated this 7th day of November, 1884.

Samuel Southall, Town Clerk, Guildhall, Worcester.

Sharpe, Parkers, Pritchard, and Sharpe, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Runcorn Gas.

(Additional Capital; Application of Funds; Consolidation of Capital; Additional Lands; Construction of New and Maintenance of Old Works; Manufacture and Storage of Gas, and Residuals on Old and New Sites; Limits of Supply; Sale of Lands; Breaking up of Streets; Supply of Gas Meters, Stoves, &c.; Price of Gas and Dividends; Sliding Scale, Purity, Quality, and Pressure of Gas; Public Lighting; New Provisions respecting Regulation of Company; Rates, Rents, and Charges; Patent Rights; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing year, by the Runcorn Gas Company (hereinafter called "the Company"), for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following amongst other purposes (that is to say):—

To authorise the Company to raise, for the purposes of the Bill and the general purposes of their undertaking, additional capital by the creation and issue of new ordinary and preference shares and stock, and by borrowing and by the creation and issue of debenture stock, or by any of such methods, and to attach to any such shares, stocks, or loans any preference or priority of dividend or interest, and to apply to the purposes aforesaid any capital, funds, or money now belonging to or authorised to be raised or borrowed by the Company, and to consolidate and arrange the shares and stocks of the Company.

To authorise the Company to purchase, lease, or otherwise acquire by agreement, and to hold and use for the purposes of their undertaking, and in addition to the lands which they are empowered to purchase and hold by the Runcorn Gas Act, 1847, (hereinafter called "the Act of 1847"), the following lands (that is to say):

First.—A piece of land, containing 4 acres 19 perches or thereabouts, known as Culvert Meadow, situate in the township of Runcorn, in the parish of Runcorn, in the county of Chester,

and lying on the south side of and adjoining the Bridgewater Canal, and bounded on the north or north-west side thereof by the said canal and property belonging or reputed to belong to the Bridgewater Navigation Company, Limited; on the west side thereof by property belonging or reputed to belong to the trustees of the Duke of Bridgewater; on the south side thereof by the public highway known as the Halton-road, leading from Runcorn to Warrington; and on the east side thereof by land belonging or reputed to belong to the executors of the late William Henry Ockleston.

Secondly.—A piece of land containing 2 roods and 12 perches or thereabouts, with the building thereon, known as Highfield House, situate in the said township of Runcorn, and parish of Runcorn, and county of Chester, and lying on the north side of the said Bridgewater Canal; and bounded on the south side thereof, by the road adjoining the towing-path of the said canal, and leading from Canal-street, Runcorn, to Bate's Bridge, Halton; on the west side thereof, by land belonging or reputed to belong to the trustees of the Duke of Bridgewater; and on the north and east sides thereof by land belonging or reputed to belong to the trustees of Mrs. Eliza Ann Kirkman.

And to authorise the Company on those lands, or part or parts thereof, to erect, construct, make, and maintain, and on the lands hereinafter described as the site of the Company's existing gas works, to maintain and continue, and as regards all such lands from time to time extend, enlarge, and improve gas works, and works for the manufacture, distribution, storage, and supply of gas, and for the manufacture, conversion, utilization, storage, and distribution of materials used in and about the manufacture of gas and of residual products resulting from such manufacture, and to empower the Company on and from all such lands to manufacture, store, and supply gas, and to manufacture, convert, utilise, distribute, and store such materials and residual products as aforesaid, and to extend and make applicable to, and to enable the Company to exercise, in respect of the beforementioned lands, and of the supply of gas therefrom, all or some of the provisions of the Act of 1847 as altered, amended, or enlarged by the Bill.

The site of the Company's existing gas works consists of the pieces of land hereinafter described (that is to say):—

First.—A piece of land containing 1,785 square yards or thereabouts, situate in the said township and parish of Runcorn, in the county of Chester, on the east side of Gas-street, and bounded on the westerly side thereof by that street, on the southerly, or south-easterly side thereof by the towing path of the Bridgewater Canal, on the easterly side thereof by a street known as Stone-street, and on the northerly side thereof by land belonging or reputed to belong to the Marquis of Cholmondeley.

Secondly.—A piece of land containing 2,609 square yards or thereabouts, situate in the said township and parish of Runcorn, on the west side of Gas-street, and bounded on the north side thereof by land belonging or reputed to belong to the said Marquis of Cholmondeley, on the east side thereof by Gas-street, on the south side thereof by land belonging or reputed to belong to the Runcorn Smelting Company, and on the west side thereof in part by Sutherland-street and on the remaining parts by land belonging or reputed to belong to the trustees of the United Methodist Free Church, and by land belonging or reputed to belong to the trustees of the Duke of Bridgewater respectively.

To amend or repeal section 7 of the Act of 1847, and to alter and define the limits within which the Company may supply gas, such limits to include the town of Runcorn, otherwise called Higher and Lower Runcorn, the township of Runcorn, and the townships or hamlets of Halton, Astmore, otherwise Astmore-with-Halton, Norton, Weston, Weston Point, and Clifton, otherwise Clifton with Rocksavage, in the county of Chester, or such of them, or such parts thereof as may be specified in the Bill.

To empower the Company, from time to time, to sell, exchange, let on lease, or otherwise to dispose of any lands at the time belonging to them, which they may not require for the purposes of their undertaking.

To give power to the Company within their limits of supply to lay down, maintain, use, alter, and renew mains, pipes, and other conveniences for the distribution, supply, and disposal of gas and residual products, and to open, break up, and interfere with streets, roads, highways, bridges, railways, canals, sewers, drains, and other passages and places, and gas and water, telegraphic, telephonic, and other pipes, wires and apparatus.

To authorise the Company to manufacture, purchase, hire, sell, let, supply, and deal in, and to fix, alter, remove and refix gas meters, fittings, gas engines, stoves, ranges, pipes, and other appliances and apparatus for lighting, heating, motive power, ventilating, cooking, and other purposes for which gas may be used, and to empower the Company to supply gas for any such purposes, and to manufacture, buy, sell, and deal in coal, lime, coke, tar, ammoniacal liquor, chemicals, and other materials used in or resulting from the manufacture of gas, and to carry on any business usually carried on by a gas company.

To regulate the price to be charged by the Company for gas, and the rate of dividends which they may divide, and, if thought fit, to provide for the variation of the rate of dividends according to the price charged for gas, and to make provision for the maintenance and formation of insurance and reserve funds to meet deficiencies in dividends, and accidents, strikes or other extraordinary claims and circumstances.

To make provision with respect to the purity, quality, and pressure of gas to be supplied by the Company, and the testing of gas and meters, the supply of gas and lamps for public lighting, and the erection, cleaning, lighting, extinguishing and repairing of such lamps.

To amend or repeal the provisions of the Act of 1847, with respect to the time of ordinary meetings, the scale of voting by shareholders, the number and quorum of directors, the number of directors to constitute, and the quorum of committees, the holding of proxies, the remuneration of directors, and such other matters relating to the regulation and management of the Company, as may be dealt with in the Bill; and to make other and further provisions in respect thereto, and to alter and fix the period of the year up to which the annual accounts of the Company shall be made up.

To vary and extinguish any rights and privileges connected with any lands, streets, roads, highways, canals, sewers, drains, pipes, wires, and other apparatus and property to be acquired or interfered with by the Company, and any other rights and privileges which would interfere with the objects and purposes of the Bill, and to confer all such rights and privileges as may be necessary or convenient for effecting such objects and purposes.

To authorise the Company to demand, levy, and recover rates, rents, and charges for the supply

of gas and other matters and things supplied, and services rendered by them, and to alter rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges, and to provide for the allowance of discounts.

To authorise the Company to purchase, hold, and use patent rights or licences for the use of inventions, relative to the manufacture and supply of gas, meters, fittings, apparatus, engines, stoves, ranges, pipes, and other apparatus and appliances.

To incorporate with and apply to the Bill (so far as may be applicable, and except so far as expressly varied thereby), all or some of the 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 Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act, 1871," with such variations or modifications as may be thought expedient, or may be provided for by the Bill, and to make all or some of the provisions of the last mentioned Act apply to the existing undertaking of the Company, and to amend, alter, or repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of the Act of 1847, and any other Acts relating to the Company, the Runcorn Improvement Act, 1852, and any other Act relating to the Runcorn Improvement Commissioners, and any other Act affected by the Bill.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 14th day of November, 1884.

Robert Davies, Sharp, and Kirkconnel,
Market-place, Warrington, Solicitors for
the Bill;

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

In Parliament.—Session 1885.

Wrexham and Ellesmere Railway.

(Incorporation of Company; Construction of Railway from the Wrexham, Mold, and Connah's Quay Railway at Wrexham to join the Cambrian Railways at Ellesmere; Tolls; Consequential Powers as to Compulsory Purchase of Land; Alteration of Levels and Works of Road leading from Overton to Penley; Stopping up of Well-street, Wrexham; Working and other Arrangements with the Wrexham, Mold, and Connah's Quay Railway Company and the Cambrian Railways Company; Running Powers over Portion of Cambrian Railways and Use of Stations; Agreements with the Wrexham, Mold, and Connah's Quay Railway Company, as to construction of Joint Station at Wrexham, and Application of Capital by that Company; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1885 for an Act to effect the following, or some of the following, purposes (that is to say):—

To incorporate a Company (in this Notice referred to as "the Company"), and to enable the Company to make and maintain the railway and other works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all necessary works, approaches, stations, and conveniences connected therewith respectively (that is to say);—

A railway commencing in the parish of Wrexham in the county of Denbigh by a junc-

tion with the Railway No. 1, authorised by the Wrexham, Mold, and Connah's Quay Railway Act, 1882, at or near a point six chains or thereabouts measured on the plans deposited in respect of that Act, along the centre line of that railway in a westerly direction from the commencement thereof, and thence passing from, in, through, or into the several parishes, townships, and other places following or some of them (that is to say):—Esclusham Below, Wrexham Regis, Wrexham Abbot, Wrexham, Abenbury Fawr, Bangor, Marchwiell, Royton, Bangor-Isycoed, Gresford, Pickhill, Sutton, Ridley, Erthig, Sontley, Sesswick, in the county of Denbigh, Abenbury Fechan, Wrexham, Bronnington, Bangor-Isycoed, Haumer, Halghton, Bangor, Threapwood, Penley, Worthenbury, Willington, Ellesmere, Lightwood Green, Knolton, Overton, Overton Foreign, Overton Villa, Tybroughton, in the county of Flint, Trench, Elson, Greenhill, Cricket, Dudleston Heath, Ellesmere, in the county of Salop, and terminating in the parish of Ellesmere, in the county of Salop, by a junction with the railway of the Cambrian Railways Company at a point $6\frac{1}{2}$ chains or thereabouts, measured in a westerly direction along that railway from the bridge carrying the turnpike-road leading from Ellesmere to St. Martin's over that railway.

An alteration of the levels and works of so much of the road leading from Overton to Penley as lies between a point on that road 8 chains and 40 links or thereabouts, measured in an easterly direction along that road from the centre of the bridge on that road, called Caunister Bridge, to a point on that road 5 chains 40 links or thereabouts, measured in a westerly direction along that road from the centre of Caunister Bridge. The intended alteration of levels and works will be wholly situate in the township of Overton Foreign, in the parish of Overton, in the county of Flint.

To empower the Company to stop up and discontinue as a public street or highway a certain street in the town and borough of Wrexham, called Well-street.

To authorise the levying of tolls, rates, dues, and other charges for and in respect of the use of the intended railway and works; to alter and vary authorised tolls, rates, and duties, and to confer exemptions from the payment of tolls, rates, and duties; and to confer, vary, alter, or extinguish other rights and privileges.

To deviate laterally and vertically in the construction of the said intended works to such extent as may be defined on the plans and sections to be deposited as hereinafter mentioned, or as may be specified in the intended Act.

To cross, alter, stop up or divert, temporarily or permanently, or otherwise interfere with any roads, highways, ways, streets, railways, tramways, sewers, drains, navigations, rivers, canals, streams, watercourses, channels, conduits, cuts, pipes, embankments, telegraph and telegraphic apparatus, gas, water and other pipes, and other works of every description which it may be necessary or proper to cross, alter, stop up, divert or interfere with in the construction of the said railway and works, and to vary or extinguish all rights or privileges connected with lands and houses, roads, streets, railways, sewers or drains which would interfere with or prevent the construction or use of the said intended railway and works.

To empower the Company to purchase, by compulsion or agreement, lands and buildings in the several parishes, townships, and places aforesaid for the purposes of the intended railway and works, and to alter, vary, or extinguish all existing rights and privileges connected with

such lands and buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, or any or either of them, and to confer other rights and privileges.

To authorise the Company, the Wrexham, Mold, and Connah's Quay Railway Company, and the Cambrian Railways Company (in this Notice referred to as "the contracting Companies") from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the working, use, maintenance, construction, and management of the intended railway and works, or any part or parts thereof, 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, collection, accommodation, conveyance, transmission, and delivery of traffic upon, coming from, or destined for the respective undertakings of the Company and the contracting Companies or any of them, and the fixing, collection, payment, division, appropriation, apportionment, and distribution of the revenue arising from such traffic, or other the profits of the respective undertakings of the Company and the contracting Companies, the payment of any fixed or contingent rent, and the appointment of joint committees for carrying into effect every or any such agreements as aforesaid, and to confirm and give effect to any agreements which have been or may be made touching any of the matters aforesaid.

To empower the Company or any other Company or Companies lawfully working or using the railway of the Company to run over, work and use with their engines and carriages for the purposes of traffic of every description, and with their clerks officers and servants whether in charge of engines or trains or for any other purpose whatsoever, so much of the railway of the Cambrian Railways Company as is situate between the point of junction of the proposed railway with that Company's Railway and the termination of the Cambrian Railways at Whitchurch, together with the use of the Ellesmere and other stations, and all roads, junctions, sidings, platforms, watering-places, booking offices, engine sheds, standing room for engines, tramways, buildings, water-courses, approaches, telegraphs, signals, points, machinery, works, and conveniences on or connected with the portion of railway so run over, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may be agreed upon, or as may be settled by arbitration or prescribed by the Bill.

To authorise the Company and the Wrexham, Mold, and Connah's Quay Railway Company to enter into and carry into effect agreements for the formation, erection, maintenance, management and use on all or any part of the lands in the parish of Wrexham to be acquired under the powers of the Bill, and on lands belonging to the Wrexham, Mold, and Connah's Quay Railway Company, or which they are authorised to acquire in that parish or on some of those lands of a joint station for the accommodation of the traffic of the said Companies and for the allocation and appropriation to and the separate and independent ownership and use respectively of any part or parts of the station and the works and conveniences connected therewith, and to regulate and provide for the tolls, charges, rents, and sums of money whether annual or in gross to be paid by one to the other of them.

To empower the Wrexham, Mold, and Connah's Quay Railway Company to apply for the purposes of the said intended Act or any of those purposes in which that Company may be interested, any of the separate capital or funds belonging to that Company.

To vary or extinguish, exclude or modify all rights, powers, privileges and jurisdictions inconsistent with the objects of the intended Act, and to confer other rights and privileges.

And the intended Act will incorporate with itself the provisions or some of the provisions of the following Acts, or some or one of them, namely, "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," and will alter, extend, amend, or repeal, so far as may be necessary for the purposes of the intended Act, all or some of the provisions of the Acts of Parliament (local and personal) following, namely:—25 and 26 Vic., cap. 221; 27 and 28 Vic., cap. 234; 28 and 29 Vict., caps. 176 and 261; 29 Vic., cap. 38; 29 and 30 Vic., caps. 270, 358, and 359; 30 and 31 Vic., cap. 200; 32 and 33 Vic., cap. 153; 36 and 37 Vic., cap. 232; 45 and 46 Vic., cap. 232; 46 and 47 Vic., caps. 65 and 108; and all other Acts relating to or in any way affecting the Wrexham, Mold, and Connah's Quay Railway Company; 16 and 17 Vic., cap. 143; 27 and 28 Vic., cap. 262, and any other Acts or Act relating to or affecting the Cambrian Railways Company.

Duplicate plans and sections describing the lines, situations, and levels of the intended railway, and other works to be authorised by the intended Act, and the lands, houses, and other property in or through which they will be made and maintained, or which will or may be taken under the powers of the Bill, with books of reference to the said plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and other property, an ordnance or published map, with the lines of the intended railway delineated thereon, and a copy of this Notice as published in the London Gazette, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin; with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury; and with the Clerk of the Peace for the county of Flint, at his office at Mold; and on or before the same day a copy of so much of the said plans and sections and books of reference as relates to each parish in or through which the railway and other works are to be made or maintained, or in which any lands, houses, or other property which will or may be taken under the powers of the Bill are situate, and 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 clerk of some parish immediately adjoining such extra-parochial place 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 20th day of December next.—Dated this 10th day of November, 1884.

Evan Morris, Wrexham, Solicitor for the Bill;

Wyatt, Hoskins, and Hooker, 28, Parliament Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

North British Railway.

(New Railways in Counties of Edinburgh, Fife, Lanark, Berwick, Forfar, &c.; Acquisition of Station Land at Alloa, and Construction of Works in connection therewith; Confirmation of Agreement in connection with Railway in Berwick; Compulsory Purchase of Lands for New Works, Station, and other purposes; Extension of Time for Compulsory Purchase of Land and Completion of Works authorised by Company's Acts passed in 1881 and 1882, and the Anstruther and St. Andrew Railway Act, 1880; Improvement of Company's Hotel and General Offices at Edinburgh, and Acquisition or Extinction of Rights, &c., in connection therewith; Amendment of Provision for Removal of Débris of the Tay Bridge; New Capital for Perth Station and other purposes; Provisions in reference to Glasgow City Union and Forth Bridge Railway Companies, and Loans to Borrowstounness Harbour Commissioners; Consolidation of Lien Stocks, and other financial matters; Amalgamation with Company of Edinburgh Suburban and South Side Junction and Kelvin Valley Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the North British Railway Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—To authorise the Company to make and maintain with all proper stations, approaches, works, and conveniences connected therewith respectively the following railways and works, or some of them, that is to say:

1. A railway 410 yards or thereby in length (hereinafter called Railway No. 1), to be situated in the parish of Greenside and Royal Burgh of Edinburgh, in the county of the city of Edinburgh, and in the parish of South Leith, in the county of Edinburgh, commencing by a junction with the Company's Edinburgh, Leith, and Granton branch, at a point thereon 74 yards or thereabouts, measuring northwards along the said branch from the centre of the bridge, carrying the London-road over the same, and terminating by a junction with the Company's Railway from Baster-road Junction to Piershill Junction, at a point 317 yards or thereabouts, measuring north-westwards along the said railway from the centre of the bridge, carrying the road leading from the London-road near Abbeyhill Station to Restalrig-road over the said railway.
2. A railway 400 yards or thereby in length, in the county of Fife (hereinafter called Railway No. 2), wholly situated in the parish of Markinch, commencing by a junction with the Company's Railway known as the Thornton Loop, at a point 163 yards or thereabouts, measured eastwards along the said Thornton Loop, from the junction thereof with the Thornton and Dunfermline Branch Railway, and terminating by a junction with the Company's Edinburgh, Perth, and Dundee Railway, at a point 140 yards or thereabouts, measured southwards from the southern end of the new station buildings in course of erection at Thornton.
3. A railway 1,180 yards or thereby in length, in the county of Lanark (hereinafter called Railway No. 3), wholly situated

in the burgh of Partick and in the parish of Govan, commencing by a junction with the Company's Stobcross Branch Railway, at a point 310 yards or thereabouts, measured southwards along the said Branch Railway from the centre of the first bridge under the said Branch Railway, to the north of Partick Passenger and Goods Stations on the said Branch Railway and terminating at or near the western boundary fence of the street or road called or known as Hyndland drive or road at a point 120 yards or thereabouts, measured northwards from the north-east corner of Hyndland *quoad sacra* Established Church.

4. A railway 1,550 yards or thereby in length, in the county of Lanark (hereinafter called Railway No. 4), to be wholly situate in the parishes of Springburn, in the Royal Burgh of Glasgow, and Maryhill, or one of them, commencing by a junction with the Company's Edinburgh and Glasgow Railway, at or near to the point where the Sighthill Branch Railway of the Company forms a junction with the said Edinburgh and Glasgow Railway, and terminating by a junction with the City of Glasgow Union Railway, at a point on that railway 90 yards or thereabouts, measured north-westwards along the said railway from the south end of the booking-office of the Barnhill station, on the said City of Glasgow Union Railway.
5. A railway 790 yards or thereby in length, in the county of Lanark (hereinafter called Railway No. 5), being a deviation of the Sighthill Branch Railway of the Company, and to be wholly situate in the parish of Springburn and Royal Burgh of Glasgow, commencing by a junction with the said Branch Railway, and also by a junction with Railway No. 4, at a point on the said branch railway 63 yards or thereabouts, measuring southwards along the said branch railway from its point of junction with the Company's Edinburgh and Glasgow Railway, and terminating by a junction with the said branch railway, at a point thereon at or near to the line of the north face of the bridge, carrying the road or street known as Springburn-road over the said branch railway.
6. A railway 1,390 yards or thereby in length (hereinafter called Railway No. 6) (being a deviation of the Company's Railway), wholly situate in the parish of Berwick-upon-Tweed, in the county of the Borough and Town of Berwick-upon-Tweed, commencing by a junction with the Company's Railway at a point thereon 635 yards or thereabouts, measured north-westward along the said railway from the centre of the bridge carrying the road over the said railway at Marshall Meadows, and terminating by a junction with the Company's Railway at a point thereon 715 yards or thereabouts, measured south-eastward along the said railway from the centre of the said bridge at Marshall Meadows.
7. A railway 1,010 yards or thereby in length, in the county of Forfar (hereinafter called Railway No. 7), commencing in the parish of Montrose by a junction with a siding in the goods station-yard of the Company at Montrose, at a point 6 yards or thereabouts, measured south-eastward from and at right angles to the centre line of the Arbroath and Montrose Railway

of the Company, from a point in the said centre line 463 yards or thereabouts, measured southwards along the said railway from the footbridge over the said railway at Montrose Station, and terminating by a junction with the rails or siding belonging to the Trustees of the Harbour of Montrose, and the Caledonian Railway Company or one of them, which is laid parallel and close to the south west-wall of the wet dock at Montrose, and at the north-west end of the said rails or siding. Railway No. 7 will pass from, through, or into, or be situate in the Royal Burgh of Montrose, and parish of Montrose, and in the parish of Dun or Montrose.

8. A railway 46 yards or thereby in length, in the county of Forfar (hereinafter called Railway No. 8), to be wholly situate in the Royal Burgh and parish of Montrose, commencing by a junction with Railway No. 7, at a point 6 yards or thereabouts, measured south-westward from and at right angles to a line obtained by producing north-westward the line of the south-west dock wall of the wet dock at Montrose, and at a point on that line 39 yards or thereabouts, measured north-westward along the above-mentioned produced line from the south-west corner of the said wet dock, and terminating by a junction with the rails or siding belonging to the Trustees of the Harbour of Montrose, and the Caledonian Railway Company or one of them, at a point on the said rails or siding 8 yards or thereabouts, measured north-westward from the north-western wall of the said wet dock, and at right angles to it from a point on that wall 26 yards or thereabouts, measured north-eastward from the south-west corner of the said wet dock.

9. A railway 170 yards or thereby in length in the county of Forfar (hereinafter called Railway No. 9), to be wholly situate in the Royal Burgh and parish of Montrose, commencing by a junction with Railway No. 7 at a point thereon 4 yards or thereabouts, measured northward from and at right angles to the face of the west quay wall, at a point on that wall 88 yards or thereabouts, measured westwards along the said quay wall from the point where the western side of the pier, between the west quay and Lazy Hole joins the said west quay wall, and terminating by a junction with Railway No. 7, at a point on the face of the east quay wall 33 yards or thereabouts, measured south-eastwards along the face of the east quay wall from the north-east corner of the quay wall bounding the Lazy Hole.

A footpath 40 yards or thereabouts in length and 8 feet in width, wholly in the parish of Alloa, in the county of Clackmannan, commencing at or near the east end of North Castle-street, in the town of Alloa, and forming a continuation of the footpath on the northern side of that street and terminating by a junction with the public road immediately to the east thereof, leading from Bedford-place to the Harbour of Alloa.

To abandon and discontinue as a railway so much of the Edinburgh and Berwick Railway of the Company as is situate between a point thereon 635 yards or thereabouts, measured north-westward along the said railway from the

No. 25416.

centre of the bridge, carrying the road over the said railway at Marshall Meadows, and terminating by a junction with the Company's Railway at a point thereon 715 yards or thereabouts, measured south-eastward along the said railway from the centre of the said bridge at Marshall Meadows, which said portion of railway will be rendered unnecessary by reason of the construction of Railway No. 6, and to authorise the Company to sell, convey, and to dispose of all or any of the lands upon which the portion of railway to be abandoned is situate, and to confirm an agreement dated the 22nd day of August, 1884, between John Alexander Swanston, of Marshall Meadows, in the county of the borough and town of Berwick-upon-Tweed, and of No. 1, Laurence Pountney-hill, in the city of London, and Christian Swanston, of Marshall Meadows aforesaid, Widow, of the one part, and the North British Railway Company of the other part, with respect to the purchase of land for the purposes of the said intended Railway No. 6, and the improvement of part of the Company's main line of railway near Berwick-upon-Tweed, and any alterations of the said agreement, or any other agreements that may be entered into between the said parties, or any of them, prior to the passing of the intended Act.

Also to authorise the Trustees of the Harbour of Montrose and the Magistrates and Town Council of Montrose as such and as Police and Improvement Commissioners of the burgh or one of them, and the Company to make and carry into effect agreements with respect to the construction, maintenance, and use of Railways No. 7, No. 8, and No. 9, or any of them, and all or any works in connection therewith respectively, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

Also to authorise the Company to acquire, by compulsion or agreement, lands and buildings in the several parishes, royal burghs, and counties aforesaid, for the purposes of the said intended railways and works, and the following lands, or some of them, or some part or parts thereof respectively, for station and other purposes (that is to say):

Certain lands in the parish of Alloa, in the county of Clackmannan, lying partly on the north and partly on the south sides of the Company's Alloa Dock Branch Railway, between the point where that railway joins the Old Harbour Railway on the east side of Glasshouse Loan, thence westwards to a point thereon 58 yards or thereabouts north of the north-east corner of Castle-street.

Certain land in the parish of St. Cuthberts, in the county of Edinburgh and Royal Burgh of Edinburgh, extending to 120 square yards or thereabouts, situate immediately to the west of the line of junction of Relugas-road with Findhorn-place, adjoining the north-east corner of the Goods Dépôt between Blackford Hill and Newington passenger stations of the Edinburgh Suburban and Southside Junction Railway Company.

Certain lands in the parish of Glencorse, in the county of Edinburgh, on each side of and contiguous to the Company's Edinburgh, Loanhead, and Roslin Railway, between the point where the said railway passes under the public road from Edinburgh to Auchendinny, and the point where the said railway

passes under the public road from Edinburgh to Penicuik.

Certain lands in the parish of Liberton and county of Edinburgh, on each side of and contiguous to the Company's St. Leonard's Branch Railway, situate between the public road leading from Niddrie Mill to Portobello, and the occupation road which is carried over the said St. Leonard's Branch Railway, at a distance of 620 yards or thereabouts, eastward of the said public road, said lands, so far as situate on the south side of said branch railway, being 110 yards or thereby in width at the east side of said public road, and 133 yards or thereabouts in width on the west side of the said occupation road, and the lands, so far as situate on the north side of the said St. Leonard's Branch Railway, being bounded on the north by the Niddrie Burn, along which they extend 113 yards or thereabouts, eastward from the east wall of the bridge carrying the aforesaid public road over the said burn, thence by an imaginary line drawn in a south-easterly direction to a point on the west side of the occupation road before mentioned, 166 yards or thereabouts north of the centre of the bridge carrying the said occupation road over the said branch railway, thence south to a point 57 yards or thereabouts northwards of the centre of the said bridge over the said branch railway, and thence westward to a point at or near the eastern wing wall of the bridge carrying the said branch railway over the said public road from Niddrie Mill to Portobello, thence north along the east side of said public road to Niddrie Burn aforesaid.

Certain lands in the parish of Maryhill, in the county of Lanark, lying to the north and west of the point of termination of the line of railway authorised by "The North British Railway No. 2 (Station Enlargement and Railways) Act, 1877," and therein called Railway No. 4, and at a distance of about 170 yards therefrom, as measured along the road which passes by and from the said termination to the said land.

Certain lands in the parish of Dalgetty, in the county of Fife, lying to the southward of the turnpike-road from Inverkeithing to Burntisland, and immediately to the westward of the Fordel Colliery Railway, and extending along said railway southwards for a distance of 1000 yards, or thereabouts.

Certain lands in the parish of Burntisland, and Royal Burgh of Burntisland in the county of Fife, to the north-east of and adjoining the Burntisland Dock, now occupied and used by the Company as a goods and mineral depôt, and to authorise the Company to sell to the Provost, Magistrates, and Council of the Burgh of Burntisland a piece of land at the Lamerlaws, in the said parish and Royal Burgh of Burntisland, with the public slaughterhouse thereon, and a small piece of additional ground to the west and north of the said slaughterhouse, and to confirm any agreement already made or to be made regarding the same.

And it is proposed to authorise the Company to deviate laterally and vertically to any extent that may be authorised by the intended Act, and to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, footways,

rivers, streams, waters, watercourses, sewers, drains, pipes, telegraph and other posts, wires, and apparatus, and works of any description, which it may be convenient to stop up, alter, or divert for any of the purposes of the intended Act, and to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or charges.

And it is proposed to extend the time limited by "The North British Railway Act, 1882," for the purchase of land and construction of works by that Act authorised, so far as relates to the railways therein described as Railway No. 3 and Railway No. 4, and the widening of the Company's Kinross-shire and Fife and Kinross Railways. Also to extend the time limited by the said Act for completion of works thereby authorised, so far as relates to the railways in the said Act described as Railway No. 1 and Railway No. 2, and the time for completion of the works of that part of the railway authorised by "The Forth Bridge Railway Act, 1873," and in that Act described as Railway No. 2, so far as not abandoned, the powers for making which were transferred to the Company by the said North British Railway Act, 1882, and described in said Act as the Bridge Railway No. 2. And also to extend the time limited by "The North British Railway (New Tay Viaduct) Act, 1881," for the construction of the railways and works by that Act authorised and to repeal or amend Section 21 of that Act so far as relates to the ruins or débris of the old bridge and obstructions to navigation and to make other provision in lieu thereof.

Also to extend the time limited by "The Anstruther and St. Andrew's Railway Act, 1880," for the completion of the railway and works by that Act authorised, and so far as may be necessary to amend or extend the provisions of that Act or any of them.

And it is proposed to authorise the Company on lands belonging to them at and adjoining their Waverley Station and Princes-street, Edinburgh, to alter, remodel, and improve their hotel situate in Princes-street aforesaid, and known as the North British Station Hotel, also the general offices of the Company lying immediately to the south of the same and at said station, and to furnish said Hotel and offices with all proper conveniences, and for the purpose aforesaid to acquire by compulsion or agreement or otherwise to vary or extinguish all or any rights, easements, servitudes, and pertinents relating to or affecting the said Hotel or general offices, or the land whereon the same is built or the lands, buildings, and premises adjoining.

And it is proposed by the intended Act to repeal the provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845," so far as the same relate to a quorum at general meetings of the City of Glasgow Union Railway Company, and to make other provision in lieu thereof.

Also to authorise the Company to apply to the purposes of the intended Act any of their existing or authorised funds, and to raise more money by the creation of ordinary guaranteed lien or preference shares or stock, or by mortgage or cash credit, or by such other ways and means as may be prescribed by the intended Act for the purposes of the said Act, and for the payment of the Company's contribution or share of the cost of the extension and improvement of the joint station at Perth, authorised by "The Perth General Station Act, 1884."

Also to repeal, alter, or amend the provisions of Section 43 of "The North British Railway (Amalgamations, &c.) Act, 1880," authorising the Company to advance the sum of £100,000 on loan to the Forth Bridge Railway Company, and to enable the Company to apply the said sum, so authorised, to be raised to the purposes of their own undertaking.

Also to make further provision with respect to the raising of money for loans authorised by Parliament to be made to the Borrowstounness Harbour Commissioners by the Company and to the security to be given for such money or loans upon or affecting the respective undertakings of the Commissioners and the Company or one of them.

Also to authorise and provide that all moneys belonging to the North British Railway Super-annuation Fund Association, established in accordance with the provisions of "The North British Railway Act, 1875," deposited with the Company, shall form a charge upon the general undertaking of the Company.

To authorise and provide that the report of the directors and statement of accounts appended thereto, duly prepared in terms of "The Regulation of Railways Act, 1868," particularly with regard to the part or table showing the appropriation of balance available for dividend, shall be a sufficient declaration, without further resolution of the shareholders, to meet the requirements of "The Companies Clauses Consolidation (Scotland) Act, 1845," with respect to the declaration of dividends.

And it is proposed to authorise and provide for the consolidation of the Bothwell Lien Shares or Stock, the Montrose Lien Stock, the Port Carlisle Lien Stock, the North British Silloth Lien Stock, and the North British Stobcross Lien Stock, or some of them into one or more class or classes of lien guaranteed or preference stock or into consolidated lien stock of the Company and to make such alterations in the preferences and priorities of all or certain of the existing classes of guaranteed preference, debenture and ordinary stocks of the Company as may be necessary or convenient for effecting any such consolidation, and to authorise the Company to create any new guaranteed lien preference debenture or ordinary stock which may be requisite for carrying into effect the above mentioned or any of the purposes of the intended Act.

And it is proposed to authorise and provide for the amalgamation with the Company of the Edinburgh Suburban and Southside Junction Railway Company and the Kelvin Valley Railway Company, or one of them, and to transfer to and vest in, or authorise and provide for the transfer to and vesting in the Company of both or one of the undertakings, railways, lands, tenements, hereditaments, heritages, real and personal or moveable estates and effects, mortgage, and other debts and liabilities, powers, rights, authorities, and privileges of the said other Companies respectively, or one of them, by amalgamation or by sale, and purchase upon such terms and conditions as may have been or may be agreed upon between the Company and the said other Companies respectively, or as may be set forth or provided for in the intended Act.

And it is proposed to make or provide for such alterations, increase, reductions, or modifications in the share capital, and borrowing powers; and of the several classes of shares and stock in the capital of the said Companies respectively, and to consolidate both or either with the other stocks above mentioned, or

with the consolidated lien stock of the Company, and the amounts and rates of dividend or interest thereon respectively, and the priorities, preferences, powers, rights and privileges attaching thereto respectively, and to attach such new liens, priorities, preferences, powers, rights, and privileges thereto respectively, as may be necessary or proper for giving effect to the said agreements, or otherwise carrying the provisions of the intended Act into effect.

Also to vary or extinguish all existing rights and privileges which might in any way interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

Also to repeal, alter, or amend all or some of the provisions of the several Acts of Parliament following, or some of them (that is to say):

"The North British, Edinburgh, Perth, and Dundee and West of Fife Railways Amalgamation Act, 1862," and the several other Acts following relating to the North British Railway Company, and to the undertakings belonging to, amalgamated with, or held on lease by, or vested in, or worked or authorised to be worked by that Company (that is to say):—Acts passed in the sessions of Parliament held respectively in the 49th, 54th, 57th, and the 59th years of the reign of King George III.; the 2nd, 4th, 5th, 7th, 10th, and 11th years of the reign of King George IV.; the 1st, 3rd, 4th, 4th and 5th, 5th and 6th, 6th and 7th, and the 7th years of the reign of King William IV.; the 2nd and 3rd, 4th and 5th, 6th and 7th, 7th and 8th, the 9th, 9th and 10th, the 10th and 11th, 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, and every consecutive session down to and inclusive of the session held in the 46th and 47th years of her present Majesty, and all or any Acts recited in any of the before-mentioned Acts, or relating to or affecting the Company or their undertaking, or any branch or part thereof.

The City of Glasgow Union Railways Acts, 1864, 1865, 1867, 1869, 1871, 1872, 1873, 1874, 1876, and 1881, and any other Act or Acts relating to the City of Glasgow Union Railway Company.

The Forth Bridge Railway Acts, 1873, 1876, 1878, 1879 and 1882, and any other Act or Acts relating to the Forth Bridge Railway Company.

The Edinburgh Suburban and Southside Junction Railway Acts, 1880 and 1882, and any other Act or Acts relating to the Edinburgh Suburban and Southside Junction Railway Company.

The Kelvin Valley Railway Acts, 1873 and 1877, and any other Act or Acts relating to the Kelvin Valley Railway Company.

The Borrowstounness Town and Harbour Act, 1875; the Borrowstounness Town and Harbour (Amendment) Act, 1878, and the Borrowstounness Harbour Act, 1883.

7 Wm. 4 and 1 Vict., cap. 99, 13 and 14 Vict., cap. 43; the Montrose Harbour Act, 1866; and the Montrose Harbour Order, 1878, confirmed by the Pier and Harbour Orders Confirmation Act, 1878 (No. 2); and any other Act or Acts relating to the Trustees of the Harbour of Montrose.

The Caledonian Railway Act, 1845, and any other Act or Acts relating to the Caledonian Railway Company.

A plan and section in duplicate of the intended

railways and works, a plan in duplicate of all lands which may be taken under the compulsory powers to be conferred by the intended Act, a book of reference to each such plan, and in the case of railways a published map showing their general course and direction, will be deposited as follows: that is to say, so far as relates to the county of Edinburgh, with the principal Sheriff Clerk of said county, and so far as relates to the county of the city of Edinburgh, with the Town Clerk of said city, at their respective offices in Edinburgh; so far as relates to the county of Fife, with the principal Sheriff Clerk for that county, at his offices in Cupar, Dunfermline, and Kirkcaldy respectively; so far as relates to the county of Lanark, with the principal Sheriff Clerk for that county, at his offices in Glasgow, Lanark, Hamilton, and Airdrie respectively; so far as relates to the county of the borough and town of Berwick-upon-Tweed, with the Clerk of the Peace for that county, and with the Town Clerk of Berwick-upon-Tweed, at their respective offices in Berwick-upon-Tweed; so far as relates to the county of Forfar, with the principal Sheriff Clerk for that county, at his offices in Forfar and Dundee respectively; and so far as relates to the county of Clackmannan, with the principal Sheriff Clerk for that county, at his office in Alloa. A copy of so much of any such plan, section, and book of reference as relates to any parish or royal burgh will be deposited as follows (that is to say): in the case of the parish of Berwick-upon-Tweed with the parish clerk of such parish, at his residence; and in the case of every other parish, with the Session Clerk of such parish, at his residence; in the case of the Royal Burgh of Edinburgh, with the Town Clerk of such Royal Burgh, at his office in Edinburgh; in the case of the Royal Burgh of Glasgow, with the Town Clerk of such Royal Burgh, at his office in Glasgow; and in the case of the Royal Burgh of Montrose, with the Town Clerk of such Royal Burgh, at his office in Montrose; and in the case of the Royal Burgh of Burntisland, with the Town Clerk of such Royal Burgh, at his office in Burntisland.

Each such deposit will be made before the 30th day of November instant, 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 before the 21st day of December, 1884.

Dated this 11th day of November, 1884.

Wm. White-Millar, 8, George-street, Edinburgh, Solicitor for the Bill.

Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Wirral Railway.

(New Railways in the Counties of Chester and Flint; Compulsory purchase of Lands; Tolls, Rates, and Charges; Additional Capital; Working and Traffic Agreements, Amendment of Acts, &c.)

NOTICE is hereby given, that the Wirral Railway Company (hereinafter called "the Company") intend to apply to Parliament in session 1885 for an Act to enable the Company to exercise the powers and effect the objects following, namely:—

To make and maintain the railways hereinafter described, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

1. A railway (No. 1) commencing in the

parish of Bidston and township of Bidston, in the county of Chester, by a junction with the railway authorised by the Wirral Railway Act, 1884, at the commencement thereof—namely, the northern boundary fence of the public road from Birkenhead to Moreton, and distant 4 chains or thereabouts, measured in an easterly direction from the bench mark on the gate-post leading from the said road into the field numbered 117 on the 25-inch ordnance map, thence passing from, in, through, or into the parishes, townships, or places of Bidston, Woodchurch, and Noctorum, and terminating in the township of Noctorum and parish of Woodchurch at a point in the field numbered 40 on the 25-inch ordnance map, such point being distant 320 yards from the northern corner of the said field measured in a southerly direction, and distant 110 yards measured in a south-easterly direction from the north-eastern corner of field numbered 39 on the said map.

2. Railway (No. 2) commencing in the parish of Woodchurch and township of Noctorum, in the county of Chester, by a junction with the intended Railway No. 1 at the termination thereof before described, thence passing from, in, through, or into the townships, parishes, and places of Noctorum, Oxton, Prenton, Storeton, Barnston, Brimstage, Thornton, Hough, Leighton, Great Neston, Woodchurch, Bebington, Bromborough, and Neston, all in the county of Chester, and terminating in the said parish of Neston at a point on the fence forming the southern boundary of the field numbered 296 on the 25-inch ordnance map, such point being distant 60 yards or thereabouts measured in an easterly direction along the line of the said fence from the south-westerly corner of the said field.

3. A Railway (No. 3) wholly in the said parish of Neston and township of Great Neston, commencing by a junction with the intended Railway No. 2 at the termination thereof before described, and terminating at a point on the fence forming the eastern boundary of the field numbered 492 on the said 25-inch ordnance map, such point being distant four yards or thereabouts measured in a northerly direction along the said fence from the south-easterly corner of the said field.

4. A Railway (No. 4) commencing in the said parish of Neston and township of Great Neston by a junction with the intended Railway No. 3 at the termination thereof before described, thence passing from, in, through, or into the townships, parishes, and places of Great Neston, Little Neston, Ness, Burton, and Neston, in the county of Chester, and Kelsterton, Golftyn, Wepre, Sealand, Northop, and Hawarden, in the county of Flint, and terminating in the township of Sealand, in the parish of Hawarden, at the foot of the north-easterly slope of the embankment on the north-east side of the River Dee, by a junction with the Railway No. 1 authorised by the Manchester Sheffield and Lincolnshire (Chester to Connah's Quay) Railway Act, 1884, at a point distant 4 chains and 15 links or thereabouts measured in a north-westerly direction along the said embankment from the north side of the culvert passing from the field numbered 37 on the said 25-inch ordnance map through the said embankment.

5. A Railway (No. 5) commencing in the parish of Northop and township of Wepre, in the county of Flint, by a junction with the intended Railway No. 4 at a point in the estuary of the River Dee, distant about 83 chains, measured in a northerly direction, from the

magazine near the channel of the River Dee, nearly opposite the mouth of the Wepre Gutter, and 24 chains or thereabouts to the north-west of the boundary line of the parishes of Northop and Hawarden shown on the 6-inch ordnance map, thence passing from, in, through, or into the townships, parishes, and places of Northop, Hawarden, Wepre, and Sealand, in the county of Flint, and terminating in the said township of Sealand by a junction with the Railway No. 1 authorised by the Manchester Sheffield and Lincolnshire (Chester to Connah's Quay) Railway Act, 1884, at a point distant 105 yards measured along the centre line of the said Railway, as shown on the deposited plans thereof, in a westerly direction from the intersection thereof with the north-western boundary of the road leading from Eastham to Queen's Ferry, and distant 11 chains measured in a northerly direction from the milestone on the said road indicating 1 mile from Queen's Ferry.

6. A Railway (No. 6) wholly situate in the said parish of Woodchurch, in the county of Chester, commencing by a junction with Railway No. 3, authorised by the Wirral Railway Certificate, 1883, in the township of Oxton, at a point in the field numbered 167, on the 25-inch ordnance map, distant 8 chains and 15 links or thereabouts, measured in a westerly direction, along the line of the said authorised railway from the west side of Holm-lane, and terminating in the township of Prenton, by a junction with the intended Railway No. 2 before described, at a point in the field numbered 10 on the said 25-inch ordnance map, distant 7 chains and 30 links or thereabouts, measured in a southerly direction, from the south side of the public road leading from Birkenhead to Woodchurch, and 3 chains or thereabouts, measured in a westerly direction, from the south-western corner of the western end of the occupation road numbered 13 on the said ordnance map.

To deviate laterally and also vertically from the lines and levels of the intended railways and works shown on the plans and sections deposited as hereinafter mentioned; to cross, stop up, alter, or divert, temporarily or permanently, roads, streets, highways, bridges, railways, tramways, sewers, drains, pipes, tubes, streams, and watercourses, canals and rivers, with which it may be necessary to interfere for the purposes of the intended Act; to purchase and acquire, by compulsion or agreement, lands, houses, and hereditaments, and easements and rights in and over lands, houses, and hereditaments, for the purposes of the intended railways and works; to levy tolls, rates, and charges for and in respect of the use of such railways and works connected therewith, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To apply, for the purposes of the intended Act, any capital or funds which the Company have raised or have power to raise, and also for such purposes, and the general purposes of their undertaking, to raise additional capital by ordinary or preference shares or stock, and by mortgage, or by the creation and issue of debenture stock, or by any of those means, or by such other means as Parliament may authorise and direct.

To alter, vary, or extinguish all rights and privileges connected with the lands, houses, and hereditaments proposed to be purchased or taken which would in any manner impede or interfere with the use thereof for the purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

The intended Act will empower the Company, on the one hand, and the Mersey Railway Company; the Seacombe, Hoylake, and Deeside Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, the Wrexham, Mold, and Connah's Quay Railway Company, the London and North Western 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 enter into and carry into effect contracts, agreements, and arrangements with respect to the use, working, management, and maintenance of the Railways, or some part or parts of the Railways and works of the contracting Companies; the supply and maintenance of engines, stock, and plant, and the employment of officers and servants for the working, conveyance, and conduct of the traffic on the railways or portions of railways forming the subject of any such contract or agreement; the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies; the fixing, collection, payment, division, and appropriation of the tolls, fares, rates, and revenue arising from such traffic; and the intended Act will or may sanction or confirm any such contract or agreement which, previous to the passing thereof, may be made touching any of the aforesaid matters.

The intended Act will incorporate 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, and the Railways Clauses Act, 1863; and it will, if necessary, amend, enlarge, or repeal some of the provisions of the Wirral Railway Certificate, 1883, and the Wirral Railway Act, 1884, local and personal Acts, 29 and 30 Vic., cap. 139, 31 and 32 Vic., cap. 161, 34 and 35 Vic., cap. 201, and other Acts relating to the Mersey Railway Company; 35 and 36 Vic., cap. 127, 36 and 37 Vic., cap. 239, and the other Acts relating to the Seacombe, Hoylake, and Deeside Railway Company; 12 and 13 Vic., cap. 81, and the other Acts relating to the Manchester Sheffield, and Lincolnshire Railway Company; 25 and 26 Vic., cap. 221, 27 and 28 Vic., cap. 234, and the other Acts relating to the Wrexham, Mold, and Connah's Quay Railway Company; 5 and 6 Will. IV, cap. 107, and the other Acts relating to the Great Western Railway Company; 9 and 10 Vic., cap. 204, and the other Acts relating to the London and North Western Railway Company.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections showing the lines and levels of the intended railways, and the land and other property which may be taken for the purposes thereof, with a book of reference to such plans, and 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 Chester, at his office at Chester, and with the clerk of the peace for the county of Flint, at his office at Mold; and on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each parish in or through which the intended railways, or any part thereof, will be made or pass, 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 adjoining parish, at his residence.

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 11th day of November, 1884.

<p><i>Gill and Archer</i>, 14, Cook-street, Liverpool; <i>Birch, Cullimore, and Douglas</i>, Friars, Chester; <i>William Bell</i>, 27, Great George-street, Westminster, Parliamentary Agent.</p>	}	Solicitors.
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In Parliament—Session 1885.

Manchester City Extension and Rating.

(Extension of the City; Dissolution of Newton Heath and Bradford Local Boards; To detach the township of Harpurhey from the District of the Rural Sanitary Authority of Prestwich; To provide for the transfer of property and liabilities and the apportionment and adjustment of debts and liabilities and to authorise Agreements between the Corporation and Authorities affected; Extension of City Burial Board; Compensation to Clerks and others; To alter the existing Wards of the City; make New Wards and rearrange Wards; To increase number of Aldermen and Councillors; To provide for their continuance in Office or Election; Further Extension of City; Extension of District of City School Board; Dissolution of Bradford School Board; Consolidation of Rating Authorities; To confirm Agreement with the Dean and Chapter of Manchester and the Governors of the Manchester Royal Infirmary; Levy and Alteration of Rates; to Borrow Money; Amendment and Incorporation of Acts.)

NOTICE is hereby given that the Mayor, Aldermen, and Citizens of the City of Manchester, in the County of Lancaster (hereinafter called the Corporation and City respectively), intend to apply to Parliament in the Session 1885, for leave to bring in a Bill for the following, or some of the following, amongst other purposes (that is to say):—

To alter and extend the boundary of the City so as to comprise in addition to the existing city of Manchester, the districts of the Local Boards of Newton Heath and Bradford, and the township of Harpurhey, all in the parish of Manchester and county of Lancaster, all within the parliamentary boundaries of the city of Manchester, and the part so proposed to be added to the city is in this Notice referred to as the added area.

To extend all or some of the powers, rights, privileges, authorities and duties of the Corporation, and of the Council, and of the auditors of the City, and of the several officers and servants of the Corporation, to and throughout the added area, and to continue in office in respect of the extended City, the existing officers and servants of the Corporation.

To extend all or some of the powers, rights, privileges and duties of the Recorder, Clerk of the Peace, Coroner, Hundred, Court of Record, Justices of the Peace, and Police Constables of the City, to and throughout the added area.

To extend and make applicable to the City, as proposed to be extended, all laws, charters, enactments (both public and local, and including all or some of the Acts of Parliament hereinafter mentioned), bye-laws, orders, regulations and deeds now in force or operation within the existing City, with such additions, variations and exceptions as may be provided by the intended Act.

To dissolve the Local Boards for the districts

of Newton Heath and Bradford respectively, and to transfer all the powers, rights, duties, liabilities and obligations of those boards to the Corporation, and to vest in the Corporation all property, real and personal, of such local boards.

To provide for the continuance in force within the respective districts of the said local boards, of all or some of the bye-laws, rules, regulations and orders now in force within those districts respectively, and to empower the Corporation to repeal, alter or vary the same, to make special provision in those districts in regard to closets, privies and ashpits.

To detach the township of Harpurhey from the district and jurisdiction of the Rural Sanitary Authority of the Prestwich Union, to abolish the office of Surveyors of Highways and Lighting Inspectors for the township of Harpurhey, and to transfer to the Corporation all the property and liabilities properly belonging to the said township.

To exempt the added area from the payment of County Rate, County Police, Highway, Lighting, Sanitary, General District, School Board, local and other rates which now are, or which by law might be, levied in such area or any part or parts thereof.

To authorise and carry into effect agreements between the Corporation and the Justices of the County of Lancaster, or any sanitary authority or board, with respect to the transfer of any property, liabilities or powers to the Corporation, or as to compensation or the apportionment of any debt, and generally with respect to the execution of the intended Act, and to empower the Local Government Board, or other authority, to settle and adjust any doubts or difficulties, and to apportion any rights, property or liabilities arising in the execution of or transferred by the intended Act.

To vest in the Corporation for the benefit of the extended City, all estates, undertakings and property now vested in or enjoyed by the Corporation for the benefit of the existing City, but subject to the debts and liabilities affecting the same.

To provide for the deposit of plans of the extended City, and that certified copies of, or extracts from such plans shall be evidence in all courts and elsewhere.

To provide that the Corporation, acting by the Council, shall be the Burial Board for the extended City, with all the powers, rights and duties of a Burial Board under the public and local Burial Acts in force in the City.

To provide for the payment of compensation by the Corporation and the School Board for the City respectively, to any clerk, officer, or person in respect of the loss of the whole or part of his emoluments, in consequence of the passing of the intended Act, and to empower the Local Government Board or Education Department to settle the amount of such compensation, and to determine differences arising in relation thereto.

To alter the boundaries of the existing wards of the City, or some of them, and to provide for the division of the added area (with or without portions of the existing city) into new wards, and generally to rearrange the wards of the City as proposed to be extended, and either to define in the intended Act, the number, names and boundaries of the wards, or provide for their being fixed by the Home Secretary or Local Government Board, or some commissioner or person appointed by them respectively. To make provision for the election of Aldermen and Councillors in respect of such new wards. To increase the existing number of Aldermen and Councillors in the Manchester City Council, and

to apportion or make provision for the apportionment of existing Councillors amongst the new or altered wards, and to make provision for the assignment of Aldermen as Returning Officers in respect of the new or altered wards, and to make all other necessary and proper provision in relation to the election or continuance in office of the Mayor, Aldermen and Councillors of the extended City.

To provide for the future further extension or extensions of the City, and to empower the Home Secretary or Local Government Board from time to time to direct local inquiries to be held in relation to any such further extension, and to empower them respectively to make Provisional Orders authorising such extension or extensions, and for dealing with all matters arising thereon, and to apply to such Provisional Orders all or some of the provisions of the Public Health Act, 1875, relating to Provisional Orders under that Act.

To extend the present School Board district of the City so as to include the area proposed to be added to the City, and to constitute the members and officers of the School Board for the existing City the members and officers of the School Board for the extended district. To provide for the dissolution of the School Board for Bradford in the county of Lancaster, and for the transfer of the buildings, property, debts and liabilities of that Board to the School Board for the extended City, and to make other provision with reference to the boundaries of the districts of the City and neighbouring School Boards and the attendance of children thereat.

To apply to the School Board for the extended City, the bye-laws and regulations in force in respect of the School Board for the existing City, and to render inoperative in any part of the added area, all bye-laws and regulations of any School Board now having jurisdiction in any part thereof.

To authorise the Corporation to levy rates and charges, to increase or vary existing rates and charges, and to confer, vary or extinguish exemptions from payment of rates and charges, and to alter the incidence of rating, and to authorise differential rating in some part or parts of the extended City.

To incorporate the Overseers of the Poor for the several townships of Ardwick, Beswick, Bradford, Cheetham, Chorlton-upon-Medlock, Harpurhey, Hulme, Manchester, and Newton, or some of them or some part or parts of those townships all within the parish of Manchester, in the county of Lancaster, as one Board of Overseers of the Poor for the city of Manchester, and to authorise and enable such Board to fulfil the functions of Overseers of the several aforesaid townships or parts thereof, and such other functions and duties as may be prescribed by the intended Act.

To provide for the transfer to and vesting in the incorporated Overseers of all property and effects of the Overseers of the aforesaid townships, or some or one of them.

To make provision for the appointment, election, and qualification of the members of the Board of Overseers to be incorporated as aforesaid, and to confer upon such Board all, or some of the rights, powers and privileges, now vested in or conferred upon Overseers of the Poor.

To provide for the appointment of, and prescribe the powers and duties of, officers and servants necessary or proper for the execution of the intended Act.

To authorise and require the incorporated Overseers to obey and perform all lawful precepts and orders issued or made by the Corporation, the Justices of the Peace for the county of Lancaster, and any Board of Guardians or other Autho-

ity, and to raise and pay all sums and contributions thereby lawfully demanded, and to provide for a single precept being issued for the City rate.

To provide that the receipts and payments of the Incorporated Overseers shall be made into or from a common fund.

If necessary or expedient to constitute such several townships or portions of township a separate parish or township for certain purposes.

To authorise the Incorporated Overseers to make, assess, levy and recover a uniform rate over the whole of the incorporated townships for poor law, municipal, local government and sanitary purposes.

To empower the incorporated Overseers to levy such differential or other rates with uniform or different incidence as shall be prescribed in the intended Act.

To extend all or some of the provisions of the Manchester Overseers Act, 1858, and other Acts amending the same, with or without amendment, to the Overseers proposed to be incorporated by the intended Act, and to the several aforesaid townships and parts of townships included therein, and to dissolve or reconstitute the several Boards of Overseers incorporated under that Act, and to make provision for the transfer or continuance in office of all or some of the clerks, officers and servants appointed by the Overseers under the said Act, and for compensating any clerks, officers or servants not transferred to or retained by the incorporated Overseers.

To make better provision for the valuation of property within the incorporated townships, and to repeal, alter, extend or amend the provisions of the Manchester Overseers Act, 1858, and other Acts amending the same, with respect to assessors and to the assessment of property, or to make other provision in lieu thereof.

To constitute the portion of the township of Newton, known as Newton detached or Kirkmanshulme, a separate township for all purposes (other than exclusively ecclesiastical purposes), or to attach the same to the township of Gorton, or make other suitable provision.

To confirm and carry into effect an agreement made or intended to be made, between the Warden and Fellows of the College of Christ, in Manchester, otherwise styled the Dean and Canons of Manchester of the first part, the Corporation of the second part, and the President, Treasurers, Deputy Treasurers, Benefactors and Subscribers of and to the Manchester Royal Infirmary, Dispensary and Lunatic Hospital or Asylum of the third part, and relating to the sale, purchase, acquisition, disposal, assurance and exchange as between the contracting parties or some or one of them of certain lands situate respectively on the southerly, easterly, and northerly sides of the Monsall Hospital, in the township of Newton in the parish of Manchester and county of Lancaster, and the reservations of rent, and the covenants and stipulations in connection therewith, and to empower the President, Treasurers, Deputy Treasurers, Benefactors and Subscribers to hold and use such lands or any part thereof.

To authorise the Corporation as the Burial Board of the city of Manchester, to purchase by agreement, and to authorise the aforesaid Dean and Canons to sell certain lands in the said township of Newton, situate on the easterly side of the Philips Park Cemetery, either for a perpetual rent charge, to be secured by the covenant of the Corporation without power of re-entry, or for a gross sum or other lawful consideration.

To authorise the Corporation to borrow money for any of the purposes of the intended Act, and to charge the same on the City Fund and City

Rate, and the undertakings, estates, rates, revenue, and other property of the Corporation, or any of such securities, and to execute, grant and issue mortgages, debentures, debenture stock and annuities in respect thereof, and to empower the Corporation to exercise the unexhausted borrowing powers of the said Local Boards for the districts of Newton Heath and Bradford respectively, and to charge such moneys and the existing loans of those Local Boards, when transferred to the Corporation upon all or some of the securities hereinbefore mentioned.

To confer upon the Corporation 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 of 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 Municipal Corporations Act, 1882; the Public Health Act, 1875; the Burial Acts, 1852 to 1871; the Local Loans Act, 1875; the Public Libraries Acts, 1855 to 1884 and any Act amending the same respectively, the 43 Elizabeth cap. 2, and all other Acts relating to the relief of the poor, the 25 and 26 Vic. cap. 103, and all other Acts relating to Union Assessment Committees.

To alter, repeal or amend the provisions, or some of the provisions of the several local and private Acts following or some of them, viz.:— 6 Vic. cap. 17, 7 and 8 Vic. caps 40 and 41, 8 and 9 Vic. cap. 141, 9 and 10 Vic. cap. 219, 10 Vic. cap. 14, 14 and 15 Vic. cap. 119, 16 and 17 Vic. cap. 91, 17 and 18 Vic. cap. 28, 18 and 19 Vic. cap. 44, 20 and 21 Vic. cap. 117, 21 and 22 Vic. cap. 25, 23 and 24 Vic. cap. 48, 28 and 29 Vic. cap. 90, 29 Vic. cap. 29, 30 and 31 Vic. cap. 36, 32 and 33 Vic. cap. 117, 34 and 35 Vic. cap. 65, 35 and 36 Vic. cap. 31, 38 and 39 Vic. cap. 161, 45 and 46 Vic. cap. 203, 47 and 48 Vic. cap. 215, 10 and 11 Vic. cap. 203, 11 and 12 Vic. cap. 101, 17 Vic. cap. 38, 21 and 22 Vic. cap. 87, 23 Vic. cap. 93, 26 and 27 Vic. cap. 68, 28 and 29 Vic. cap. 145, 30 and 31 Vic. cap. 36, 32 and 33 Vic. cap. 117, 35 and 36 Vic. cap. 31, 38 and 39 Vic. cap. 161, and 42 and 43 Vic. cap. 36, and all other Acts (if any) relating to or affecting the Corporation or their gas or water undertakings, and any other local Act in force within the City, and to incorporate with or without alteration all or some of the provisions of the above-mentioned local Acts.

And notice is hereby further given that on or before the 29th day of November instant, a map in duplicate showing as well the present boundaries of the City as the boundaries of the proposed extension, will be deposited for public inspection with the Town Clerk of the City, at his office in the Town Hall, Albert-square, Manchester; with the Clerk of the Local Board, for the district of Newton Heath, at his office at the Town Hall, Oldham-road, Newton Heath aforesaid; and with the Clerk of the Local Board for the district of Bradford, at his office in the Town Hall, Brookstreet, Bradford aforesaid.

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 20th day of December next.

Dated this 14th day of November, 1884.

Joseph Heron, Town Clerk.

Sharpe, Parkers, Pritchard and Sharpe, 9, Bridge-street, Westminster, Parliamentary Agents.

Bradford Waterworks and Improvement.

(Alteration in respect of Waterworks already authorised; Extension of Time for the Purchase of Land for Waterworks and Construction of such Works already authorised; Construction and Maintenance of Reservoirs, Conduits, and other Works; Power to Amend the Scale of Charges for Water supplied by the Corporation and the Periods for Collecting Water-Charges; Power to Cottage Owners to Recover Gas-Charges from Tenants; The Making of New Streets, and the Widening, Alteration, Stopping-up, and Improvement of Existing Streets in the said Borough; Power of Deviation; Power to Purchase Gas Undertakings from which Gas is at present supplied within the said Borough, and to Manufacture and Store Residual Products on any Lands acquired by the Corporation for the purposes of Gasworks or of such Manufacture; Power to Erect and Maintain Electric Lines and Works, and to Supply Electricity within the said Borough; The Exclusion of the Hamlet or District of Tyersal, or of so much thereof as is within the said Borough, from the Area of the Pudsey Burial Board, and to Define the Limits of the Jurisdiction of such Board; To make better Provision for the Protection of the Public Health of the said Borough, and the Prevention of Nuisances therein; To make better Provision for the Protection of the Gasworks, Waterworks, and Sanitary Works of the Corporation; To make Regulations for the Licensing of Plumbers and Gasfitters employed in connection with the Gasworks, Waterworks, and Sanitary Works of the Corporation, and for the control of such persons, and also for better Securing the Quality of Materials used and the Efficiency of the Work executed by them; To Empower the Corporation to Alter, Enlarge, and Extend the Municipal Buildings of the Corporation; Amendment of Building Regulations; Compulsory Taking of Lands and Buildings, as also compulsorily to Acquire the Disused Burial Ground of the Kirkgate Wesleyan Chapel at James Street, in the said Borough, or of all surface or other rights therein; Power to take such parts only as may be necessary of any Lands to be acquired for the purposes of the Act; Raising and Borrowing of Additional Moneys; The Levying of Rates and Charges; Incorporation, Alteration, Amendment, and Repeal of Acts; and also of any Orders made by Her Majesty in Council, or by any Secretary of State under the Burials Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session of Parliament of 1885, by the Mayor, Aldermen, and Burgesses of the borough of Bradford (herein called "the Corporation"), for leave to introduce a Bill for carrying into effect the following objects, or some of them, that is to say:—

1. The alteration and improvement of the line and levels of the reservoir being part of the waterworks authorised by "The Bradford Waterworks Act, 1869," and forming the work numbered 6 on the plan and section deposited under such Act, and thereon described as the Shady Bank Reservoir, situated wholly in the hamlet of Far Oxenhope, in the township of Haworth and parish of Bradford, in the West Riding of the county of York, which said alteration and improvement will be in the manner

following, that is to say: by making the embankment shown on the deposited plan of the works authorised by the said Act of 1869, to commence at a point situated 76 yards or thereabouts south-east of the house or farm known as Shady Bank, on the boundary line separating the enclosures numbered 217 and 219 on the said deposited plan of the works authorised by the said Act of 1869, and extending thence in a northerly direction for a distance of 180 yards or thereabouts across the road known as Sawood-lane into the enclosure numbered 214 on the said deposited plan, extending thence in an easterly direction for 759 yards or thereabouts, thence extending in a southerly direction for 44 yards or thereabouts to and terminating at a point situated 363 yards or thereabouts on the south-east of the farmhouse known as Highfold, which said embankment will cross certain streams called Great Clough and Little Clough.

II. The construction of a reservoir to be situated wholly on Morton Moor, in the hamlet of West Morton, in the township of Morton and parish of Bingley, in the said West Riding, and in the enclosures numbered 1 and 2 on the deposited plan authorised by "The Bradford Water and Improvement Act, 1881," and situated at the commencement of the conduit work numbered 3, authorised by the said Act, which said reservoir will be formed by an embankment commencing at a point on the south side of Bradup Beck, in the enclosure numbered 1 above referred to, and distant 1,050 yards or thereabouts, measured in a north-westerly direction from Upwood House, extending thence in a north-easterly direction for the distance of 460 yards or thereabouts, to and terminating at a point in the said enclosure numbered 1, situate 320 yards or thereabouts from the south-west of the spring marked on sheet numbered 186 of the 6-inch ordnance map as the Kirkstones spring.

III. The construction of an aqueduct or conduit commencing in the hamlet of Brunthwaite, in the township of Silsden and parish of Kildwick, in the said West Riding, at a point 573 yards or thereabouts eastward of the house known as Crag Top, and 390 yards or thereabouts to the north-west of the house known as Doubler Stones, extending thence in an easterly and southerly direction to and terminating at the reservoir lastly hereinbefore mentioned, which said work will pass in and through the hamlets, townships, parishes, or extra-parochial places of Brunthwaite, Morton, West Morton, Silsden, Bingley, and Kildwick, in the said West Riding.

IV. The construction of an aqueduct or conduit situated wholly in the township of Morton and parish of Bingley, in the said West Riding, and in the enclosure numbered 9 in the deposited plan authorised by "The Bradford Water and Improvement Act, 1881," commencing at the termination of the conduit being work numbered 3 on the said last-mentioned deposited plan, and extending thence to the commencement of the conduit being work numbered 4 on the said last-mentioned deposited plan, respectively authorised by the said Act of 1881.

V. The construction or laying down of an

aqueduct, conduit, or water main, commencing in the village known as East Morton, in the parish of Bingley, in the said West Riding, by a junction with the termination of the aqueduct or line of pipe being the work numbered 6 shown on the deposited plan authorised by "The Bradford Water and Improvement Act, 1881," and terminating at the north-western corner of the intended Chellow Heights reservoir, next hereinafter mentioned, in the enclosure numbered 29 on the deposited plan authorised by "The Bradford Water and Improvement Act, 1878," which said work will be situated in, and pass through the parishes, townships, hamlets, and extra-parochial places of Bingley, Bradford, Morton, Micklethwaite, Cottingley, Shipley, and Heaton, or some of them, in the said West Riding.

VI. Extension of the time and renewal of the powers for the purchase of the lands and the construction of the works necessary for carrying into effect so much of "The Bradford Water and Improvement Act, 1878," as relates to the Chellow Heights reservoir, being the work numbered 4 in the said Act, such intended reservoir being situated 235 yards or thereabouts southward of the farmhouse called or known as Chellow Heights Farm, and within the fields or enclosures numbered 48, 55, 56, 57, 58, 59, 72, and 73 on the Tithe Commutation Map of the said township of Heaton, the whole of such work being situated in the said township of Heaton, in the said parish of Bradford, and in the said West Riding.

VII. Extension of the time and renewal of the powers for the purchase of the lands and the construction of the works necessary for carrying into effect so much of "The Bradford Water and Improvement Act, 1878," as relates to the aqueduct, conduit, or water main, being the work numbered 6 in the said Act, which said aqueduct, conduit, or water main will be situate in the townships of Heaton and Manningham in the said parish of Bradford, and the said West Riding, and will commence by a junction with the existing water main of the Corporation at Daisy-hill Top, in the road known as Daisy-hill-lane, at a point 10 yards or thereabouts northward of its junction with New Row, and terminating at the said proposed new reservoir at Chellow Heights on the south side thereof, in the field or enclosure in the said township of Heaton, numbered 58 on the Tithe Commutation Map of the said last-named township, which said conduit will pass in through, or into the parishes, townships, hamlets, and extra-parochial places of Manningham, Heaton, and Bradford, in the said West Riding.

VIII. The alteration, widening, and improvement of the following streets and places, or parts thereof, in the said borough, namely, Union-street, on the south side thereof, commencing at Nelson-street and extending thence in a north-easterly direction to and terminating at Bridge-street, in the townships of Horton and Bradford, in the said parish of Bradford, and in the said West Riding; Bridge-street, on the south-west side thereof, commencing at Union-street and terminating at the goods station of the Lancashire and Yorkshire Railway Com-

pany, in the said township of Bradford; Manchester-road, in the said township of Horton, at the premises forming the junction of such road and Spring Mill-street at the north-east corner of such street; College-road, on the north-eastern side thereof, commencing at Manchester-road and extending thence in a westerly direction for 32 yards or thereabouts, in the said township of Horton; Little Horton-lane, on the western side thereof, in the said township of Horton, commencing at Trinity-road and extending thence in a southerly direction for 32 yards or thereabouts; Great Horton-road (a), on the southern side thereof, in the said township of Horton, commencing at the junction of Little Horton-lane, and extending thence in a westerly direction to and terminating at Mann-lane, in the said last-named township; (b) also another improvement of the said last-mentioned road, on the south-east side thereof, extending from Paternoster-lane to and terminating at Southfield-lane, all in the said last-named township; Cemetery-road, on the west side thereof, in the said township of Manningham, commencing at Thornton-road and extending in a southerly direction for a distance of 160 yards or thereabouts; Allerton-road, on both sides thereof, in the said township of Manningham, commencing at the junction of the said road with Thornton-road, and extending thence in a northerly direction for a distance of 130 yards or thereabouts; Pearson-lane, on the northern side thereof, at its junction with Daisy-hill-lane, in the said township of Manningham, so far as extends to two cottages fronting Daisy-hill-lane aforesaid, and projecting into Pearson-lane aforesaid; Highgate, on the northern side thereof, in the said township of Heaton, commencing at a point 33 yards or thereabouts to the west of the inn known as the King's Arms Hotel, and extending thence in a westerly direction 55 yards or thereabouts; Lumb-lane, in the said township of Bradford, at the premises forming the junction of such lane with Darfield-street and Infirmary-street; Manor-row, on the north-eastern side thereof, in the said township of Bradford, commencing at the north-western corner of School-street, and extending thence in a north-westerly direction for 29 yards or thereabouts; Kirkgate, on the northern side thereof, in front of the public-house known as the Shoulder of Mutton Inn, in the said township of Bradford; Vulcan-street, on the western side thereof, from Portland-street to Mill-lane, in the townships of Bowling and Horton, or one of them, in the said parish of Bradford; Mill-lane, on the northern side thereof, in the said township of Bowling, commencing at Vulcan-street, and extending thence in a westerly direction for 74 yards or thereabouts; Westgate, on the south-western side thereof, from Silsbridge-lane to Sedgefield-terrace, in the said township of Bradford; Diamond-street, on the northern side thereof, in the said township of Bradford, commencing at a point 16 yards measured in a westerly direction from the west side of Frederick-street, and terminating at Vicar-lane; Beckside-road, on both sides thereof, in the said township of Horton, commencing at Legrams-lane, and extending thence in

a south-easterly direction for 680 yards or thereabouts; Gaisby-lane, on the south side thereof, in the township of Bolton, in the parish of Calverley, in the said West Riding, commencing at the north-east corner of Frizinghall Mill, and extending thence for a distance of 100 yards in an easterly direction, and terminating at the Bradford Canal, all which said works will pass in, through, and into the several parishes, townships, and extra-parochial places of Heaton, Horton, Bowling, Bolton, Manningham, Calverley, and Bradford, in the said West Riding.

IX. The making of the following new streets and roads, that is to say:—a new street in the said township of Horton, commencing on the southern side of Chapel-lane, opposite the street at the western end of the Town Hall, and extending thence in a south-easterly direction to and terminating at Fawcett-court; a new road commencing in Legrams-lane, on the south-eastern side thereof, opposite to and in continuation of Ingleby-road, and extending thence in a south-easterly direction for a distance of 717 yards or thereabouts to and terminating in Great Horton-road, at a point opposite All Saints'-road, all in the said township of Horton; a continuation of Canal-road from its present terminus at Stanley-road, in the said township of Bolton, and extending thence for a distance of 800 yards or thereabouts in a northerly direction, passing in and through the townships or hamlets of Bolton, Idle, Windhill, Manningham, and Heaton, in the parishes of Calverley and Bradford, in the said West Riding, to and terminating at Dumb Mill, Valley-road, in the said township of Heaton; a new road commencing in the proposed road last named at its junction with Gaisby-lane, in the said township of Bolton, and extending thence in a northerly direction for a distance of 210 yards or thereabouts, thence in a westerly direction for a distance of 80 yards or thereabouts, to and terminating in Frizinghall-road, at the eastern end of the bridge crossing the Midland Railway, all which said works will pass in, through, and into the several parishes, townships, hamlets, or extra-parochial places of Bolton, Windhill, Idle, and Heaton, in the said West Riding.

X. The stopping-up of a portion of Gaisby-lane, commencing at the eastern end of Frizinghall Mill, in the said township of Bolton, and extending thence to and terminating at Frizinghall-road, at the eastern end of the railway bridge crossing the Midland Railway, in the said township of Heaton.

The stopping-up of a footpath commencing at Gaisby-lane aforesaid, at the western end of Frizinghall Mill, and extending thence in a south-easterly direction for a distance of 380 yards or thereabouts, to and terminating at Stanley-road, in the said township of Bolton.

The stopping-up of a footpath commencing in Frizinghall-road, in the said township of Heaton, at a point 60 yards, measured in a northerly direction, from the inn known as the Black Swan Inn, and extending thence in an easterly direction for a distance of 165 yards to and terminating at Gaisby-lane aforesaid.

The stopping-up of a highway known as the

Low Level-road, from Gaisby-lane aforesaid to Valley-road, in the said township of Heaton.

- XI. To acquire and appropriate for public purposes the disused burial-ground situate at James-street, in the said township and parish of Bradford, with power to the trustees of the Kirkgate Wesleyan Chapel, or other persons entitled thereto, to sell or lease the same on such terms as they may deem proper.
- XII. To enable the Corporation, as and being owners of surplus lands at Bradford Moor, in the said township of Bradford, to make and carry into effect all such arrangements as may be necessary with adjoining land-owners for mutual exchanges and for effecting any other arrangements for more effectually developing such surplus lands.
- XIII. To authorise and empower the Corporation to erect and maintain electric lines and works, and to supply electricity within the said borough; to levy dues, rents, and charges for the same; and at all times hereafter to exercise all or any of the powers conferred on the Corporation by "The Bradford Electric Lighting Order, 1883," as confirmed by the Act of the 46 and 47 Victoria, chapter 220.
- XIV. To authorise and empower the Corporation to make and carry into effect arrangements with the owners of gas undertakings, from which gas is supplied within the said borough, for the purchase thereof; and in particular with the trustees of the late Sir Henry Wm. Ripley, Bart., in respect of their gas undertaking in the said borough; and for any other purposes connected with the supply of gas; as also to enable the Corporation to manufacture and store residual products on any lands so to be acquired.
- XV. To exclude the hamlet or district of Tyersal, in the township of Pudsey and parish of Calverley, or so much thereof as lies within the borough of Bradford, from the area and jurisdiction of the Pudsey Burial Board, and to define the limits of the area and jurisdiction of the said Board, and to make all necessary enactments and carry into effect all necessary arrangements between the Corporation and the said Board for effectuating such object, and for extinguishing all rights of the said Board in and over the said hamlet or district of Tyersal, or so much thereof as lies within the said borough, with power to the Local Government Board to settle any pecuniary differences between the Corporation and the said Burial Board.
- XVI. To make better provision for the protection of the public health of the said borough and the prevention of nuisances therein, and to amend the building regulations in force in the said borough, and to make regulations in respect of the following matters or some of them, that is to say:—The better prevention of the disease known as woolsorter's disease; prohibiting the exhibition or publishing on any premises or in any street of bills, pictures, or inscriptions of an obscene or indecent nature, or referring to diseases of a loathsome or secret kind, and also of advertisements on the footpaths; the better regulation of children under thirteen years of age en-

gaged in casual employment for gain in vending or exposing for sale any article in any street; prohibiting the employment of children for such purpose until they have obtained a proper certificate of elementary education; power to the Bradford School Board to enforce such provisions respecting children; prohibition of misuse of sewers by impeding the flow of sewage or causing destruction of works, or generating noxious gases; provision for insuring means of ingress or egress in public buildings, and securing the efficient ventilation of such buildings; provisions for more effectually dealing with disorderly houses; extension of the provisions of Sections 35 to 38 of "The Public Health Act, 1875," to business premises in which five or more persons are employed; extension of provisions of the last-named Act as to unsound meat to all articles intended for human food, and to the inspection and examination of food contained in any box, tin, or other receptacle; extension of the provisions of the last-named Act respecting common lodging-houses to tenements or parts thereof let in separate apartments for the week or other short period; extension of Sub-section 3 of Section 86 of such last-named Act so as to include any person suffering from fever or other infectious disease, whether confined to bed or otherwise; extension of the provisions of the last-named Act respecting infectious diseases and hospitals, so as to authorise the detention in hospital of any person in the borough infected with dangerous infectious disorder, and not being provided with proper lodging or accommodation; prohibition of removal of bodies of persons dying in hospital of infectious disease to any private house, except on certificate of some duly qualified medical practitioner; extension of powers in "The Bradford Water and Improvement Act, 1881," for closing public and private schools threatened with or affected by infectious disease, to places in the said borough used by workpeople, wherein any person or article is infected with dangerous infectious disorder; power to the Corporation to compel cow-keepers and milk-dealers to furnish list of names and addresses of all customers within the borough; power to the Corporation and Justices of the Peace of the said borough to enforce the observance of regulations for the government of dairies, cow-sheds, and milk-shops and persons keeping the same, made under any Order of Her Majesty in Council, pursuant to "The Contagious Diseases (Animals) Act, 1878," by persons supplying milk for consumption in the borough, although such places be outside the borough boundary; power to regulate the construction of telegraph and telephone wires above or under streets in the borough; amendment of building regulations in force in the said borough by extending the proviso in the regulation numbered 6 in the fourth schedule to "The Bradford Corporation Gas and Improvement Act, 1871," authorising the erection of certain premises as dwelling-houses within a quarter of a mile of the Exchange, to half-a-mile from the Exchange; and by extending the regulation numbered 8 in the second schedule to "The Bradford Water and Improvement Act, 1878," directing that all approved plans for new streets shall cease

- to be of any effect unless such streets shall be wholly or partially made within the period thereby prescribed shall extend to and include approved plans of buildings, unless such buildings shall be wholly or partially erected within three years from the date of approval thereof by the Corporation.
- XVII. To make better provision for the protection of the gasworks, waterworks, and sanitary works of the Corporation, and to impose penalties for breach of such provisions.
- XVIII. To make and enforce regulations for the licensing of plumbers, gasfitters, and other persons employed in connection with the gasworks, waterworks, and sanitary works of the Corporation, and for the control of such persons, and also for better securing the quality of materials used in and about such works, and the efficiency of the work executed by such plumbers and gasfitters, and to impose penalties for the breach of any such regulations.
- XIX. To authorise and empower the Corporation to alter their existing municipal buildings, and to extend and enlarge the same; to erect additional municipal buildings council chamber, justices' rooms, coroner's court, court of quarter sessions, and other buildings; and to provide accommodation for the conduct of the public business of the borough, and of any school board or other board or public body entrusted with the management thereof, or of any department connected therewith: as also for enabling any such board or body to enter into and carry out arrangements with the Corporation for the use of any part of such buildings on such terms as may be mutually determined; and for the purposes aforesaid to erect buildings on and over portions of Chapel-lane in the said borough, and otherwise to alter and deal with such lane as may be necessary, but leaving sufficient headway for ordinary traffic along such lane.
- XX. To authorise and empower the Corporation to purchase compulsorily lands required for the above purposes or any of them, and any right or interest therein.
- XXI. To enable the Corporation to take only such parts of lands as they may require for the purposes of the Act, without being compelled to take further portions of such lands.
- XXII. To alter and amend the Acts hereinafter named, or some of them, in manner following, that is to say:—"The Bradford Waterworks Act, 1854," and "The Bradford Corporation Waterworks Act, 1854," so far as relates to the scale of charges for supply of water by the Corporation therein prescribed, and the periods for which water rents may be charged and enforced; "The Bradford Corporation Gas and Improvement Act, 1871," by empowering owners of houses and buildings who personally pay the Corporation for the supply of gas to the occupiers of small tenements, and who agree to pay for the same to such owners, to exercise the like summary powers for enforcing such payment as are conferred on the Corporation where the tenant is directly liable for gas-charges; "The Yorkshire Registration Act, 1884," and "The Brad-

ford Water and Improvement Act, 1878," by making better provision for facilitating the registration and enforcement of charges due to the Corporation in respect of private improvement expenses, and for more effectually releasing property from such charges on the same being satisfied; "The Bradford Improvement Act, 1850," and the Acts incorporated therewith, by empowering the Corporation to charge the cost of improvements of public streets, where the same are effected by arrangement, on the Borough Fund of the borough, instead of the fund described in such Act as the District Fund Account.

XXIII. To incorporate, alter, amend, and repeal all or any of the local Acts in force in the said borough; to incorporate other Acts, and to alter, amend, and repeal any Order of Her Majesty in Council or any Secretary of State relative to the aforesaid Pudsey Burial Board.

XXIV. To empower the Corporation to borrow additional moneys, and to levy rates and charges.

On or before the 29th day of November instant duplicate plans, describing the line and situation of the said intended works, and the lands proposed to be taken, together with duplicate sections of the said works and a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace of the West Riding of the county of York, at his office at Wakefield, in the said riding, and also with the Clerk of the Peace of the borough of Bradford, at his office in the said borough; and on or before the said 29th day of November a copy of the said plans, sections, and book of reference will be deposited in the Private Bill Office, and also at the Office of the Secretary of State for the Home Department, and a copy of so much of the said plans, sections, and book of reference as relates to each of the several parishes within which the said intended works, or any of them, are proposed to be made, constructed, laid down, or maintained, or within which any lands are proposed to be taken, will be deposited, together with a copy of the said notice, at the residence of the parish clerks of such parishes respectively, and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence, and with the clerk of every Vestry, District Board, Town Clerk, Clerk of Union, Rural and Urban Sanitary Authority in or through which any of the said works are intended to be made, maintained, varied, extended, or enlarged, or in which any lands or houses intended to be taken are situate.

Copies of the Bill will be deposited with the Clerk of the Parliaments on or before the 17th day of December next; and also at the Treasury, General Post Office, Board of Trade, Home Office, Local Government Board, Education Department, and the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 12th day of November, 1884.

Wm. Thos. McGowen, Town Clerk of the said Borough of Bradford, Solicitor for the Bill.

John M. Claban, 21, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1885.

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 Eastham Ferry to Manchester, with Embankments on the foreshore and bed of the River Mersey, constituting in parts the northern side of the said Canal; Docks at Manchester, Salford, and Warrington; Diversion of Waters of Rivers Mersey, Irwell, Gowy, Bollin, and Weaver, and of the Holpool Gutter, 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, and Bridgewater Canal, and of deviated portions of Railways and Roads; Alteration of Water Level; Interference with Roads and Bridges; New Bridges; Compulsory Purchase of Lands, Houses, and Property; Additional Lands; Commonable 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 with 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 Bills of 1883 and 1884; Agreements with Corporations as to works and power to Corporations to contribute, levy rates, and borrow money; 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 new navigable Canal or Channel (with locks, entrance gates, tidal gates, weirs, sluices, and other works therein necessary or expedient for affording access for vessels and the passage of tidal, flood, and other waters to, from, and across the same, from and to the River Mersey, or the estuary thereof, to and from the same, and to and from the Rivers Gowy and Weaver, the Holpool Gutter, Pool Hall Brook, the Docks, Basins, and navigation of the Shropshire Union Railways and Canal Company at Ellesmere Port, the Docks, Basins, and navigation of the Trustees of the River Weaver Navigation at Weston Point, and the Docks, Basins, and navigation of the Bridgewater Navigation Company (Limited) at Runcorn), in the counties of Chester and Lancaster, commencing in the bed or foreshore of the estuary of the River Mersey, at a point in or adjoining the township of Eastham and in the parish of Eastham, about 3 furlongs and 3 chains (measured in a south-easterly direction) from the south-eastern end of the Eastham Ferry stage, and terminating in the township and parish of Runcorn, at a

point on the left bank of the River Mersey, or of the estuary thereof, about 1 furlong and $2\frac{3}{4}$ chains (measured in an easterly direction) from the western end of the north pier of the Old Quay Docks (measured along that bank).

This work will be made partly 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), Great Stanney, Stanlow, Ince (parish and township), Frodsham (parish and township), Frodsham Lordship, Runcorn (parish and township), Clifton, Sutton, and Weston, and from, through, into, or in the parish of Childwall, in the county of Lancaster, and partly in portions of the said River Mersey and the estuary thereof, which are within the said parishes or some of them, but outside the said townships, and not within any township, and will consist of a continuous cut or channel, partly in the mainland and partly in the foreshore and bed of the River Mersey and of the estuary thereof, on the southern side thereof, with the following embankments constituting in part the northern side of the said canal or channel, that is to say—

Number 1A.—An embankment commencing at a point in or adjoining the said township of Eastham and in the said parish of Eastham, about 3 furlongs and 3 chains (measured in a south-easterly direction) from the south-eastern end of Eastham Ferry stage, and thence proceeding in a south-easterly direction in, over, and upon the foreshore or bed of the said estuary, and terminating at a point in the township of Netherpool, in the said parish of Eastham, about $5\frac{1}{2}$ chains (measured in a northerly direction along the right bank of Pool Hall Brook) from the bridge over that brook, near the point where it enters the said estuary.

This work will be situate partly in the townships of Eastham, Hooton, and Netherpool, in the parish of Eastham or some of them, and partly in a portion of the bed of the said estuary, which is within the said parish, but outside the said townships, and not within any township.

Number 1B.—An embankment commencing at a point in the said township of Netherpool about 2 furlongs (measured along the edge of the southern shore of the said estuary in a north-westerly direction) from the point where the boundary between the said township of Netherpool and the township of Whitby, in the parish of Eastham, strikes the edge of the said southern shore, and thence proceeding in a south-easterly direction in, over, and upon the foreshore or bed of the said estuary, and terminating at a point in the township of Whitby, in the parish of Stoke (detached), about 1 furlong (measured along the edge of the said southern shore in an easterly direction) from the point where the boundary between the said parishes of Eastham and Stoke (detached) strikes the edge of the said southern shore.

This work will be situate partly in the said townships of Netherpool and Whitby, and partly in a portion of the bed of the said estuary which is within the said parishes of Eastham and Stoke (detached), or one of them, but outside the said townships and not within any township.

Number 1B.—In connection with the foregoing embankment, and in order to make an entrance to and an exit from the canal from and into the estuary of the River Mersey, a

lock or basin wholly in or adjoining the said township of Whitby, and in the parish of Eastham, commencing at a point outside of and 60 feet from that embankment, and about 2 furlongs and 8 chains south-east from the commencement thereof, and to be constructed in, over, and upon the bed or foreshore of the said estuary, partly in and partly on the outer side of the said embankment, and terminating at a point in that embankment to the south-east of and about 3 furlongs and 4 chains from the commencement of the said embankment.

Number 1C.—An embankment commencing at a point in the township of Stanlow, in the parish of Ince formerly extra-parochial, in the flood bank on the left bank of the River Gowy, about 4 furlongs and 8 chains (measured along that flood bank in a northerly direction) from the bridge carrying the Hooton and Helsby branch of the Birkenhead Railway over the River Gowy, thence proceeding in an easterly direction over or across the River Gowy, and terminating in the township and parish of Ince, at a point in the flood bank on the right bank of the River Gowy, about 4 furlongs and $8\frac{1}{2}$ chains (measured along that flood bank in a northerly direction) from the last-mentioned bridge.

This work will be situate in the said townships of Stanlow and Ince, in the said parish of Ince.

Number 1D.—An embankment commencing at a point in the said township of Ince about 1 mile 1 furlong and 4 chains (measured in a westerly direction) from the western side of the Lighthouse at Ince, and thence proceeding in an easterly direction in, over, and upon the foreshore or bed of the said estuary, and terminating at a point in the said township of Ince, about $2\frac{1}{2}$ chains (measured in a north-easterly direction) from the eastern side of the said lighthouse.

This work will be situate partly in the said township and parish of Ince, and partly in a portion of the bed of the said estuary which is within the said parish but outside the said township, and not within any township.

Number 1E.—An embankment commencing at a point in the said township of Ince about 3 furlongs and 2 chains (measured in an easterly direction) from the eastern side of the Ferry House at Ince, and thence proceeding in an easterly direction in, over, and upon the foreshore or bed of the said estuary, and terminating at a point in the said township of Ince, about 5 furlongs and 9 chains (measured in an easterly direction) from the said eastern side of the said Ferry House.

This work will be situate partly in the said township and parish of Ince, and partly in a portion of the bed of the said estuary which is within the said parish but outside the said township and not within any township.

Number 1F.—An embankment commencing in the said township of Ince at the east corner of the most northerly of the two powder magazines, situate near the junction of the Holpool Gutter with the estuary of the River Mersey, and thence proceeding in a north-easterly direction over or across the Holpool Gutter, and terminating at a point in the township and parish of Frodsham, about $2\frac{1}{2}$ chains, measured in a north-easterly direction from the commencement of the said embankment.

This work will be situate in the said townships and parishes of Ince and Frodsham.

Number 1c.—An embankment commencing at a point on Frodsham Score in the township and parish of Frodsham, about 1 mile 4 furlongs and 6 chains (measured in a north-easterly direction along the edge of the southern shore of the said estuary), from the point where the Holpool Gutter joins the said estuary, and thence proceeding in a northerly and north-easterly direction in, over, and upon the foreshore or bed of the said estuary, and terminating at a point in the township and parish of Runcorn, at and immediately adjoining the south-western or lower end of the Island, in the said estuary, known as Runcorn Island or No Man's Land.

This work will be situate partly in the said townships and parishes of Frodsham and Runcorn and in the said parish of Childwall, and partly in a portion of the bed of the said estuary which is within the said parishes or some or one of them, but outside the said townships, and not within any township.

In connection with the foregoing embankment, and in order to make entrances to and exits from the canal from and into the estuary of the River Mersey—

Number 1g (a). A lock or basin, wholly in or adjoining the township of Weston, and in the said parish of Runcorn, commencing at a point outside of and about 65 feet from that embankment, and about 1 mile 6 chains north of the commencement thereof, and to be constructed in, over, and upon the bed or foreshore of the said estuary, partly in and partly on the outer side of that embankment, and terminating at a point therein about 1 mile 1 furlong and 3 chains (measured in a northerly direction) from the commencement of that embankment.

Number 1g (b). A lock or basin wholly in or adjoining the said township of Weston, and in the said parish of Runcorn, commencing at a point outside of and about 65 feet from that embankment, and about 1 mile 1 furlong and 3 chains north of the commencement thereof, and to be constructed in, over, and upon the bed or foreshore of the said estuary, partly in and partly on the outer side of the said embankment, and terminating at a point therein about 1 mile 2 furlongs (measured in a northerly direction) from the commencement of that embankment.

Number 1g (c). A lock or basin wholly in or adjoining the said township of Runcorn, and in the said parish of Runcorn, commencing at a point outside of and about 65 feet from that embankment, about 2 miles and 5 chains north-east of the commencement thereof, and to be constructed in, over, and upon the bed or foreshore of the said estuary, partly in and partly on the outer side of the said embankment, and terminating at a point therein about 2 miles 1 furlong and 2 chains (measured in a north-easterly direction) from the commencement of that embankment.

Number 1h. An embankment commencing at a point in the said township of Runcorn, about $5\frac{1}{2}$ chains (measured in a south-westerly direction) from the north-eastern or upper end of the island, in the said estuary, known as Runcorn Island, or No Man's Land, and thence proceeding in an easterly direction in, over, and upon the foreshore or bed of the said estuary or of the River Mersey, and terminating in the said township of Runcorn

at a point on the left bank of the said estuary or river, about 1 furlong and $2\frac{1}{2}$ chains (measured in an easterly direction) from the said western end of the north pier of the Old Quay Docks, measured along that bank, being the termination of Work No. 1.

This work will be made partly in the said township and parish of Runcorn and partly in a portion of the bed of the said estuary or river, which is within the said parish, but outside the said township, and not within any township.

In connection with the foregoing embankment, and in order to make an entrance to and exit from the canal, from and into the River Mersey or the estuary thereof.

Number 1h (a). A lock or basin wholly in or adjoining the said township of Runcorn, and in the said parish of Runcorn, commencing at a point outside of and about 65 feet from that embankment, and about 1 furlong and 8 chains east of the commencement thereof, and to be constructed in, over, and upon the bed or foreshore of the River Mersey or of the estuary thereof, partly in and partly on the outer side of that embankment, and terminating at a point therein about 2 furlongs and 3 chains (measured in an easterly direction) from the commencement of that embankment.

In connection with, and between the commencement and termination of Work No. 1, the raising or lowering of part of the waters of the Rivers Mersey, Weaver, and Gowy, and the Holpool Gutter, and of the cuts, canals and channels connected therewith respectively.

Number 2.—A new navigable canal or channel, commencing at the termination of Work No. 1, 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 3.—A new navigable canal or channel, commencing at the termination of Work No. 2, and terminating in the townships of Salford and Stretford, in the parish of Manchester, in the county of Lancaster, at the western end of the southern abutment of the Trafford-bridge.

In connection with and between the commencement and termination of the work No. 3, the raising or lowering of the level of the waters of the Rivers Mersey, Bollin, and Irwell, and of the cuts, canals, brooks, and channels connected therewith respectively.

The foregoing works, No. 2 and No. 3, 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:—

Runcorn (parish and township), Halton, Keckwick, Norton, Moore, Acton-Grange, Walton Superior, Walton Inferior, Great Budworth, Appleton, Grappenhall (parish and township), Latchford, Runcorn (detached No. 3), Thelwall, Lymm (parish and township), Warburton (parish and township), Bowdon, Partington, Carrington, and 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:—Warrington (parish and township), Poulton-with-Fearnhead, Woolston and Martinscroft, Rixton-cum-Glazebrook, Eccles, Barton-upon-Irwell, Pendleton, Flixton (parish and township), Flixton (detached), Manchester, Salford, and Stretford.

Number 4.—A lock, wholly in the said town-

ship of Stretford, commencing at the lower gates of the existing lock at Throstle Nest, and extending in a north-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 5.—A dock (Dock No. 1), with an entrance thereto from Work No. 3, partly in the said township of Salford, and partly in the said township of Stretford, to be constructed on lands included between the southern and south-eastern boundaries of the Manchester Race-course, belonging, or reputed to belong to, the Manchester Race-course Company, Limited, New Park-road, Trafford-road Trafford-bridge, and an imaginary straight line drawn from the western corner of the southern abutment of Trafford-bridge in a westerly direction to, and terminating at a point on the left bank of the River Irwell, 4 furlongs and 4 chains, from the said corner of the said abutment of the said bridge, measured along the said left bank, and another imaginary straight line drawn across the River Irwell from the last-mentioned point at right angles to the course of that river.

Number 6.—A dock (Dock No. 2), with an entrance thereto from Work No. 5, and an entrance into the dock next hereinafter described, wholly in the said township of Salford, to be constructed on lands included between Trafford-road, Smith-street, Guy Fawkes-street, Ordsall-lane, an imaginary straight line drawn from the most southerly end of that lane in a south-westerly direction to the right bank of the River Irwell and that right bank.

Number 7.—A dock (Dock No. 3), partly in the said township of Stretford, and partly in the said township of Salford, and partly in the township of Hulme, in the said parish of Manchester (with an entrance thereto from Work No. 6, wholly in the said township of Salford) to be constructed partly on lands on the left bank of the River Irwell, included between the approach from Hulme to Woden-street Bridge, the railway of the Cheshire Lines Committee (situate near Woden-street Bridge), the Bridgewater Canal, and the left bank of the River Irwell, and partly on the bed of the River Irwell, between Woden-street Bridge and Throstle Nest Weir, and partly on lands on the right bank of the said River Irwell, and included between Taylorson-street, Guy Fawkes-street, Ordsall-lane, the south-western boundary of Tatton Mills, the said right bank, the north-eastern boundary of the Ordsall Paper Works, and Grantham-street.

Number 8.—A new navigable cut or canal (being a diversion of the Bridgewater Canal), wholly within the township of Barton-upon-Irwell, in the 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 passes under that canal, measured along that canal, thence passing on the easterly side of that canal, crossing Work No. 3 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 9.—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 10.—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. 2, 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 11.—The diversion of the present channel and course of the River Mersey, wholly in the township and parish 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 12.—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 13.—A dock or basin, with an entrance thereto from Work No. 2, 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. 11. 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 14.—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 6 chains, and there terminating.

Number 15.—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 (measured along that railway) south-east of the south-eastern end of the bridge carrying that railway over the River Mersey, near Partington Station, thence proceeding in a northerly direction for a distance of about 24 chains, and there terminating.

Number 16.—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 17.—Deviation Railway No. 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. 2 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 18.—Deviation Railway No. 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. 2 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 19.—Deviation Railway No. 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. 2 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 20.—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. 3 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 10 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 therealong. 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 21.—Deviation Railway No. 5.—The diversion of the said Liverpool and Manchester Railway by the construction of a deviation railway, commencing in the said township and parish 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. 3 by a high level bridge, and ter-

minating 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, Carrington, and Barton-upon-Irwell, or some of them.

Number 22.—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 23.—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 24.—A new road wholly in the said township of Walton Inferior, commencing in the public road which leads from the said Chester and Warrington Road past and on the west side of the Walton Mill towards the Runcorn and Latchford Canal, at a point in the said public road about 10 chains (measured therealong in a northerly direction) from the junction between that road and the said Chester and Warrington Road, and thence proceeding in an easterly direction to, and terminating by a junction with Work No. 23, at a point therein about 7 chains from its commencement.

And the Bill will or may authorise the Company to stop up and extinguish all rights of way over so much of the said road which leads past and on the West side of the Walton Mill as lies between two points respectively about 5 chains and 10 chains (measured along that road in a northerly direction) from the junction between that road and the said Chester and Warrington Road, and also so much of the road which leads from the said Chester and Warrington Road past and on the east side of the said Walton Mill towards the Runcorn and Latchford Canal as lies between two points respectively about 4 chains and 10 chains (measured along that road in a northerly direction) from the junction between that road and the said Chester and Warrington Road.

Number 25.—A new road commencing in the said township of Walton Inferior, at a point

in the public road leading from Chester to Warrington, about 8 chains (measured along that road in a north-easterly direction) from the said "Stag Inn," thence proceeding in an easterly direction, and terminating at a point in the said township of Appleton in the public road or highway leading from Warrington to Stretton and Northwich, near St. Thomas's Church, in Stockton Heath. This road will be made from, through, into, or in the said townships of Walton Inferior and Appleton.

Number 26.—A new road, wholly in the said township of Latchford, 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. 2 to and terminating in Common-lane at a point therein about 18 chains south-east (measured along Common-lane) of the said level crossing.

And the Bill will or may authorise the Company to stop up so much of the said 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 27.—A new road, commencing in the said township of Latchford, 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 is crossed on the level by the said Stockport and Warrington Railway, thence proceeding in an easterly direction to and terminating in the said township of Grappenhall, in the public road leading from Thelwall to Latchford at a point distant about 2 chains east (measured along that road) from Morris Brook Farm House. This road will be made from, through, into, or in the said townships of Latchford and Grappenhall.

And the Bill will or may authorise the Company to stop up and extinguish all rights of way over so much of Cross-lane as lies between two points respectively about 5 chains north-west and 3 chains south-east (measured along that road), from the point where the Warrington and Stockport Railway crosses on the level Cross-lane, and 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.

Number 28.—A new road wholly in the said township of Barton-upon-Irwell, commencing in the public road leading from Manchester to Warrington, at a point about 1 chain north of the bridge, carrying the said Railway No 2, authorised by "The Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865," over that road, and thence proceeding in a westerly direction to and terminating in the public road called Moss-lane, at a point about 1 chain north of the point where Moss-lane is crossed on the level by the said Railway.

And the Bill will or may authorise the Company to stop up and extinguish all rights of way over so much of Moss-lane, as lies between two points respectively, about 1 chain north-west and 5 chains south-east of the last-mentioned level crossing.

Number 29.—A new road, wholly in the said

township of Salford, commencing in Ordsall-lane at or near the junction of Grantham-street with that lane, thence proceeding in a northerly direction, crossing over the said entrance from Dock No. 2 to Dock No. 3 by means of a swing bridge, and terminating by a junction with Smith-street at or near the junction of that street with Landseer-street.

And the Bill will or may authorise the Company to stop up and extinguish all rights of way over so much of Ordsall-lane as lies between the northern corner of Ordsall Paper Works and the western corner of Tatton Mills, and so much of Taylorson-street as lies between Smith-street and Chief-street.

And the Bill will or may authorise the Company to stop up and extinguish all rights of way over the following streets, wholly in the said township of Salford—namely, Garfield-street, St. James-street, Higson-street, Lower Craven-street, Gledhill-street, Landseer-street, Markendale-street, Harry-street, Monmouth-street, Tyler-street, Rixton-street, Guy Fawkes-street, Warburton-street, Soho-street, Ross-street, Hereford-street, Tintern-street, Grantham-street, Stamford-street, and Chief-street.

Number 30.—A new road wholly in the said township of Salford, commencing in Taylorson-street at its junction with Smith-street, thence proceeding in a south-easterly direction, and terminating in Ordsall-lane, 2 chains south-west of the junction of that lane with Guy Fawkes-street.

Number 31.—The widening of Smith-street, wholly in the said township of Salford, on the south side thereof, between Trafford-road and Landseer-street.

Number 32.—A new road, wholly in the said township of Salford, commencing in Trafford-road at a point about 1 chain (measured along that road) north of the northern abutment of Trafford-bridge, thence proceeding in an easterly direction, and terminating by a junction with Ordsall-lane at the junction of that lane with Chief-street.

Number 33.—An opening bridge, wholly in the said township of Salford, with all necessary machinery and apparatus, to carry Trafford-road over the said entrance from Dock No. 1 to Dock No. 2, commencing at a point in Trafford-road about 11 chains (measured along that road) north of the northern abutment of Trafford-bridge, and terminating in that road about 2 chains north of the said point of commencement.

Number 34.—An opening bridge, wholly in the said township of Barton-upon-Irwell, with all necessary machinery and apparatus to carry Barton Road over Work No. 3, commencing at a point in the said road about 12 yards from the southern abutment of the bridge, carrying that road over the River Irwell, at Barton (measured along that road in a north-westerly direction), and terminating in that road at a point about 2 chains north of the said point of commencement.

Number 35.—An opening bridge wholly in the said township of Rixton-cum-Glazebrook, with all necessary machinery and apparatus to carry the Rixton and Warburton road over Work No. 3, commencing at a point in the said road about $18\frac{1}{2}$ chains from the most northerly abutment of the bridge carrying that road over the River Mersey (measured along that road in a north-westerly direction), and terminating in that road at a point about

2 chains north-west of the said point of commencement.

Number 36.—An opening bridge wholly in the said township of Latchford, with all necessary machinery and apparatus to carry the road leading from Knutsford to Warrington over Work No. 2, commencing at a point in that road about $11\frac{1}{2}$ chains (measured along that road in a north-westerly direction) from its junction with Hunt's-lane, and terminating in that road at a point about 2 chains north of the said point of commencement.

Number 37.—An opening bridge wholly in the said township of Latchford, with all necessary machinery and apparatus to carry the road leading from Hunt's-lane to Latchford Station over Work No. 2, commencing at a point in that road about 10 chains (measured along that road in a northerly direction), from its junction with Hunt's-lane, and terminating in that road at a point about 2 chains north of the said point of commencement.

Number 38.—An opening bridge wholly in the said township of Latchford, with all necessary machinery and apparatus to carry Ackers-lane over Work No. 2, [commencing at a point in that lane about 9 chains from its junction with Mill-lane (measured along Ackers-lane in a northerly direction), and terminating in Ackers-lane at a point about 2 chains north of the said point of commencement.

Number 39.—An opening bridge wholly in the township of Appleton, in the parish of Great Budworth, with all necessary machinery and apparatus to carry the road leading from Warrington to Stretton and Northwich over Work No. 2, commencing at a point in that road about $3\frac{1}{2}$ chains (measured along that road in a northerly direction), from the north-east corner of St. Thomas'-churchyard, and terminating in that road at a point about 2 chains north of the said point of commencement.

Number 40.—The removal of so much of the bed or foreshore of the River Mersey or of the estuary thereof, in or adjoining the township of Widnes and in the parish of Prescott, in the county of Lancaster as lies between the northern shore of that river or estuary and an imaginary line drawn parallel with and at a distance of about 12 chains to the south of the said shore, and extending a distance of about 20 chains above and about 15 chains below the bridge over the River Mersey known as Runcorn Bridge.

Number 41.—A wall or embankment, commencing in the bed or foreshore of the estuary of the River Mersey, at a point in or adjoining the said township of Eastham, and in the said parish of Eastham, at and immediately adjoining the eastern side of the Eastham Ferry Stage at its junction with the southern bank of the said estuary, and thence proceeding in a south-easterly direction in, over, and upon the foreshore or bed of the said estuary, and along the southern shore thereof, and terminating in the bed or foreshore of the said estuary, at a point in or adjoining the said township of Eastham, and in the said parish of Eastham, about 3 furlongs and 9 chains (measured in a south-easterly direction) from the south-eastern end of the said Eastham Ferry Stage.

This work will be situate partly in the said township and parish of Eastham, and partly in a

portion of the bed of the said estuary which is within the said parish, but outside the said township, and not within any township.

It is proposed to take certain lands reputed to be commonable lands, of which the following are the particulars:—

Work for which the Lands are required.	Name by which the Lands are known.	Parish and Township in which situate.	Quantity within limits of deviation.	Estimated quantity to be taken.
Number 1 Number 1D	Common Ley.	Parish and Township of Ince.	31 Acres	20 Acres.
Number 1 Number 1E Number 1F	Tongue Ley.	Same.	30 $\frac{3}{4}$ Acres	23 Acres.
Purposes for which the Lands are required.	Name by which the Lands are known.	Parish and Township in which situate.	Quantity within limits.	Estimated quantity to be taken.
Additional lands.	Weston Marsh.	Parish of Runcorn. Township of Weston.	6 Acres.	6 Acres.

6 To provide for the diversion, extension, or re-arrangement, 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, or some parts thereof, in

lieu of which such deviation railways and diverted canal are to be constructed; 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, or of the estuary thereof, as lies below the commencement of Work No. 1, and between Bromborough Pool and the commencement of Work No. 1 and (within those limits) between the southern shore of the River Mersey, and an imaginary line drawn parallel with, and at a distance of 800 yards to, the north of that shore, and also of so much of the River Mersey, or of the estuary thereof, as lies to the north of Work No. 1 for the whole length thereof, and between the northern side of that work, and an imaginary line drawn parallel with, and at a distance of 500 yards to, the north of the said north side of that work, also of so much of the River Weaver and of the estuary thereof as lies between Frodsham Bridge and the estuary of the River Mersey, also of so much of the River Mersey as lies between the bridge over the River Mersey at Runcorn, and the junction of that river with the River Irwell, and so much of the last-mentioned river as lies between its junction with the River Mersey and Hunt's Bank, in Manchester.

10. To enable the Company, between the commencement of Work No. 1 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, ware-

houses, 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, in Warrington, and Hunt's Bank, 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 and impound in the intended new ship canal, channels, cuts, docks, and works, and in the areas included between the southern or Cheshire bank of the said estuary and of the River Mersey and the embankments 1A, 1B, 1C, 1D, 1E, 1F, 1G, and 1H, respectively, the waters of the said estuary and of the Rivers Mersey, Irwell, Weaver, Gow, and Bollin, and of the Mersey and Irwell Navigation, the Holpool Gutter, Pool Hall Brook, 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 estuary, 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 for the purposes of, and in connection with, the construction and maintenance of the several works hereinbefore described or referred to, to exercise the powers usually conferred on Railway Companies, for the construction and maintenance of railways, and especially the powers granted by Section 16 of "The Railways Clauses Consolidation Act, 1845," and to cross, open, or break up, cut through, 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, water-courses, 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. 2 and the termination of Work No. 3, 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 and foot-paths rendered unnecessary by reason of any diversions thereof, or which are shown on the said deposited plans, as intended to be stopped up, or which are included within the limits of the land shown on the deposited plans as intended to be taken compulsorily, and which shall be so taken, or which they are in any way 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 parish and 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 Naviga-

- tion, 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) Lands, warehouses, mills, yards, wharves, dwelling-houses, public-houses, shops, stables, workshops, engine-houses, sheds, buildings, and streets, situate in the said township of Salford, and included between Trafford-road, Smith-street, Guy Fawkes-street, Ordsall-lane, the south-western boundary of Tatton Mills; the right bank of the River Irwell, and Trafford-bridge.
- (d) Land lock-house, 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 the Bridgewater Canal.
- (e) Land, and parts of bed of the River Irwell, situate in the said townships of Salford, Stretford, and Barton-upon-Irwell, or some of them, lying between the left bank of the River Irwell 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.
- (f) Land and buildings, parts of bed of the 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.
- (g) 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.
- (h) 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.
- (i) Land, buildings, 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 the site of the old Sandywarp Lock, recently removed, passing to the rear of the site of the lock-house, until recently situate near such lock, 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.
- (j) Land parts of bed of the 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.
- (k) 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 boundary between the said townships of Thelwall and Lymm, at a point on that boundary about 45 chains south of the point where such boundary strikes the left bank of the River Mersey, measured along that boundary, and another imaginary straight line commencing at the termination of the last described imaginary straight line, and terminating at 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-Glaze-

brook, Lymm, Thelwall, and Woolston and Martinscroft, or some of them.

- (l) 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.
- (m) 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.
- (n) 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, turn-bridges, 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 townships of Norton and Halton, in the said parish of Runcorn, or some of them.
- (o) 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.
- (p) Land and parts of bed of the 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.
- (q) 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.

- (r) 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.
- (s) Lands situate wholly in the said township of Weston, and included between the southern bank of the Weston Canal of the River Weaver Navigation, an imaginary straight line drawn from the southern end of the Weston Marsh turnbridge in a south-westerly direction, until it strikes the right bank of the River Weaver, or of the estuary thereof, and the right bank of that river between the termination of the last-described imaginary straight line and the Weston Marsh Sluice, on the said Weston Canal.
- (t) Lands situate wholly in the said township of Frodsham, being part of Frodsham Score included between the flood-bank on Frodsham Marsh, Holpool Gutter, the River Weaver, and the southern shore of the said estuary of the River Mersey.
- (u) Lands and buildings in the said township of Ince included between the southern shore of the said estuary and an imaginary straight line drawn parallel with and at a distance of 14 chains to the south of the said shore, and extending about 30 chains to the west, and about 20 chains to the east of the Ince Ferry House.
- (v) Lands and buildings in the said townships of Great Stanney, Ince, and Stanlow, included between the said southern shore of the said estuary, the boundary between the said parishes of Eastham and Stoke (detached) and an imaginary straight line commencing at a point in the said parish boundary, about 10 chains (measured along that boundary) from the said southern shore, and terminating at a point on the left bank of the River Gowy, about 33 chains (measured along that bank) from the said bridge, carrying the Hooton and Helsby Branch of the Birkenhead Railway over that river and that river.
- (w) Lands and buildings wholly in the said township of Netherpool, included between the said southern shore of the said estuary, the right bank of Pool Hall Brook, and an imaginary straight line drawn from a point on the said right bank, about 4 chains (measured along that bank) south-west of the lowest bridge over the said brook to a point on the boundary between the said townships of Netherpool and Whitby, about 4½ chains (measured along the said boundary)

from the said southern shore of the said estuary and the said boundary.

(x) The land, buildings, stables, and offices, known as the Sutton Mills, situate in the township of Sutton, in the said parish of Runcorn, near Frodsham Bridge.

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 authorise the Company to appropriate any lands for the time being belonging to them for the erection thereon of, and to erect, dwellings for the labouring classes, and to sell or let such dwellings.

19. To constitute the intended ship canal and the navigable waters of the Rivers Mersey and Irwell between Hunt's Bank aforesaid and Runcorn Bridge, 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.

20. 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.

21. 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.

22. 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.

23. 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.

24. 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 any part or parts thereof, and of any docks, railways, tramways, basins, wharves, lifts, cuts, canals, locks, gates, 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, duties, and charges.

25. 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.

26. 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, locks, 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.

27. 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, and towards the expenses of the Upper Mersey Navigation Commissioners, under the Upper Mersey Navigation Acts 1876 and 1879, such sums as may be fixed in the Bill or prescribed by Parliament.

28. To enable the Company on the one hand and the Bridgewater Navigation Company (Limited), the Company of Proprietors of the Rochdale Canal, the Company of Proprietors of the Leeds and Liverpool 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, the Manchester, Sheffield, and Lincolnshire Railway Company, and the North Staffordshire 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, and the said Committee 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, or Committee, the payments for drawbacks or rebates on, 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.

29. 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.

30. To empower the Company on the one hand, and any Municipal Sanitary Highway or Local Authority, and any Company, and the owners, lessees, and occupiers of any lands taken under or affected by the powers of the Bill, on the other hand, to enter into, and fulfil, contracts and agreements for, or in relation to, the execution of any works, the construction and maintenance of any roads or footpaths, and the taking of any lands in or by which they may respectively be

interested or affected, and to enable any such authority to provide the necessary funds for the purpose by borrowing and by the levying of rates, or by either of those means, and the Bill will or may confirm any such contract or agreement which may already have been or which may at any time hereafter be entered into for or in relation to any of the matters aforesaid.

31. 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.

32. To authorise and empower the Municipal Corporation of any Borough in Lancashire or Cheshire on the one hand, and the Company on the other hand, to enter into and fulfil contracts and agreements with reference to the execution of all or any of the works proposed to be authorised, and the contributing to the costs of the intended Act, and for those purposes or either of them, to expend their funds, rates, and revenues, and to borrow money on security thereof.

33. To constitute the expenses of and incidental to the promotion of the Manchester Ship Canal Bills of Sessions 1883 and 1884 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.

34. 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; 59 Geo. III., c. 105, and any other Act directly or indirectly affecting the Company of Proprietors of the Leeds and Liverpool Canal or their undertaking; 1 Wm. IV., c. 55, and any other Act directly or indirectly affecting the Company of Proprietors of the North Staffordshire Canal or their undertaking; 7 Geo. I., c. 10, and any other Act directly or indirectly affecting the Trustees of the River Weaver Navigation or their undertaking; 9 and 10 Vict., c. 322, and any other Act directly or indirectly affecting the Shropshire Union Railways and

Canal Company or their undertaking; 9 and 10 Vict., c. 204, and any other Act 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 Act 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 Act directly or indirectly relating to or affecting the undertaking of the Cheshire Lines Committee; 12 and 13 Vict., c. 81, and any other Act directly or indirectly relating to the Manchester, Sheffield, and Lincolnshire Railway Company and their undertaking; 9 and 10 Vict., c. 71, and any other Act directly or indirectly relating to the Great Northern Railway Company and their undertaking; 7 and 8 Vict., c. 18, and any other Act 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 any other Act directly or indirectly relating to or affecting the Rivers Mersey and Irwell, or either of them; "The Rixton and Warburton Bridge Act, 1863," and any other Act relating directly or indirectly to the Rixton and Warburton Bridge; "The Salford Tramways and Improvement Act, 1875;" "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 canals, channels, 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 29th 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 20th day of December next.

Dated this 14th day of November, 1884.

Grundy, Kershaw, Saxon, and Samson,
Solicitors, 31, Booth-street, Manchester;
and Victoria Chambers, Southampton-
Buildings, W.C.

Dyson and Co., Parliamentary Agents, 23
and 24, Parliament-street, Westminster.

In Parliament.—Session 1885.

Witham Drainage. (Steeping River.)

(Further provision for protecting and draining the Fourth District of the Witham Drainage; New Works for straightening, deepening, widening, and improving Steeping River from Salem Bridge at Wainfleet to the sea; Alteration of sea bank; Connection of new with existing works; Alteration, removal, and reconstruction of existing river and other works, roads, &c.; Diversion of water into new works; Maintenance of works; Compulsory purchase of lands; Vesting site and soil of part of bed, &c., of Steeping River in the General Commissioners; Entry upon, construction of subsidiary works upon, and occupation and user of other lands; Power to levy new or additional rates upon lands within a portion of the East Fen and low lands and grounds adjoining, and lands within Five Thousand Acre District, and other lands in the parishes, &c., of Great Steeping, Irby, Firby, Bratof, Croft, Wainfleet All Saints, Wainfleet St. Mary, Stickford, and Sibsey; Extension of limits of Fourth District; Prohibition during prescribed periods of use of land doors for boat navigation; Provisions as to taking in water through banks of Steeping River, and for taking charge of existing and for licensing, &c., of new tunnels; Provisions as to taking in water from River Witham; Contributions by Commissioners of Sewers for Spilsby District; Exclusion of Fourth District as extended from jurisdiction of Commissioners of Sewers; Further money powers to General Commissioners; Application of moneys; Repeal or amendment of provisions of Witham Drainage (Fourth District) Act, 1867, as to steam engines; Vesting engines and works in the General Commissioners; 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 General Commissioners for Drainage by the River Witham (hereinafter called the Commissioners), acting under the Act of the second year of the reign of King George the Third, chapter 32, "for draining and preserving certain low lands called the Fens, lying on both sides of the River Witham, in the county of Lincoln, and for restoring and maintaining the navigation of the said river from the High Bridge in the city of Lincoln, through the borough of Boston to the sea," and under the (local) Acts following, or some of them, viz., 41 Geo. 3, cap. 135; 43 Geo. 3, cap. 118; 52 Geo. 3, cap. 108; 58 Geo. 3, cap. 60; 2 and 3 Vict., cap. 34; the Witham Drainage Act, 1865; the Witham Drainage (Fourth District) Act, 1867; the River Witham Outfall Improvement Act, 1880; and the River Witham Drainage Act, 1881 (which Acts, and all Acts amending the same, and all or any other Acts relating to or affecting the Commissioners or their district or the River Witham, are hereinafter referred to as "the Witham Drainage Acts"), for leave to bring in a Bill for an Act for effecting the

purposes or some of the purposes following, viz. :—

1. To make further provision for protecting and draining the Fourth District of the Witham Drainage.

2. To confer upon the Commissioners powers to execute the following or some of the following works, and to exercise the following powers, that is to say :—

- (a) The straightening and improvement in the parish of Wainfleet All Saints of the channel of Steeping River, sometimes known as Wainfleet Haven, and hereinafter referred to as "the River," between two points distant (measuring along the course of the river) 1 chain and 8 chains respectively from the east side of Salem Bridge at Wainfleet.
- (b) A new cut or Channel (No. 1), with flood embankments in the parishes of Wainfleet All Saints and Wainfleet St. Mary, commencing at a point in the river about 14 chains (measuring along the course of the river) from the east side of Salem Bridge aforesaid, and terminating at or near Chain Bridge over the river.
- (c) The deepening and widening in the parish of Wainfleet St. Mary of the river between the east side of Chain Bridge aforesaid and a point about 8 chains east of Mason's Staunch below Wainfleet.
- (d) A new cut or Channel (No. 2), with flood embankments, commencing in the parish of Wainfleet St. Mary at the termination of the deepening and widening last above described, and terminating in the parishes of Croft and Wainfleet St. Mary, or one of them, in the river at a point about 45 chains (measuring along the river) from the junction of the River Limb with the river, and about 21 chains in a south-eastern direction from Croft Bank Station on the Wainfleet and Skegness Railway.
- (e) The widening and deepening in the parishes of Wainfleet St. Mary and Croft of the river for a distance of about 27 chains eastwardly from the termination of the new cut or channel lastly above described.
- (f) A new cut or Channel (No. 3), with flood embankments, commencing in the river at the termination of the widening lastly above described, and terminating in the parish of Croft at or near Wainfleet Sea Clough.
- (g) The removal of Wainfleet or Mason's Staunch, and the placing of land doors in Wainfleet Sea Clough, in the parish of Croft.
- (h) A new sea sluice or clough, with land doors, in the parish of Croft, at the termination of the new cut or Channel (No. 3) hereinbefore described, and immediately to the south of Wainfleet Sea Clough.
- (i) The straightening and improvement of the river between the intended new sluice or clough lastly above described and a point in the river in the parish of Wainfleet St. Mary about 5 chains southward from the junction of Wainfleet Marsh Sluice with the river.
- (j) The diversion or alteration in the parish of Croft of the seabank on the left side of the river between Burgh Sluice and a point about 12 chains north-west from that sluice,

which intended works (a) to (j) will be made or pass from, in, through, or into the parishes

of Wainfleet All Saints, Wainfleet St. Mary, and Croft, in the Parts of Lindsey, in the county of Lincoln, or some or one of them.

(k) All necessary and convenient embankments, banks, walls, bridges, arches, culverts, tunnels, drains, dykes, cuts, outfalls, sluices, staunches, roads, approaches, fences, and other works.

(l) To deviate from the lines of the works as shown on the plans, and from the levels as shown on the sections hereinafter mentioned to any extent which the Commissioners may think fit, or which the intended Act may authorise.

(m) To connect the embankments, banks, drains, dykes, cuts, sluices, tunnels, outfalls, bridges, roads, fences, works and approaches to be constructed under the powers of the intended Act, with any existing public or private embankments, banks, drains, dykes, cuts, sluices, tunnels, outfalls, bridges, roads, fences, works and approaches.

(n) To deepen, widen, alter, remove and reconstruct all drains, dykes, cuts, outfalls, embankments, banks, bridges (except Salem Bridge), sluices, staunches, tunnels (except tunnels for watering cattle in dry seasons) and other works and conveniences between Salem Bridge aforesaid and the termination of the works in and upon the river to be by the intended Act authorised seaward of Queen's Clough or Wainfleet Sea Clough.

(o) To alter the level of, and to stop up, alter or divert, or otherwise interfere with, either temporarily or permanently, all public or private carriage roads or other roads or ways, bridges, haling paths, drains, dykes, sewers, ditches, culverts, tunnels, outfalls, sluices (except the existing Burgh Sluice, and any sluice erected or to be erected in aid thereof), staunches, banks or embankments, forelands, foreshores, and other works, rivers, streams, and watercourses, so far as it may be necessary to do so for the purposes of executing the works to be by the intended Act authorised, and to deposit soil, earth, and other things on the same respectively and the banks slopes and sides thereof.

(p) To divert into the intended works the waters of and supplying Steeping River, Steeping Beck, River Limb, Burgh Sluice or Sluices, and Wainfleet Marsh Sluice, and of the streams, becks, drains, runs, and creeks running or draining into the same.

3. To make provision for the maintenance by the Commissioners of the works by the intended Act authorised to be executed, so far as any other persons or bodies are not liable to maintain the same, and to empower the Commissioners to cleanse and maintain the channel of the river in its improved or altered state, and under and through the said bridge in the said parishes of Wainfleet All Saints and Wainfleet Saint Mary or one of them.

4. To empower the Commissioners to purchase and take, and to enter upon and use compulsorily, or by agreement, for the purposes of the intended works and of the Act, and either temporarily or permanently, lands, houses and bridges in the said parishes of Wainfleet All Saints, Wainfleet St. Mary, and Croft, or some or one of them, and easements or limited interests in or over all or any of such lands, houses, and bridges.

5. To vest in the Commissioners, freed and discharged from all rights now existing therein,

the site and soil of the portion of the bed, shores, and banks of the river which will lie between the points of the commencement and termination of the works by the intended Act authorised, and will become disused for purposes of drainage owing to the construction of the works proposed to be authorised by the Bill, and to empower the Commissioners to dispose of the same as beneficial owners, and to apply the proceeds of any such sale for the purposes of the intended Act or any other purposes.

6. To empower the Commissioners from time to time to enter on any lands within the parishes or places hereinbefore mentioned, or within which any of the works proposed to be authorised by the intended Bill are or will be situate; and to make and maintain through, in, under and over such lands any culverts, ditches, drains, cuts, outfalls, sluices, bridges, staunches, walls, banks, arches, or other works, and for such purposes to occupy the said lands either temporarily or permanently.

7. To empower the Commissioners to assess and levy, and either prospectively or retrospectively, new or additional rates and taxes, and to alter those now authorised to be taken thereon under the Witham Drainage Acts, upon or in respect of the following lands in the Parts of Lindsey and in the parts of Holland in the county of Lincoln, or some of them, or some part or parts thereof respectively, that is to say:—

- (a) The lands within the Fourth District of the Witham Drainage forming part of the East Fen, and the low lands and grounds adjoining or contiguous thereto, excepting the lands now forming part thereof and lying southward of an imaginary line following the course of Moor's Bank, in the parish of Sibsey, to the dyke forming the boundary of the parishes of Sibsey and Leake; thence proceeding northwardly for about 17 chains along the said dyke; thence proceeding in an easterly direction to Hobhole Drain Bank; thence along the said bank to Simon House Bridge; and thence in an easterly and afterwards in a south-easterly direction along Leake Common Side-lane to Wicken-lane, in the parish of Leake.
- (b) The lands now forming part of the Fourth District under the Witham Drainage Acts, and therein called "the Five Thousand Acre District."
- (c) The lands situate in the several parishes or places of Great Steeping, Irby, Firsby, Bratoft, and Croft, lying between the Five Thousand Acre District and an imaginary line commencing at Great Steeping School House; thence proceeding along Hill's-lane to Keythorpe or Burgh Crossing; thence in an easterly direction along the Burgh-road, across the East Lincolnshire Branch of the Great Northern Railway to the Burgh Gravel Pits; thence south-eastwardly along the Burgh Low-road to a road known as Bratoft-lane; thence along that lane to Croft-end; and thence along the highway leading from Burgh to Wainfleet, past West John Rainey's Farm (late Mitchell's Farm), to the eastern boundary of the Five Thousand Acre District.
- (d) The lands situate in the several parishes or places of Wainfleet All Saints, Wainfleet St. Mary, and Croft, and lying within an imaginary line commencing in the parish of Croft abutting on the War Dyke, at the point

where that dyke is crossed by the highway leading from Wainfleet to Skegness; thence in a westwardly direction along the course of that dyke to Bambers Field Gate; thence proceeding for a distance of about 2 chains along the Low-road from Wainfleet to Burgh; thence westwardly along the hedge or division between the field belonging or reputed to belong to Thomas Turner, and the lands to the south thereof, belonging or reputed to belong to Mary Freeman and Samnel Welberry, to the highway from Wainfleet to Burgh; thence northwardly along that highway to a point 10 chains or thereabouts west of Rattle Skull Gowt; thence in an eastwardly direction to Rattle Skull Gowt; thence along the course of the River Limb to the highway leading from Wainfleet to Skegness; thence north-eastwardly along the said highway to Cow Bank Bridge; thence along the bank of Cow Bank Drain to Burgh Sluice and Wainfleet Haven; thence in a north-westwardly direction along Wainfleet Haven to a point in the parish of Croft opposite to the south-eastern end of the Old Sea Bank in the parish of Wainfleet St. Mary; thence crossing the Haven and along the Old Sea Bank to Quebec Bank; thence north-westwardly along Quebec Bank to Quebec Tunnel; and thence southwardly along and to the termination of Quebec Bank; thence proceeding north-westwardly along a private road lying to the south of lands belonging or reputed to belong to B. W. P. W. Powlett, Esq., to Wainfleet Haven; thence along Wainfleet Haven, past Chain Bridge, to premises in the parish of Wainfleet All Saints on the north side of Wainfleet Haven, belonging or reputed to belong to George Bateman; thence along the eastern boundary of those premises and across the line of the Firsby and Skegness Railway, and thence proceeding along the eastern boundary of premises belonging, or reputed to belong to Marshall Scupholm to the southern boundary of Magdalen School; thence eastwardly along that boundary; thence along the fence or hedge forming the eastern boundary of lands belonging or reputed to belong to the Overseers of the poor of the parish of Wainfleet, and lands belonging or reputed to belong to C. T. S. B. Reynardson, Esq., to St. Rumbold-lane; thence proceeding along the said lane to Wainfleet National Schools, and thence eastwardly, so as to exclude those schools, and garden and premises belonging or reputed to belong to William Tasker, to the said St. Rumbold-lane; thence along the said lane to the highway leading from Wainfleet to Skegness, and along the said highway to War Dyke Drain at the point above described as that at which the said imaginary line commences.

- (e) The lands situate in the parish of Stickford, bounded on the north and west by the highway leading from Boston to Spilsby, and on the east and south by the East Fen.
- (f) The lands situate in the parish of Sibsey, bounded on the north and east and partly on the west by the East Fen, and on other sides by an imaginary line commencing in Northland-lane at the boundary of the East Fen, and proceeding eastwardly along that lane to the highway leading from Boston to Spilsby; thence southwardly along that highway to farmlands and buildings in the

occupation of William Harrison; thence eastwardly direct to the East Fen.

8. To extend the limits of the aforesaid Fourth District so as to include therein the lands described in the last preceding paragraph of this notice under the letters (c), (d), (e), and (f), and to empower the Commissioners to assess and levy, either prospectively or retrospectively, rates, assessments, or taxes upon the owners and occupiers of all or any of such lands, and to confer on the Commissioners with respect to such lands all powers, rights, privileges, and authorities which they may from time to time have, enjoy, or be entitled to in respect of lands now included within the Fourth District.

9. To authorise the Commissioners to confer exemptions from the payment of any rates, assessments, or taxes leviable by them under the intended Act, and to make provision for the collection and recovery of such rates, assessments, or taxes, and the redemption thereof, or of any of the now authorised rates, assessments, or taxes.

10. To prohibit, from and after the passing of the intended Act, during such period or periods in each year as the Commissioners may prescribe, or as may be defined by the Bill, the opening or use for boat navigation of the land doors to be placed and set up under the powers of the intended Act.

11. To authorise from and after the passing of the intended Act the Commissioners, or some of them, to regulate the taking in water in dry seasons for the watering of cattle, and for agricultural purposes generally, in and through the banks on both sides of the river, both above and below Salem Bridge aforesaid, and to take charge of all existing tunnels for taking in water in or through the banks of the river, and to license, order, or appoint such other tunnels for taking in water as the Commissioners from time to time may deem expedient; and for those purposes to take in water from the River Witham at Anton's Gowt for the benefit of the Wildmore West and East Fens, subject to the existing limitations as to retaining water in the River Witham for the purposes of navigation.

12. To make provision for the contribution by Her Majesty's Commissioners of Sewers for the district of Spilsby towards the expenses of maintaining the channel of the river in the tideway below Burgh Sluice, and to confer all such powers upon the said Commissioners as may be necessary in that behalf.

13. To exclude and exempt the said Fourth District, and all lands, rivers, waters, sewers, drains, sluices, bridges, and works situate within the boundaries thereof as proposed to be extended by the Bill, from the control, direction, survey, or order of any Commissioners of Sewers other than the Commissioners, or the operation of any law or statute (other than the Witham Drainage Acts) relating to sewers.

14. To authorise the Commissioners to raise money by borrowing, or otherwise, on the security of the said intended and of the authorised rates and taxes, or of some part thereof, and to apply such money and such rates and taxes, and the funds thence derived, or some parts thereof, and any moneys which the Commissioners are authorized to borrow under any existing Act of Parliament, to the purposes of the intended Act, and of the (local) Acts 41 Geo. 3, cap. 135, and 58 Geo. 3, cap. 60, and other existing Acts relating to or including the said Fourth District, or for some of such purposes.

15. To repeal and amend such and so much of the provisions of the (local) Witham Drainage (Fourth District) Act, 1867, as relate to the placing of steam engines erected under the provisions of that Act, under the care and management of the East Fen General Commissioners, and to vest the said engines and works and the working thereof in the Commissioners, and to make provision with respect to the care and management thereof.

16. To vary and extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

17. It is intended by the Bill to amend, or if need be repeal, the powers and provisions of all or some of the following Acts, that is to say:—The Witham Drainage Acts, and any other Act or Acts relating to the drainage of the River Witham or the Commissioners.

18. And notice is hereby given, that on or before the 29th day of November, 1884, plans and sections of the proposed works, and showing the lands, houses, and bridges which may be taken or will be vested in the Commissioners under the intended Act, with a book of reference to the 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 Parts of Lindsey in the said county of Lincoln at his office in the city and county of the city of Lincoln, and that a copy of so much of the plans and sections and books of reference as relates to each of the aforesaid parishes of Wainfleet All Saints, Wainfleet St. Mary, and Croft, with a copy of this notice as published in the London Gazette, will be deposited on or before the same 29th day of November with the parish clerk of each such parish at his residence.

19. Printed copies of the Bill for the proposed Act will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 13th day of November, 1884.

F. T. White and Son, Boston, Solicitors for the Bill.

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

In Parliament.—Session 1885.

Cardiff and Monmouthshire Valleys Railway. (Incorporation of Company; Construction of Railways in Counties of Glamorgan and Monmouth; Compulsory Purchase of Land; Tolls and Charges; Traffic Agreements; Running Powers and Traffic Facilities over other Railways; 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 to incorporate a Company, and to authorise the Company to be incorporated (hereinafter called "the Company") to make and maintain the railways hereinafter described, or some 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 Roath, in the county of Glamorgan, by a junction with the Railway No. 2, authorised by "The Bute Docks Act, 1882," at a point in a piece of ground numbered 441 on the ordnance 25-inch map, distant 70 yards or thereabouts, measured in a south-easterly direction, from the south-

- west corner of the boarded fence of the Tharsis Copper Works, Cardiff, and 230 yards or thereabouts, measured in a south-westerly direction, from the south-eastern corner of the said boarded fence, and terminating in the parish of Risca, in the county of Monmouth, by a junction with the Western Valleys Railway of the Great Western Railway Company at a point distant 66 yards or thereabouts, measured along that railway in a south-easterly direction, from the south-eastern side of the bridge carrying the public road over the said railway at or near Risca Station, which intended Railway No. 1 will pass from, in, through, or into, or be situated within the parishes and places of Roath, Llanedern, Michaelston-fedw, otherwise Llan-fedw, in the county of Glamorgan; and St. Mellons, Michaelston-fedw, Machen, Lower Machen, Bassaleg, Graig, and Risca, in the county of Monmouth.
2. A Railway (No. 2), to be wholly situate in the parish of Roath, in the county of Glamorgan, commencing by a junction with the intended Railway No. 1, in a field numbered 447A on the ordnance 25-inch map, at a point distant 204 yards or thereabouts, measured in a south-westerly direction, from the north-west corner of the wall enclosing the inner outfall basin of the Cardiff main eastern sewer, and 148 yards or thereabouts, measured in an easterly direction, from the south-east corner of the boarded fence of the Tharsis Copper Works, and terminating by a junction with the Railway No. 2, authorised by "The Bute Docks Act, 1882," at a point distant 347 yards or thereabouts, measured in a south-easterly direction, from the south-west corner of the boarded fence of the Tharsis Copper Works.
 3. A Railway (No. 3), to be wholly situate in the parish of Roath, in the county of Glamorgan, commencing by a junction with the intended Railway No. 1, in a field No. 469 on the ordnance 25-inch map, at a point distant 25 yards or thereabouts, measured in a southerly direction, from the northern boundary thereof, and 41 yards or thereabouts, measured in a westerly direction, from the eastern boundary thereof, and terminating in a piece of ground numbered 365 on the said ordnance map, at a point distant 40 yards or thereabouts, measured in a north-westerly direction, from the centre of the road on the south-east side of the said piece of ground, and 27 yards or thereabouts, measured in an easterly direction, from the fence on the western side thereof.
 4. A Railway (No. 4), to be wholly situate in the parish of Roath, in the county of Glamorgan, commencing by a junction with the intended Railway No. 1, at a point on the public road leading from Cardiff to Newport, and distant 45 yards or thereabouts, measured in a southerly direction, from the southern end of the public seat situated on the north-west side of the said road, and opposite to the Heath Brickworks, and terminating by a junction with the Great Western Railway Company's South Wales Railway, at a point distant 107 yards or thereabouts, measured in a north-easterly direction along that railway, from the distance post indicating 168½ miles on that railway.
 5. A Railway (No. 5), commencing in the parish of Machen, in the county of Monmouth, by a junction with the intended Railway No. 1, in a field numbered 406 on the ordnance 25-inch map, at a point distant 19 yards or thereabouts, measured in a northerly direction, from the southern boundary thereof, and 15 yards or thereabouts, measured in a westerly direction, from the eastern boundary thereof, and terminating by a junction with the Brecon and Merthyr Tydfil Junction Railway at a point distant 79 yards or thereabouts, measured in a westerly direction, from an iron distance post on that railway marked "4 miles Rumney road," which intended Railway No. 5 will pass from, in, through, or into, or be situated within the parishes or places of Machen, Machen Lower, Bassaleg, and Graig, in the county of Monmouth.
 6. A Railway (No. 6), commencing in the parish of Machen by a junction with the intended Railway No. 1, at a point in the field numbered 145 on the ordnance 25-inch map, distant 125 yards or thereabouts, measured in a southerly direction, from the northern boundary thereof, and 33 yards or thereabouts, measured in a westerly direction, from the eastern boundary thereof, and terminating in the parish of Machen, in the county of Monmouth, by a junction with the Sirhowy Railway of the London and North Western Railway Company, at a mile-post indicating 13½ miles on that railway, which said intended Railway No. 6, will pass from, in, through, or into, or be situated within the parishes and places of Machen, Machen Lower, Risca, Mynyddislwyn, and Machen Upper, in the county of Monmouth, or some or one of them.
 7. A Railway (No. 7), commencing in the parish of Risca, in the county of Monmouth, by a junction with the intended Railway No. 6, at a point in the field numbered 82 on the ordnance 25-inch map, distant 50 yards or thereabouts, measured in a northerly direction, from the southern boundary thereof, and 56 yards or thereabouts, measured in a westerly direction, from the eastern boundary thereof, and terminating in the parish of Mynyddislwyn, in the county of Monmouth, in the field numbered 3,687 on the ordnance 25-inch map, at a point distant 10 yards or thereabouts, measured in a south-westerly direction, from the north-east boundary thereof, and 10 yards or thereabouts, measured in a north-westerly direction from the south-east boundary thereof, which said intended Railway No. 7 will pass from, in, through, or into, or be situated within the parishes and places of Risca and Mynyddislwyn, in the county of Monmouth.
 8. A Railway (No. 8), commencing in the parish of Risca, in the county of Monmouth, by a junction with the intended Railway No. 7, at a point in the field numbered 39 on the ordnance 25-inch map, distant 13 yards or thereabouts, measured in a northerly direction, from the wire fence intersecting such field, and 26 yards or thereabouts, measured in a westerly direction, from the eastern boundary thereof, and terminating in the parish of Henllys, in the county of Monmouth, at a point in an enclosure numbered 19 on the ordnance 25-inch map, distant 27 yards or thereabouts,

measured in a north-easterly direction, from the south-western fence thereof, and 5 yards or thereabouts, measured in a south-easterly direction, from the centre of Cwm Carn Brook, in the said parish, which said intended Railway No. 8 will pass from, in, through, or into, or be situated within the parishes and places of Risca, Mynyddislwyn, and Henllys, in the county of Monmouth.

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 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 cross, stop up, alter, or divert, temporarily or permanently, all such railways, tramways, canals, rivers, streams, turnpike and other roads, bridges, sewers, drains, and pipes, and other works within the before-mentioned parishes and places, as it may be necessary to cross, stop up, alter, or divert, for the purposes of the intended railways, or any of them.

To purchase, and take by compulsion or agreement, lands, houses, and hereditaments, and to acquire rights and easements in or over lands for the purposes of the intended railways and works, and of the Bill, and, notwithstanding the 92nd section of "The Lands Clauses Consolidation Act, 1845," to purchase and take 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, and hereditaments so purchased or taken.

To levy tolls, rates, fares, and charges upon or in respect of the intended railways and works, and also upon the portions of railway to be used by the Company as hereinafter mentioned, to alter the tolls, fares, rates, and charges now taken, or authorised to be taken, on those portions of railway, and to confer exemptions from the payment of such tolls, fares, rates, and charges.

To authorise the Company on the one hand, and the Brecon and Merthyr Tydfil Junction Railway Company, the Great Western Railway Company, the London and North Western Railway Company, the Midland Railway Company, the Taff Vale Railway Company, and the Rhymney Railway Company, and the Marquess of Bute and his trustees, or other the undertakers under the Bute Docks Acts, or any or either of those Companies or persons on the other hand, from time to time to enter into and carry into effect and rescind contracts, arrangements, and agreements for and with respect to the working, use, management, and maintenance of the intended railways and works, or of any part thereof, the supply of engines and working stock and plant, and of officers and servants for the conduct and conveyance of the traffic on the intended railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, transmission, forwarding, and delivery of traffic coming from or destined for the respective railways of the contracting Companies or persons, the fixing and collecting of the tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and appropriation of the receipts and revenue arising therefrom; and the

Bill will sanction or confirm and give effect to any such contracts, arrangements, or agreements which have been or may before the passing thereof be entered into between the Company and any or either of the other Companies or persons with reference to the matters aforesaid, or any of them.

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, and use, with their engines, carriages, and wagons, and officers and servants, and for the purposes of traffic of all kinds, upon such terms and conditions, and on payment of such tolls and rates, as may be agreed upon or settled by arbitration, or prescribed by the Bill, the railways and portions of railways next hereinafter mentioned (that is to say) :—

- (a) The Sirhowy Railway of the London and North Western Railway Company.
- (b) The railways connected with the docks at Cardiff belonging to the Marquess of Bute and his trustees.
- (c) So much of the Great Western Railway as is situated between the termination of the intended Railway No. 4 and the junction of the Great Western Railway with the Penarth Railway.
- (d) So much of the Penarth and Penarth Extension Railways as is situate southward of such last-mentioned junction.
- (e) So much of the Brecon and Merthyr Tydfil Junction Railway as is situated between the junction therewith of the intended Railway No. 5 and the Bargoed South Junction and the termination of the said railway near Rhymney Ironworks respectively, and so much of the said Brecon and Merthyr Tydfil Junction Railway as lies between its junction with the Rhymney Railway Company's Bargoed Branch near Deri and Tallylyn Junction.
- (f) So much of the Rhymney Railway as lies between the junction thereof with the Brecon and Merthyr Tydfil Junction Railway near Bargoed and the junction of the Rhymney Railway Company's Bargoed Branch with the Brecon and Merthyr Tydfil Junction Railway near Deri.
- (g) The Western Valleys Railways of the Great Western Railway Company, including the Sirhowy, the Ebbw Vale, the Nantyglo, and the Cymtillery branches, and Hall's tramway.

Together with the use of all terminal and other stations, sidings, platforms, points, signals, junctions, roads, water, watering-places, and water-engines, engine-sheds, standing room for engines and carriages, booking and other offices, warehouses, machinery, coal tips, works, and conveniences connected with such railways and portions of railways respectively.

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 on any shares or stocks of the Company, for such period and under such conditions as may be prescribed by the Bill.

To vary or extinguish all rights and privileges which may interfere with the objects of the Bill, or any such contracts, arrangements, or agreements as aforesaid, and to confer other rights and privileges.

The Bill will incorporate 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, 1869, and 1883," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will alter, amend, enlarge, or repeal some of the provisions of the local or personal Acts following, viz.:—22 and 23 Vict. cap. 68, and of any other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company; 5 and 6 Will. IV. cap. 107, and of any other Acts relating to the Great Western Railway Company; 20 and 21 Vict. cap. 140, and of any other Acts relating to the Rhymney Railway Company; 9 and 10 Vict. cap. 204, and of any other Acts relating to the London and North Western Railway Company; 6 Will. IV. cap. 82, and of any other Acts relating to the Taff Vale Railway Company; 7 and 8 Vict. cap. 18, and of any other Acts relating to the Midland Railway Company; "The Bute Docks Acts, 1865, 1866, 1874, 1882," and of any other Acts relating to the Bute Docks, Cardiff.

And notice is hereby given, that on or before the 29th day of November in the present year duplicate plans and sections of the intended railways and works, showing the lines and levels thereof, and the lands which may be taken for the purposes thereof, with a book of reference to such plans, and an ordnance map with 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 Monmouth, at his office at Usk, and with the Clerk of the Peace for the County of Glamorgan, at his office at 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 intended railways or works will be made or pass, with a copy of this notice published as aforesaid, 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 some adjoining parish, at his residence.

And on or before the 20th 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 10th day of November, 1884.

Griffith and Corbett, Cardiff, Solicitors for the Bill.

Torr and Co., 22, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Rickmansworth Waterworks.

(Extension of Limits; Power to Levy Rates and to Modify or Increase Rates; Additional Capital; Supply in Bulk to Local Authorities; Change of Name of Company; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1885, by the Rickmansworth Waterworks Company, 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 extend the limits within which the Rickmansworth Waterworks Company (in this notice called "the Company") are authorised to supply water, and to enable them to supply water for public and private purposes to and within the parishes, townships, and places following, or

some of them, or some part or parts thereof respectively (that is to say):—Harefield, Ruislip, Ickenham, Cowley, West Drayton, and Harlington, and such parts of the parish of Hillingdon as not supplied with water by the Uxbridge Local Board of Health, and such parts of the parish of Hayes as are not supplied with water by the South-West Suburban Water Company all in the county of Middlesex.

To enable the Company to have and exercise within such extended limits of supply all or some of the powers and authorities in reference to or in connection with the supply of water, or otherwise, which the Company now have or may exercise, within their existing district of supply, or any parts thereof, and to demand, take and levy rates, rents, and charges for and in respect of the supply of water within such extended limits, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges respectively.

To vary, modify, and increase the rates, rents, and charges which the Company now have power to demand and take within their present limits of supply, and to empower the Company to demand and take increased rates, rents, and charges within the whole or any part of their district as proposed to be extended.

To empower the Company to lay down, maintain, take up, alter, or repair mains, pipes, culverts, and other works for the distribution of water within such extended limits of supply, and for that purpose and other purposes of the Bill from time to time to open, or break up, alter, divert, or stop up, temporarily or permanently, any turnpike or other roads, streets, highways, footpaths, bridges, canals, towing-paths, streams, water-courses, sewers, drains, railways, and tramways within all or any of the parishes and places aforesaid.

To enable the Company, for all or any of the purposes of the Bill, to apply their corporate funds and revenues, and for those purposes and for the general purposes of their undertaking to raise further money by the creation and issue of new shares or stock (ordinary or preferential, or both) and debenture stock, and by borrowing on mortgage or otherwise.

To empower the Company to enter into and carry into effect contracts and agreements for the supply of water, in bulk or otherwise, without as well as within the limits of supply, with any sanitary, local, or other authority, and any railway or other company, corporation, person or persons, and to vary, suspend, or rescind any such contracts or agreements.

To change the name of the Company to the Rickmansworth and Uxbridge Valley Water Company, or such other name as may be given by the Bill.

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

To alter, amend, enlarge, 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 Rickmansworth Waterworks Act, 1884," and any other Acts or Act relating to the Company.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 13th day of November, 1884.

Tahourdins and Hargreaves, 1, Victoria-street, Westminster, Solicitors and Parliamentary Agents for the Bill.

In Parliament—Session 1885.

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 the Lancashire and Yorkshire Railway Company respecting the same; Store Yards and Railway Sidings; further Provisions as to Appointment of Auditor and the Supply of Gas; Recovery of Gas Rates and Rents, Gas Fittings, &c.; Reserve Fund for Gas and Waterworks Purposes; Purchase of Lands by Agreement in connection with Waterworks Undertaking; Extension of Time for Completion of the Ogden Reservoir; Power to vary the supply of Compensation Water, to Increase the Water Rate within the limits of supply and to prevent the waste of water; Improvement of the Barn Brook and other Streams; Maintenance of Bank and Removal of Obstructions; Appropriation of Lands for Recreation Grounds; Admission to Parks and Recreation Grounds; Street Improvements; Powers as to Streets, Buildings, Sewers, the use of Traction and other Engines; 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 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; 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 Session of 1885 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) So much of the township of Elton, 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 of Bury, at Bolholt Printworks and proceeding along the southerly boundary of the township of Tot-

tington-lower-end to the westerly side of Four-lane-ends, thence in a southerly direction along and including the road to Height Barn, thence along the easterly side of an occupation road from Height Barn to the road leading from Walshaw to Harwood, and crossing this road at a point about midway between Bentley Hall and Old Holts, thence continuing in a southerly direction along the line of existing fences to a junction with the township boundary between Elton and Ainsworth, thence continuing along the boundary of the township of Elton to a junction with the present westerly borough boundary near the northerly inlet of the Manchester, Bolton, and Bury Canal reservoir, thence along the present borough boundary to the said Bolholt Printworks.

(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 Bolholt Printworks 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 two 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.

(c) 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 Brandlesome-road at a distance of about four chains to the west therefrom, and along the said line to the east side of Brandlesome-Hall to a point three chains to the north of Woodroad-lane, thence crossing Brandlesome-road and continuing parallel to the said lane at a distance of three chains to the north therefrom to a footpath leading from Longsight to Woodroad-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 Burrs Mills, 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.

(d) 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 two chains to the south of Snape 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 Birtle-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-westerly side of the existing borough of Bury.

(e) 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.

On the south-easterly side of the existing borough of Bury.

(f) 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 Roch, and including the bed of such river to the centre thereof, co-extensive with the said portion of such hamlet,

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 Corporation 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, byelaws, 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 Parliament, 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 be 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 monies, 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 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 five 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, gasworks, 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 authorise the Corporation for the public purposes of the borough to provide and maintain stables and store yards in suitable and convenient positions, and either themselves or by arrangement with any railway company, and upon lands provided or to be provided for that purpose, to construct, lay down, and use sidings in connection with such store yards, and with the railway of such railway company, and to make, enter into, and give effect to any necessary agreements in that behalf with such railway company, and to apply their funds accordingly, or as the case may be, or require to make and carry out agreements with the railway company as to the construction by the Company of such sidings and any other works connected therewith.

To repeal, alter, and amend Section 58 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.

To empower the Corporation from time to time to set apart out of the profits of their gas and water undertakings, or either of them, such sums as they may think proper to form reserve funds to meet contingencies, or for repairs or improvements in connection with the said undertakings respectively.

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 purposes within the borough, and to make further provision for the recovery of gas and meter rents and rates.

To empower the Corporation to acquire, hold, and use patent rights or licences 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 empower the Corporation to refuse to supply gas to persons in certain cases.

To extend the limits of the Bury gas supply as defined by Section 5 of the Bury Gas Act, 1857, so as to include that portion of the township of Walmersley-cum-Shuttleworth as lies between a straight line drawn from Chest Wheel Bridge to Longcroft Bleach Mill and the southern boundary of the district of the Ramsbottom Local Board, in the parish of Bury and county of Lancaster.

To empower the Corporation to purchase by agreement or to take on lease additional lands, houses, and buildings in order to prevent the streams communicating with the waterworks of the Corporation from being polluted or fouled, 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, both in the county of Lancaster.

To repeal or alter Sections 47, 48, and 49 of the Bury and Radcliffe Waterworks Act, 1853, and to provide that the compensation waters by Section 47 of that Act stipulated to be given shall be varied and limited to the quantity now being discharged from the Holden Wood Reservoir, or to such other quantity as the Bill shall define or Parliament shall determine.

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, vary, and amend the scale of charges for water supplied by them within their water limits, and to make further provision as to the supply of and the waste and misuse of water.

To confer powers upon the Corporation for paving, cleansing, scouring and keeping free from obstruction or pollution the bed, channel, and waters of the Barn Brook, and of all other streams, brooks, and watercourses within the extended borough, and for that purpose to empower them to build or repair and maintain, or to require the adjoining owners or other persons interested so to pave the bed or channel, and to build or repair and maintain retaining walls or banks, and to prevent interference with such river, streams, brooks, and watercourses, and the banks and beds thereof, and to prohibit the placing or erection of obstructions therein, and of arches or culverts over the same, and to make and enforce other provisions for the protection and improvement of the same as may be prescribed or authorised by the Bill.

To empower the Corporation to use and appropriate as a place or places of public resort or recreation, or for the enlargement or improvement of any of the approaches to any such places, or for any other purpose beneficial to the inhabitants of the borough, any lands which they may

have acquired or may acquire; to prohibit the holding of public meetings in, and to authorise the closing for a limited time of, all parks and recreation grounds vested in the Corporation, and to make and enforce byelaws and regulations with respect to such matters and to the admission to, the exclusion and removal from, and the times, mode, and condition of the user of any existing or future parks and recreation grounds, the behaviour of the persons frequenting the same, and the payment of admission thereto, or for any refreshment sold therein.

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.

To provide for the closing of public parks and recreation grounds vested in the Corporation on special occasions, and to authorise the Corporation to charge on such occasions for the admission of persons visiting the same,

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 foot-ways, 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.

The regulation and use of traction engines and the making of byelaws as to the hours for working the same.

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, water-closets, ash-pits, 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 fire-places, 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.

Erections 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 the 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, cess-pool, 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 make further provisions against the overcrowding of dwellings and the inspection thereof.

The ventilation of lodging-houses.

The opening and closing of ill-ventilated courts.

The purchase of buildings unfit for human habitation.

The fencing of gardens and forecourts and footing walls.

Provisions as to the construction of coal shoots, area or cellar gratings, and crossings over foot-ways.

To prevent chemical and other refuse from passing into sewers.

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, and 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 provisions with respect to street musicians and singers, and dogs found at large and without muzzles, or for the confining or muzzling of dogs within the borough; to authorise the detention and sale of dogs found at large, 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 fifteen pounds.

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 byelaws 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 byelaws.

To make provision with reference to the form and service of notices, byelaws, 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, and general 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 monies 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 provisions 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; 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.

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 & 2 Will. IV., 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 Corporation 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 byelaws 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 29th 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 29th day of November, 1884, 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 20th day of December next printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November. 1884.

Frederick Bull,

Town Clerk, Bury, Lancashire.

Lewin, Gregory, and Anderson,

24, King-street, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Manchester, Sheffield, and Lincolnshire Railway (Additional Powers).

New Railway in the Counties of York (West Riding) and Derby; New Railway and Deviation Railway, in the County of Lancaster; Consequential Abandonment of portion of Railway No. 1 authorised by the Manchester, Sheffield, and Lincolnshire Railway (New Works) Act, 1881; Stopping up of Level Crossing at Gainsborough, and Substitution of Underbridge or Subway therefor; Compulsory Purchase of Lands; Tolls, &c.; Additional Lands in the Counties of Lancaster, Lincoln, and Chester; Confirmation of Purchases; Stopping-up of Streets in Manchester; Subscription to Undertaking of Blackpool Railway Company; Purchase of the Sheffield Victoria Hotel and Dissolution of the Sheffield Victoria Hotel Company; Extension of Time for Sale of Superfluous Lands of the Company, the Cheshire Lines Committee, and the Sheffield and Midland Railway Companies Committee; Extension of Time for the Completion of certain Works authorised by the Wigan Junction Railways Act, 1874, and the Wigan Junction Railways Act, 1875; Extension of Time for Acquisition of Lands and Completion of certain Works authorised by the Manchester, Sheffield, and Lincolnshire Railway and Cheshire Lines Act, 1882; Power to Constitute Railways authorised by the Manchester, Sheffield, and Lincolnshire Railway (Chester to Connahs Quay) Act, 1884, a separate Undertaking with separate Capital to be guaranteed by the Company; Additional Capital; Application of Funds; Amendment of Acts; and other Purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1885 by the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them (that is to say):—

To empower the Company to make and maintain, with all proper stations, approaches, works, and conveniences connected therewith respectively, the following railways and other works, or some of them (that is to say):—

A railway (No. 1) commencing in the parish of Treeton, in the West Riding of the county of York, by a junction with the railway of the Company at a point on that railway 20 chains or thereabouts measured in a westerly direction along that railway from the centre of the booking office of the Kiveton Park Station on that railway, and terminating in the parish of Chesterfield, in the county of Derby, in a field belonging or reputed to belong to the Duke of Devonshire, and in the occupation of Enoch Goodwin, at a point distant 7½ yards or thereabouts from the centre of the fence which divides that field

from a certain street called Brewery-street, measured in a northerly direction and at a right angle with the said fence, and which said point in the said fence is distant 43 yards or thereabouts to the eastward from the south-east corner of the Baptist Chapel adjoining the said street called Brewery-street, and which said intended railway will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Treeton, Ulley, Brampton-en-le-Morthen, Aston-with-Aughton, Todwell, Thorpe Salvin, Wales, Harthill-with-Woodall, otherwise Harthill, all in the West Riding of the county of York, Killamarsh, Beighton, Eckington, Renishaw, Staveley, Brimington, Whittington, Tipton, Newbold, and Dunston, and Chesterfield, all in the county of Derby.

A railway (No. 2) commencing in the township of West Leigh, in the parish of Leigh, in the county of Lancaster, by a junction with Railway No. 1 authorised by the Manchester, Sheffield, and Lincolnshire Railway (New Works) Act, 1881, at a point on the deposited plans referred to in that Act 1 mile 1 furlong and 7 chains measured along the centre line of that railway from the commencement thereof, and terminating in the township of Atherton, in the said parish of Leigh, at a point on the westerly side of the public road leading from Atherton to Tyldesley, known as the Tyldesley-road, 9½ chains measured in a north-westerly direction along that road from the centre of the bridge carrying that road over Chanters Brook.

A railway (No. 3) (being a deviation of a portion of Railway No. 1, authorised by the Manchester, Sheffield, and Lincolnshire Railway (New Works) Act, 1881), commencing in the township of Abram and parish of Wigan, by a junction with the Railway No. 1, authorised by the Wigan Junction Railways Act, 1874, at a point on that railway 9 chains, or thereabouts, measured along that railway in a north-westerly direction from the entrance to the booking office at the Plank-lane Station on that railway, and terminating by a junction with Railway No. 1, authorised by the Manchester, Sheffield, and Lincolnshire Railway (New Works) Act, 1881, at the point on the deposited plans of that railway, 6 furlongs and 1.75 chains or thereabouts from the commencement thereof, which intended Railways Nos. 2 and 3, or one of them, will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Wigan, Atherton, Leigh, West Leigh, and Abram, all in the county of Lancaster.

To empower the Company to abandon and relinquish the construction of so much and such portion of Railway No. 1 authorised by the Manchester, Sheffield, and Lincolnshire Railway (New Works) Act, 1881, as will be rendered unnecessary by the construction of the intended Railway No. 3, that is to say, that portion of Railway No. 1, so authorised as aforesaid, situate between the commencement of that railway, as defined in that Act, and the termination of the intended Railway No. 3.

To empower the Company to discontinue and stop up so much of a certain level crossing or

occupation road over their railway called Sandfield-lane, in the township and parish of Gainsborough, in the county of Lincoln, as lies between the easterly and westerly boundary fences of that railway, and in lieu thereof, to construct a bridge or subway under the railway, commencing at a point in the said occupation road distant $2\frac{1}{2}$ chains or thereabouts, measured in a southerly direction along that road from the centre of the said railway, and terminating at another point in the said occupation road distant 3 chains or thereabouts, measured in a northerly direction along that road from the centre of the said railway.

To empower the Company to purchase, by compulsion or agreement, lands, houses, and other property for the purposes of the intended railways and other works, and to vary and extinguish all rights and privileges connected with such lands, houses, and property.

To empower the Company to break up, open, cross, stop up, alter, divert, and interfere with, whether temporarily or permanently, roads, streets, highways, railways, tramways, bridges, watercourses, sewers, drains, mains, pipes, telegraph apparatus, and other works, so far as may be necessary in constructing or maintaining the said intended works.

To authorise the Company to deviate from the lines of the works to any extent within the limits of deviation to be shown on the deposited plans or defined in the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined in the Bill.

To empower the Company to levy tolls, rates, and duties for or with respect to the use of the proposed railways and works, to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To authorise the Company for the purposes of their undertaking to purchase by compulsion or agreement, or to confirm the purchase and acquisition by or on behalf of the Company, or any contract or agreement entered into by the Company for the purchase or acquisition of the following properties:—

Certain lands, houses, and buildings situate in the parish of Manchester, in the county of Lancaster, lying and abutting on the northerly and southerly sides of the Manchester South Junction and Altrincham Railway, and bounded on the north side by Gaythorn-street, on the south side by Little Peter-street, on the east side by Albion-street, and on the west side by the street or highway leading from Deansgate to Knott Mill Bridge.

Certain other houses, lands, and buildings situate in the said parish of Manchester, lying and being on the south side of Hewitt-street, and on the east side of Albion-street, and abutting on those streets.

Certain other houses, lands, and buildings situate in the parish of Great Grimsby, in the parts of Lindsey, in the county of Lincoln, adjoining the Grimsby Old Dock, and abutting upon Victoria Street North.

Certain other lands and buildings situate in the parish of Clee, in the parts of Lindsey, in the county of Lincoln, lying on the east and west sides of and abutting upon the Cleethorpes Branch Railway of the Company.

Certain other lands situate in the parish of St. Oswald, in the county of Chester, formerly belonging or reputed to belong to Lord Kilmorey, lying to the north of Brook-

lane between Liverpool-road and the Chester and Birkenhead Railway, and abutting upon lands belonging to the Company taken for the authorised Chester and Connahs Quay Railway.

Certain other lands situate in the township of Newton, in the parish of Mottram-in-Longendale, in the county of Chester, bounded upon the north-east side by and abutting upon the Peak Forest Canal of the Company, and on the south-west side by land belonging or reputed to belong to Joseph Sidebotham.

Certain other lands situate in the several parishes of Manchester and Ashton-under-Lyne, both in the county of Lancaster, lying on the north side of the main line of the Company, and between the Fairfield Station of the Company and the public highway leading from Manchester to Ashton-under-Lyne.

To empower the Company to stop up and discontinue and appropriate to the purposes of their undertaking so much of Hewitt-street aforesaid as lies between the easterly side of Gilbert-street and the westerly side of Albion-street, and also so much of Gilbert-street aforesaid as lies between the southerly side of Hewitt-street and the southerly side of Gaythorn-street, and also to stop up and discontinue the whole of Smith-street, Cheetham-street, Rowe-street, and Collier's-row, and to extinguish all rights of way over such streets or portions of streets all in the said parish of Manchester.

To empower the Company to subscribe money, and to take and hold shares in the undertaking authorised by the Blackpool Railway Act, 1884, and to raise and apply such capital as may be necessary for that purpose.

To authorise the Company to acquire by agreement or to transfer and vest, or provide for the transfer and vesting to and in the Company, or the leasing to them for a long term of years, of the Sheffield Victoria Hotel, at Sheffield, upon such terms and conditions (pecuniary and otherwise), for such considerations and at such periods as may be agreed upon; and to authorise the Company and the Sheffield Victoria Hotel Company to enter into and carry into effect agreements and arrangements with respect to the matters aforesaid, and to sanction and confirm any such agreement or arrangement which may be entered into prior to the passing of the intended Act, and to provide for the dissolution of the Sheffield Victoria Hotel Company, and the winding up of their affairs, and to authorise the Company to carry on the undertaking of the Sheffield Victoria Hotel Company, and to exercise all their powers, rights, authorities, and privileges.

To extend the time for the sale of all or any lands belonging to or vested in the Company, the Cheshire Lines Committee, and the Sheffield and Midland Committee respectively, which are not or eventually may not be required for the purposes for which those lands were respectively purchased or acquired, and to confer further powers on the Company, the Cheshire Lines Committee, and the Sheffield and Midland Committee respectively, in relation to those lands. To enable the Company, the Cheshire Lines Committee, and the Sheffield and Midland Committee respectively to sell or dispose of the lands which have been acquired by them, or either of them, or some part or parts thereof, for building or other purposes, or to grant building or other leases of those lands, or any part or parts thereof, or to dispose of, lease, or let those 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 they 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 them to retain portions of land which may be deemed superfluous, notwithstanding anything in that Act or any other Act or Acts to the contrary.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway and Cheshire Lines Act, 1882, for the completion of the following works, viz. :—

Railway No. 4, authorised by the Wigan Junction Railways Act, 1874.

Railway C, authorised by the Wigan Junction Railways Act, 1875.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway and Cheshire Lines Act, 1882, for the compulsory purchase of lands and the completion of the works described in Sub-sections 1 and 4 of Section 4 of that Act, and authorised thereby.

To provide that so much of the capital authorised to be raised by the Manchester, Sheffield, and Lincolnshire Railway (Chester to Connahs Quay) Act, 1884, as may be required for the construction and purposes of the railways by that Act authorised, may be raised as a separate capital, and to constitute those railways, 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 empower the Company, for all or any of the purposes of the intended Act, and for other the general purposes of the Company, to increase their capital, and to raise further sums of money by the creation and issue of new shares and stock, with or without a guaranteed or preference dividend or other rights and 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 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, and enlarge, and, if need be, to repeal all or some of the powers and

provisions of the following Acts (local and personal), that is to say: 12 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 14 and 15 Vic., cap. 114; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5; 23 and 24 Vic., cap. 15; 24 and 25 Vic., caps. 66, 86, 113, and 156; 25 and 26 Vic., caps. 91, 98, 112, and 129; 27 and 28 Vic., caps. 7, 78, and 320; 28 and 29 Vic., caps. 248, 327, and 378; 29 and 30 Vic., caps. 158, 162, 191, and 294; 30 and 31 Vic., cap. 4; 32 and 33 Vic., caps. 25 and 26; 34 and 35 Vic., caps. 38 and 39; 35 and 36 Vic., cap. 178; 36 and 37 Vic., cap. 77; 37 and 38 Vic., caps. 131 and 132; 38 and 39 Vic., cap. 64; 39 and 40 Vic., cap. 181; 40 and 41 Vic., cap. 46; 41 and 42 Vic., caps. 30, 97, and 130; 42 and 43 Vic., cap. 151; 44 and 45 Vic., caps. 9 and 136; 45 and 46 Vic., cap. 116; 46 and 47 Vic., cap. 157; 47 and 48 Vic., caps. 146 and 165; and all other Acts relating to the Company; 37 and 38 Vic., cap. 117; 38 and 39 Vic., cap. 189; 41 and 42 Vic., cap. 97; and all other Acts relating to the Wigan Junction Railways Company; 47 and 48 Vic., cap. 224, relating to the Blackpool Railway Company; 28 and 29 Vic., cap. 327; 29 and 30 Vic., cap. 351; 30 and 31 Vic., cap. 237; 31 and 32 Vic., cap. 26, and all other Acts relating to or affecting the Cheshire Lines Committee; 32 and 33 Vic., cap. 25, and all other Acts relating to or affecting the Sheffield and Midland Railway Companies Committee.

To incorporate with the Bill, amend, or alter, or to re-enact, with such variations as may be thought expedient, all or some of the provisions of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, some or one of them.

And notice is hereby further given, that maps, plans and sections of the works proposed to be authorised by the Bill, and the lands and houses proposed to be taken for the purposes thereof, and plans of the other lands proposed to be taken compulsorily, with books of reference to those several plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands and houses, and a copy of this notice as published in the London Gazette will be deposited, on or before the 29th day of November instant, for public inspection, as follows, that is to say: with the Clerk of the Peace for the county of Lancaster, at his office at Preston, with the Clerk of the Peace for the county of Chester, at his office at Chester, with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, with the Clerk of the Peace for the Parts of Lindsey, in the county of Lincoln, at his office at Lincoln, and 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 plans and sections and books of reference as relates to the several parishes in or through which the proposed works are intended to be made, or within which the lands, houses and property proposed to be taken are situate, and also a copy of this notice as published in the London Gazette, will, on or before the 29th day of November instant, be deposited 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 some parish immediately adjoining thereto, at his place of abode.

And notice is hereby further given, that

printed copies of the proposed Bill will on or before the 20th day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1884.

R. B. M. Lingard-Monk, 4, Westminster-chambers, Westminster, and Manchester, Solicitor for the Bill.

In Parliament.—Session 1885.

Isle of Wight Railways.

(Amalgamation of Isle of Wight, Isle of Wight (Newport Junction), Ryde and Newport, and Cowes and Newport Railway Companies; Working Arrangements between the Companies; Powers to London and South Western, London Brighton and South Coast, and Great Western Railway Companies, or any of them, to purchase or work the said Isle of Wight Railways or any of them; 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") for all or some of the purposes following (that is to say):

To unite and consolidate into one undertaking from and after such period or periods, and upon such terms and conditions, as may have been or may be agreed upon, or as may be fixed and determined by or under the provisions of the intended Act, the undertakings of the Isle of Wight Railway Company, Isle of Wight (Newport Junction) Railway Company, Ryde and Newport Railway Company, and the Cowes and Newport Railway Company, or any two or more of them (hereinafter referred to as "the Amalgamating Companies"), so that the said undertakings, including, among others, railways, piers, land, property, estate, and effects, rights, powers and privileges, liabilities and obligations of what nature or kind soever, and whether with reference to the separate undertakings, works, or property of the Amalgamating Companies respectively, or the undertaking, works, or property of any other company, body, or persons in which the Amalgamating Companies or any of them have any interest, and whether with reference to the purchase of lands and houses, construction and maintenance of works, levying of tolls, rates, and duties, or otherwise vested in and belonging to or exercised or enjoyed by or attaching to the Amalgamating Companies jointly or severally, or jointly with any other company or companies at the time of the said amalgamation, may (except where otherwise provided in, by, or under the provisions of the intended Act) be vested in and belong to, and be exercised, enjoyed, and fulfilled by the Amalgamating Companies as one united and consolidated Company, and with or without the reservation to each or any class of proprietors in the respective undertakings or Companies when amalgamated of any exclusive rights or privileges:

To provide upon such amalgamation for the dissolution of the Amalgamating Companies as separate and independent Companies, and for the incorporation of the proprietors therein into one Company, and for the appointment, resignation, and retirement of and other arrangements with respect to directors, officers, and servants, and for regulating, fixing, enlarging, consolidating, converting, and determining the capital and borrowing powers of the Amalgamating Companies, and the rights, privileges, preferences, and priorities of the proprietors therein, and of the different classes of such pro-

prietors as amongst themselves in the capital and debenture stock of the Amalgamating Companies, and for the fulfilment and discharge by the Amalgamating Companies of all or some of the contracts, agreements, or arrangements entered into and liabilities incurred by the Amalgamating Companies jointly or severally, and either alone or jointly with any other company or companies or otherwise howsoever, and capable of taking effect or being enforced at the period of such union or amalgamation:

To make provision, if deemed expedient, for the capitals of the Amalgamating Companies being kept separate and distinct:

To provide for the mortgage, debenture, and other debts of the Amalgamating Companies respectively, and the security of the respective creditors:

To empower the Amalgamating Companies, or any two or more of them, to make and carry into effect arrangements and agreements for working the said undertakings, or any of them, and to confirm or provide for the confirmation of any agreement or agreements made between or on behalf of the Amalgamating Companies, or any of them, and of any acts done by them or any of them in contemplation or anticipation of or in any way relating to any of the objects of the intended Act:

To empower the Amalgamating Companies, or any of them, on the one hand, and the London and South Western, and London Brighton and South Coast Railway Companies, jointly or separately, and also the Great Western Railway Company (hereinafter called "the purchasing Companies"), on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the purchase, sale, transfer, and vesting of the undertakings of the Amalgamating Companies, or any of them, and all the works, powers, rights, and interests of every description connected therewith, by, to, or in the purchasing Companies, and to provide for the ownership, use, enjoyment, or management by the purchasing Companies of the undertakings so purchased, sold, or transferred, and vested by, to, or in the purchasing Companies, subject to such terms and conditions as have been or may be agreed upon between the Amalgamating Companies, or any of them, and the purchasing Companies, or any of them, 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 Amalgamating Companies, or any of them, and the purchasing Companies or any of them, for effecting the purposes aforesaid, or any of them:

To empower the Amalgamating Companies, or any of them, and the purchasing Companies, or any of them, to make and carry into effect agreements for the maintenance, working, using and management by the purchasing Companies, or any of them, of the railways of the Amalgamating Companies, or any of them, the supply of rolling stock or plant and all incidental matters:

To vary or extinguish all rights and privileges which may interfere with the objects of the intended Act, and to confer other rights and privileges:

To alter, amend, and enlarge or repeal, so far as may be necessary, all or some of the powers and provisions of the several local and personal Acts following (that is to say): "The Cowes and Newport Railway Act, 1859," and any other Acts relating to or affecting the Cowes and Newport Railway Company; "The Ryde and

Newport Railway Act, 1872," and any other Acts relating to or affecting the Ryde and Newport Railway Company; "The Isle of Wight (Newport Junction) Railway Act, 1868," and any other Acts relating to or affecting the Isle of Wight (Newport Junction) Railway Company; "The Isle of Wight Eastern Section Railway Act, 1860," and any other Acts relating to or affecting the Isle of Wight Railway Company; and all Acts relating to or affecting the London and South Western, London Brighton and South Coast, and Great Western Railway Companies respectively.

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 13th day of November, 1884.

Martin and Leslie, 27, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Southampton Corporation.

New Waterworks and other Works; New Source of Supply; Compulsory Purchase of Common and other Lands; Extinguishment of Commonable Rights; Extension of Limits of Supply; Widening of Pound Tree-lane in Southampton; Powers to apply Moneys and to raise further Money; Creation and Issue of Corporation Stock; Provision as to sale of Christ Church, Northam: Amendment of Acts; Incorporation of Acts; and other purposes.)

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 town and county of the town of Southampton (in this notice called "the Corporation"), for leave to bring in a Bill (in this notice called the Bill), for the following, or some of the following, among other objects, powers, and purposes (that is to say):

To empower the Corporation to make and maintain in the county of Southampton the waterworks and other works and conveniences following, or some of them, or some part or parts thereof (that is to say):

1. A well or wells, and pumping station or pumping stations, and works, in a certain field in the parish of Otterbourne, belonging to the Fellows of Magdalen College, Oxford, and in the occupation of Herbert Smith, and bounded on the east by the London and South-Western Railway, on the north by Sparrowgrove Copse, on the west by Oakwood Copse and partly by land belonging to the said College, and in the occupation of the said Herbert Smith, and on the south by other land belonging to the said College, and in the occupation of the said Herbert Smith.
2. Tanks, filtering and softening works in the said field.
3. A conduit or line of pipes commencing from and out of the said field, and terminating in the reservoir next hereinafter described.
4. A service reservoir on the north-western portion of Otterbourne Hill Common, at a point in that common 140 yards or thereabouts, measuring in an eastwardly direction from the Lodge of Cranbury Park, and 150 yards or thereabouts, measuring in a north-westerly direction from the Southampton and Winchester turnpike road, all which said well, pumping station, and softening works, conduit or line of pipes and the service reservoir will be situate in the said parish of Otterbourne.
5. A conduit or line of pipes from and out of the said last-mentioned service reservoir,

commencing in the said parish of Otterbourne and terminating in the parish of North Stoneham by a junction with the existing mains of the Corporation at Swathling, in the said parish of North Stoneham, at or near the point in the road from Bishopstoke, where the road from Mansbridge joins that road, which last-mentioned conduit or line of pipes will be situate in the parishes of Otterbourne, South Stoneham, and North Stoneham.

6. A railway siding, wholly in the parish of Otterbourne, commencing in the eastern side of the field firstly hereinbefore described, at a point 70 yards or thereabouts, measuring northward from the mile post on the London and South-Western Railway denoting 70½ miles from London, and terminating by a junction with the London and South-Western Railway at a point on that railway 170 yards or thereabouts, measuring along that railway in a northerly direction from the said mile post.
8. A road commencing in the parish of Otterbourne, at or near the north-east corner of the field firstly hereinbefore mentioned and hereinafter described, and the south-east corner of Sparrowgrove Copse, and terminating in the parish of Compton by a junction with the road from Southampton to Winchester, at a point in that road 280 yards or thereabouts, measuring in a north-easterly direction along that road from the junction of Pole's-lane with that road.

To authorise the Corporation to make and maintain a widening of Pound Tree-lane, in the parish of All Saints, in the town and county of the town of Southampton, on the south side of that lane, such widening to commence at or near the junction of that lane with Above Bar-street, and to terminate at or near the junction of that lane with Victoria-road.

To authorise the Corporation 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 Corporation to make, maintain, and renew in the parishes aforesaid, or within the Corporations limits of supply and every or any of them in connection with the intended works hereinbefore described, all necessary and convenient approaches, embankments, weirs, culverts, cuts, bridges, roads, ways, wells, headings, driftways, tunnels, adits, reservoirs, tanks, filtering or receiving beds, limekilns, dams, ganges, sluices, outfalls, channels, conduits, drains, pipes, engines, works, and conveniences for obtaining, collecting, impounding, filtering, or otherwise treating, storing, and distributing water, and to cross, open, or break up, alter, divert, or stop up temporarily or permanently any turnpike or other roads, streets, highways, footpaths, bridges, canals, rivers, towing paths, streams, watercourses, sewers, drains, and railways within all or any of the parishes aforesaid.

To authorise the Corporation 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 particularly so to purchase and take by compulsion or agreement the following (that is to say):

- A field in the parish of Otterbourne, numbered 119 on the 25-inch ordnance map for that

parish, about 30 chains in length from north to south, and about 17 chains from east to west, and belonging to the Fellows of Magdalen College, Oxford, and in the occupation of Herbert Smith, and bounded on the east by the London and South-Western Railway, on the north by Sparrowgrove Copse, on the west partly by Oakwood Copse, numbered 34 on the said ordnance map, and partly by the field numbered 35 on the said map, and on the south by the fields numbered 72 and 134 on the said map.

To authorise the Corporation to purchase and take for the purposes of the intended waterworks and of the Bill certain lands being, or reputed to be, common or commonable lands, or such part or parts thereof as may be required for the purposes aforesaid (that is to say):

Name of Common.	Parish in which Common situate.	Estimated quantity within limits of deviation not exceeding	Estimated quantity of land to be taken.
Otterbourne Hill Common.	Otterbourne.	10 acres 33 perches	1 acre.

and so far as may be necessary to vary or extinguish all rights of common and recreation, and all commonable and other rights and privileges connected with any lands so to be purchased or acquired, or which would or might impede or interfere with any of the objects or purposes of the Bill.

The Bill will or may empower the Corporation to stop up and discontinue or divert all or any public or private roads, footpaths, or rights of way over or affecting the said field and land, or any other lands to be acquired by the Corporation under the powers of the Bill, and will or may vary or extinguish any other rights or privileges connected with any such field, 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 Corporation 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 Corporation 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 Corporation, or which they may acquire under the Bill, or over or in respect of which they have or may acquire easements.

To provide that the intended works hereinbefore described shall for all purposes form part of the waterworks undertaking of the Corporation, and to enable the Corporation to exercise and enjoy in respect thereof, and the water to be collected, impounded, and supplied therein and therefrom all and the like powers, rights, privileges, and authorities which they now exercise and enjoy with respect to their existing water undertaking.

To alter and extend the limits within which the Corporation are authorised to supply water to, and to include within such limits the whole or such part or parts as may be defined in the Bill of the parishes of Twyford, Compton, Otterbourne, North Stoneham and South Stoneham, in the county of Southampton, and to authorise the Corporation to exercise within such extended

limits all such powers with respect to the supply of water, and to the charging and recovering of water rates and rents, and otherwise in relation thereto, as they are now authorised to exercise within their present limits of supply, or some part thereof, and also to exercise within such extended limits such new and other powers as may be defined by the Bill.

To authorise the Corporation for all or any of the purposes of the Bill to levy rates, duties, and charges differential or otherwise, for and in respect of the supply of water, to increase or vary existing rates, rents, duties and charges, and to confer, vary or extinguish exemptions from the payment of rates, rents, duties and charges, to vary or extinguish all rights and privileges which would in any way interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

To make such further or other provision as Parliament may authorise or require with reference to the supply of water by the Corporation to other corporations, authorities, bodies, and persons, whether within or without the present limits for the supply of water by the Corporation, and to provide or require that such supply shall be furnished at such times, to such extent, upon such terms, and subject to such conditions, limitations, rights, and reservations, on behalf or in favour of the Corporation, or otherwise, as may be authorised or required as aforesaid, and to authorise agreements between the Corporation and any other corporations, authorities, bodies, and persons with reference to such supply, or to any other matter arising out of the objects of the Bill, and to confirm or give effect to any agreements which may have been made, or which may be made prior to the passing of the Bill with reference to such matters.

To authorise the Corporation to apply their existing funds, corporate funds, borough funds, and borough rates, general district rates, water rates, and any other moneys in their hands or under their control, or which they have power to borrow to the purposes of the Bill, and to borrow money for the purposes of their water undertaking, or for other the purposes of the Bill, and to charge the same on the funds and rates aforesaid, and the water undertaking of the Corporation, the 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 for the purposes aforesaid to incorporate with or to adapt to the purposes of the Bill all or any of the provisions of "The Local Loans Act, 1875."

To authorise the Corporation to raise all or any part of the moneys which they are empowered to raise under their present statutory powers, or by virtue of any Act, or the order of any Public Department of the State now in force or hereafter to be in force within the borough or relating to the Corporation, by the creation of consolidated, perpetual, redeemable, or other stock, debenture stock, or annuities to be charged on all or some of the securities mentioned in those Acts, or on all or some of the securities upon which the Corporation are or may be authorised to raise money, or on the rates, rents, dues, duties and charges, the Corporation are now, or may hereafter be authorised to levy or make, and to provide for the conversion of all or any existing loans, debts, mortgages, annuities, and securities into such intended consolidated stock, debenture stock, or annuities on such terms and conditions as may be prescribed by the Bill.

To make new provisions with respect to the repayment of the existing loans, mortgages, and

securities of the Corporation, and the sinking funds respectively applicable thereto, and, if thought fit, to extend the periods of such repayment, and, if thought fit, to alter existing provisions, and to make other provisions as to or in lieu of sinking funds, or to convert all or part of such loans, mortgages, and securities into a permanent debt or stock.

To charge the said stocks and annuities upon all and every, the lands, funds, revenues, rates, and other securities and property of the Corporation, or upon any special part or parts thereof respectively.

To authorise the investment of trust funds in the consolidated stock, debenture stock, or annuities and other securities of the Corporation, and to exempt the Corporation from liability in respect of notice of any trust affecting money advanced to them or affecting such stock, annuities, or other securities.

To empower any person holding any stock, annuity, or security of the Corporation, and being a person enabled by the Lands Clauses Consolidation Act, 1845, Section 7, to sell land, to consent to the conversion of such stock, annuity, or security into consolidated or other stock of the Corporation.

To declare any perpetual annuities granted or to be granted by the Corporation under any statutory powers to be personal estate.

To authorise arrangements with any bank for the issue of the stock and the keeping of the registers and accounts in relation thereto.

To enable the Ecclesiastical Commissioners for England and Wales, and the vicar and churchwardens, trustees, or other persons, the owners of or interested in the existing parish or district church of Northam, in the parish of St. Mary, in the town and county of the town of Southampton, to sell that church and the site thereof, and to provide for the application of the proceeds of such sale, and to make such other provisions with reference to that church and the sale and removal thereof, as the Bill may provide, or Parliament sanction.

The Bill will alter, amend, enlarge or repeal, so far as necessary, "The Southampton Waterworks Act, 1836;" "The Southampton Waterworks Amendment Act, 1850;" "The Southampton Improvement Act, 1844," 7 and 8 Vict., chap 75, and any other Acts relating to or affecting the Corporation or their water undertaking or the borough of Southampton; and it will incorporate with itself the necessary provisions of "The Local Loans Act, 1875;" "The Waterworks Clauses Acts, 1847 and 1863;" "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869," and such parts of "The Railways Clauses Consolidation Act, 1845," as relates to the interference with roads and the temporary occupation of lands, and such other matters as may be deemed expedient and "The Railways Clauses Acts, 1863," and all Acts amending the same respectively, or any of them.

On or before the 29th day of November, 1884, plans and sections of the works to be authorised by the Bill, and the lands, houses, and other property which may be taken for the purposes thereof, and plans of the lands proposed to be acquired under the authority of the Bill, with books of reference to such plans, 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 Southampton, at his office in Winchester, with the Clerk of the Peace for the town and county of the town of Southampton, at his office in Southampton, and with the Town Clerk of the borough of Southampton at his office in Southampton, 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 any of the said works are intended to be made, or in which any of the lands proposed to be acquired by compulsion are situate, with a copy of this notice, published as aforesaid, will be deposited with the parish clerk of 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 residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December, 1884.—

Dated the 8th day of November, 1884.

R. S. Pearce, Town Clerk, Southampton,
Solicitor for the Bill;
Simson, Wakeford, Goodhart and Medcalf,
11, Great George-street, Westminster,
Parliamentary Agents.

In Parliament—Session 1885.

Kent Waterworks.

(Extension of Limits of Supply of Company of Proprietors of the Kent Waterworks; Application within Extended Limits of Powers of Company's Existing Acts and of Metropolis Water Acts, 1852 and 1871; New Works; Alteration of Rates, Rents, and Charges as regards Extended Limits of Supply; New Rates, Rents, and Charges within Extended Limits; Purchase of Lands; Further Money Powers; 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):—

1. To extend the limits within which the Company of Proprietors of the Kent Waterworks (in this notice called "the Company") are authorized to supply water, and to enable them to supply water for public and private purposes to and within the parishes, townships, and places following, or some of them, or some part or parts thereof respectively (that is to say): Knockholt, Cudham, Downe, Halstead, Westerham, Brasted, Sundridge, Chevening, Shoreham, Otford, Horton-Kirby, and Southfleet, all in the county of Kent.

2. To enable the Company to have and exercise within such extended limits of supply all or some of the powers and authorities conferred upon them in reference to or in connection with the supply of water, or otherwise, by the Kent Waterworks Act, 1809; the Kent Waterworks Acts Amendment Acts, 1811 and 1850; the Kent Waterworks Act, 1862; the Kent Waterworks Act, 1864; and the Kent Waterworks Act, 1877, or other powers, and to have and exercise within every or any part of their district of supply for the time being all or some of the powers and authorities which, by the Metropolis Water Acts, 1852 and 1871, or either of them, the Company now have or may exercise within their existing district of supply, or any part thereof, to alter and vary, as regards such extended limits, the rates, rents, and charges which the Company are authorized to levy within their present limits, and to demand, take, and levy such rates, rents, and charges for and in relation to the supply of water within such extended limits as may be prescribed by the intended Act, to make contracts and agreements with respect to any of the purposes aforesaid, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges respectively.

3. To authorize the Company to make and

maintain the waterworks and other works and conveniences following, or some of them (that is to say) :—

A reservoir, circular in form and of the internal diameter of two hundred feet, or thereabouts, to be situate on the north-east side of a field in the parish of Knockholt, in the county of Kent, belonging or reputed to belong to and in the occupation of Henry Turner, known as "the Telegraph Field," and numbered 276 on the ordnance map (scale $\frac{1}{25000}$) of the said parish of Knockholt.

An aqueduct, conduit, or line of pipes, commencing in the parish of Farnborough, at the Farnborough Pumping Station of the Company, near Orpington, in the county of Kent, and terminating in the intended reservoir above-described, which said intended aqueduct, conduit, or line of pipes will be made or pass from, in, through, or into the parishes of Farnborough, Chelsfield, and Knockholt, or some of them, all in the county of Kent.

4. To authorize 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.

5. To authorize the Company to make and maintain in the parishes, townships, and places aforesaid, and every or any of them, in connection with the intended works hereinbefore described, all necessary and convenient approaches, embankments, roads, ways, wells, tunnels, adits, tanks, filtering beds, dams, sluices, outfalls, channels, conduits, drains, pipes, engines, works, and conveniences for obtaining, collecting, filtering, storing, and distributing water.

6. To empower the Company to lay down, maintain, take up, alter, and repair mains, pipes, culverts, and other works for the distribution of water within their extended limits of supply to be defined by the Bill, and for that purpose and other purposes of the Bill from time to time to open or break up, alter, divert, or stop up, temporarily or permanently, any turnpike and other roads, streets, highways, footpaths, bridges, canals, towing-paths, streams, watercourses, sewers, drains, railways, and tramways within all or any of the parishes and places aforesaid.

7. To authorize the Company to purchase and take by compulsion or agreement lands, houses, springs, streams, waters, and other hereditaments in the parishes, townships, and places aforesaid, or any estate, right, interest, or easement therein for the purposes of the intended works and of the Bill and of the Company's undertaking, and the Bill will or may vary or extinguish any 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 authorized, and to the Company 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.

8. To enable the Company, for all or any of the purposes of the Bill, to apply their corporate funds and revenues, and for those purposes and for the general purposes of their undertaking, to raise further money by the creation of new shares or stock (ordinary or preferential, or both), and by borrowing on mortgage or otherwise, or by debenture stock.

9. To vary or extinguish all rights and privileges which would in any way interfere with

the objects of the Bill, and to confer other rights and privileges.

10. 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 local and personal Acts following, or some or one of them (that is to say) :—

49 Geo. III, cap. 189 ; 51 Geo. III, cap. 145 ; 13 and 14 Vict., cap. 59 ; 23 and 24 Vict., cap. 78 ; 25 Vict., cap. 44 ; 27 and 28 Vict., cap. 146 ; and 40 and 41 Vict., cap. 217 ; and any other Acts relating to the Company.

11. And notice is hereby also given, that on or before the 29th day of November, 1884, plans and sections of the works proposed to be authorized by the Bill, showing the situation and levels thereof and of the lands and houses intended 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 Kent, at his office, at Maidstone, in that county, and that, on or before the said 29th 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, and in the case of an extra-parochial place with the parish clerk of some adjoining parish, at his residence.

12. Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 10th day of November, 1884.

Hollams, Son, and Coward, Mincing-lane,
London, Solicitors for the Bill.

Martin and Leslie, 27, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1885.

Great Northern Railway (Various Powers.)
(New Railways and Works in Lincolnshire, Leicestershire, Derbyshire, Nottinghamshire, West Riding of Yorkshire, Middlesex, and Hertfordshire ; Stopping Up of Roads and Level Crossings ; Additional Lands ; Confirmation of Sale of Lands of Duchy of Lancaster ; Abandonment of Shipley Branch ; Extension of Time for Construction of Roads and Footway authorized by the Great Northern Railway Act, 1882 ; Extension of Time for Compulsory Purchase (under the same Act) of Lands in West Riding of Yorkshire, and for Sale of Superfluous Lands ; Agreements ; Amendment and Incorporation of Acts.)

APPLICATION is intended to be made to Parliament in the next session thereof by the Great Northern 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 enable the Company to exercise the following powers, and to make and maintain the railways and other works hereinafter described, or such of them or such parts thereof as the Bill shall define, with all needful stations, sidings, approaches, works, and conveniences connected therewith respectively, that is to say :—

Woolthorpe Branch Extension.—A Railway (No. 1), commencing in the parish of Woolthorpe, in the parts of Kesteven, in Lincolnshire, by a junction with the Woolthorpe

branch of the Company at the termination thereof, passing through the parishes of Denton and Barrowby, in the said parts of Kesteven, and terminating in the parish of Harston, in the county of Leicester, in and near the north-western corner of a field known as Nineteen Acre Field, belonging or reputed to belong to Sir William Welby Gregory, Baronet, and in the occupation of Demetrius Glenn.

Railway at Colwick.—A Railway (No. 2), wholly in the county of Nottingham, commencing in the parish of Radcliffe-on-Trent by a junction with the Nottingham and Grantham line of the Company, at a point thereon about 200 yards measured in a north-westerly direction from the north-west end of the bridge carrying the said line over the River Trent, passing through the parish of Colwick, and terminating in the parish of Gedling by a junction with the Derbyshire and Staffordshire Railway of the Company, at a point thereon about 280 yards, measured in a north-westerly direction from the north-east corner of the engine shed of the London and North-Western Railway Company.

Railway to Heanor.—A Railway (No. 3), wholly in Derbyshire, commencing in the parish of Ilkeston by a junction with the said Derbyshire and Staffordshire Railway, about 85 yards east of the bridge carrying the footpath from Ilkeston to West Hallam and Mapperley over the said railway, passing through the townships of Shipley and Heanor, in the parish of Heanor, and terminating in the township of Shipley, in the parish of Heanor, in the field known as Pit Close, belonging or reputed to belong to Alfred Edward Miller Mundy, and in the occupation of Rebecca Gillott.

A Railway (No. 4), wholly in the said township of Shipley, commencing by a junction with the said railway (No. 3), in the field known as Nutbrook Close, belonging or reputed to belong to Alfred Edward Miller Mundy, and occupied by John Fletcher the younger, and terminating by a junction with the sidings of the Nutbrook Colliery, belonging or reputed to belong to Alfred Edward Miller Mundy, at the south end of the east weighbridge of the said Nutbrook Colliery.

Extension of Pudsey Railway.—A Railway (No. 5), commencing in the township of Pudsey, in the parish of Calverley, in the West Riding of the county of York, by a junction with the Pudsey Branch of the Company, at the termination thereof, and passing thence through or into the following parishes, townships, or places, namely, Calverley, Pudsey, and Tyersall, and terminating by a junction with the Gildersome Branch of the Company, at a point 160 yards, or thereabouts, north-east of the bridge carrying the public road called Tyersall-lane over the said Gildersome Branch.

A Railway (No. 6), wholly in the said township of Pudsey, commencing by a junction with Railway No. 5, in a field belonging or reputed to belong to William Peel, and in the occupation of William Mitchell, at a point 300 yards, or thereabouts, measured in a north-westerly direction from Tyersall House, and terminating by a junction with the said Gildersome Branch, at a point 313 yards, or thereabouts, south-east of the bridge carrying the public road called Dick-lane over the said Gildersome Branch.

2. Arching at Islington.—To enable the Company, in the parish of Saint Mary, Islington; in the county of Middlesex, to widen the archway or opening under the Caledonian-road, at the southern end of the bridge carrying the said road over the Company's main line of railway.

3. Stopping up of Roads at Hornsey.—To enable the Company to stop up, in the parish of Hornsey, in the county of Middlesex, Alma-road and so much of Clarendon-road as lies between Alma-road and the southern boundary of the property belonging or reputed to belong to the Hornsey Gas Company, and to extinguish all rights of way in and over the same, and to vest the site and soil of part thereof in the Hornsey Gas Company, and of other part thereof in the Company.

4. Alteration of Road near Saxondale Junction.—To enable the Company, in the parishes of Shelford and Radcliffe-on-Trent, in the county of Nottingham, to alter and improve the gradients of the public road crossing over the Nottingham and Lincoln line of the Company, by a bridge about a mile east of Saxondale Junction, and leading from Bingham to Shelford, for a distance of about 70 yards from the centre of the said bridge southwards, and to construct an additional archway or opening under the road at the south end of the said bridge.

5. Diversion of Road at Colwick Station.—To enable the Company to construct in the parishes of Colwick and Gedling, in the county of Nottingham, a new road, commencing in the parish of Colwick, in the road known as Colwick Vale, at a point about 157 yards, measured in a south-westerly direction from the centre of the level crossing of the Nottingham and Grantham line of the Company by the said road, and terminating in the parish of Gedling, in the said road, or the continuation thereof, at a point about 160 yards measured in a north-easterly direction from the centre of the said level crossing, and the Bill will enable the Company to abolish the said level crossing, and to vest the site and soil thereof in the Company, and will extinguish all rights of way in, over, or across their railway at the said crossing.

6. Diversions of Road near Colwick Hall.—To enable the Company to construct in the parish of Colwick, in the county of Nottingham, a new road, commencing in the public road on the south-east side of the Nottingham and Grantham Line of the Company, leading from Colwick to Sneinton and Nottingham, at a point about 250 yards measured in a north-easterly direction from the north-east corner of the gardens of Colwick Hall, and terminating at the said north-east corner of the said gardens, and also a new road in the said parish of Colwick, commencing in the said public road at or near the west end of the stables in the gardens of Colwick Hall, and near the north-east corner thereof, and terminating at the centre of the bridge carrying the said public road over the said Nottingham and Grantham Line, and the Bill will enable the Company to stop and discontinue as a public highway so much of the said public road leading from Colwick to Sneinton and Nottingham as lies between the commencements and the terminations of the proposed new roads, and will vest in the Company the site and soil of such portions of the said public road as are hereby authorized to be stopped up.

7. Footpath at Harpenden.—To enable the Company to construct, in the parish of Harpenden, in the county of Hertford, a new footpath, commencing in and out of the public road on the

south-west side of the River Lea, leading from the Harpenden Station of the Company to Cold Harbour and Luton, at a point about 300 yards measured in a north-westerly direction from the entrance to the said station, and terminating at the western boundary of the Company's property in the existing footpath crossing the Luton and Dunstable Railway of the Company on the level, and leading from the said public road to Church-green, Harpenden; and the Bill will authorize the Company to abolish the level crossing of the said railway by the said existing footpath, and to stop up and extinguish all rights of way over so much of the said footpath as lies between the said public road and the termination of the intended footpath; and the Bill will vest the site and soil thereof in the Company, so far as the same does not already belong to them.

8. Footbridge at Leicester.—To enable the Company to construct, in the parish of Belgrave, in the county of Leicester, a bridge for foot passengers over the Tilton and Leicester Line of the Company at Forest Road level crossing, to commence at a point on the eastern side of the said road about 21 yards, measured in a south-westerly direction from the south-west corner of the signal box at that level crossing, and terminating at a point in the said road about 12 yards north-east of the said corner, and to abolish the said level crossing as a crossing for foot passengers, and to extinguish all rights of footway thereover, and to authorize the Company to prevent the user of the said level crossing by foot passengers.

9. Footpaths in Bingley.—To enable the Company to stop up, in the township of Bingley, in the parish of Bingley, in the said West Riding, so much of the public footpath leading from Cross Roads to Cullingworth as lies between the north-west corner of the field numbered 77, in the said parish of Bingley, on the plans deposited with the Clerk of the Peace for the said West Riding, in respect of "The Great Northern (Halifax, Thornton, and Keighley Railways) Act, 1873, and the road leading to Sugden House, past the field numbered 78, in the said parish, on the same plans, and also so much of the public footpath in the same township, leading from Cross Roads aforesaid to Cullingworth aforesaid, as lies between a point 5 chains measured in an easterly direction along that footpath from the said north-west corner and Sugden House, and to extinguish all rights in and over the same respectively; and the Bill will vest in the Company, for their own purposes, the site and soil of so much of the said footpaths respectively as lies between the fences of the Company in the Company, so far as the same does not already belong to them; and the Bill will or may provide that the footpath constructed by the Company from and out of the said last-mentioned public footpath to Sugden House shall be substituted for all purposes for the said portions so stopped up.

10. Additional Lands.—To enable the Company to acquire, by compulsion or agreement, the lands (in which term, where used in this notice, houses, buildings, and hereditaments are included) hereinafter described, in addition to those which they will by the intended Act be authorized to acquire, and to vest in the Company all such of the said lands as may have been acquired by them previously to the passing of the Bill, and to extinguish all rights of way—manorial, commonable, and other rights—in, over, or in relation to the said lands, or any of them. The additional lands so intended to be acquired by the Company are:—

Beech Hill Park, Enfield.—Certain lands in
No. 25416.

the parish of Enfield, in the county of Middlesex, adjoining the main line of the Company, and lying on both sides thereof, and extending from the north end of the South Enfield Tunnel to the south end of the North Enfield Tunnel.

St. Neots.—Certain lands in the parish of St. Neots, in the county of Huntingdon, adjoining the west side of the main line of the Company, and bounded on the south and east by the property of the Company at St. Neots' Station.

Balderton.—Certain lands in the parish of Balderton, in the county of Nottingham, adjoining the Newark and Bottesford line of the Company, situate east of Bow Bridge-lane, and lying on both sides of the said line, and of the occupation-road crossing the said line on the level, and leading to the Vale of Belvoir Company's Plaster Works.

East Markham.—Certain lands in the parish of East Markham, in the county of Nottingham, adjoining the south-west side of the main line of the Company, and bounded on the north-west by the public road from East Markham to Askham.

Between Saxondale Junction and Radcliffe Station.—Certain lands in the county of Nottingham, partly in the township of Saxondale, in the parish of Shelford, and partly in the parish of Radcliffe-on-Trent, adjoining the Nottingham and Grantham Line of the Company on both sides thereof, and lying between a point about 77 yards east of the signal box at Saxondale Junction and the signal box at the Radcliffe Station of the Company.

Between Colwick Station and Nottingham.—Certain lands in the parishes of Gedling and Colwick, in the county of Nottingham, adjoining the Nottingham and Grantham Line of the Company on both sides thereof, and lying between a point about 218 yards south-east of the east end of the platform at the Colwick Station of the Company and the factory now constructing, and intended to be called "Hooton's Bleaching Room."

Certain other lands in the said parish of Colwick, adjoining the south-east side of the said Nottingham and Grantham Line, and lying between the said factory and the north-east corner of the gardens of Colwick Hall.

Certain other lands also in the said parish of Colwick, and adjoining the south-east side of the said line, and lying between the said north-east corner of the gardens of Colwick Hall and the bridge carrying the public road from Colwick to Sneinton and Nottingham over the said line.

Certain other lands partly in the said parish of Colwick and partly in the parish of Sneinton, in the county of Nottingham, adjoining both sides of the Nottingham and Grantham Line of the Company, and lying between the said public road bridge over the said line and the bridge carrying the Nottingham and Grantham Line over the Nottingham and Lincoln Line of the Midland Railway Company.

Laister Dyke.—Certain lands in the township and parish of Bradford, in the said West Riding, and in the said township of Pudsey and the said parish of Calverley respectively, adjoining the south side of the Leeds, Bradford, and Halifax Railway of the Company at the east end of Laister Dyke Station, and bounded on the south-east by the public road known as New-lane.

11. To confirm an indenture, dated the 6th October, 1847, and expressed to be made between the Chancellor and Council of the Duchy of Lancaster of the first part, George Barnes of the second part, and the Company of the third part. Abolition of Rights of Footway on Loop Line of Great Northern Railway between Boston and Bardney.

12. To enable the Company to stop up and to abolish, in the Parts of Holland, Lindsey, and Kesteven, in Lincolnshire, and in the undermentioned parishes, all public rights of footway, if any, along or over those parts of the north-eastern and northern bank of the River Witham, between Boston and Bardney, which are occupied by and form portions of the loop line of the Great Northern Railway, together with the stations thereon.

The following are the parishes, that is to say:—

Boston, Hall Hills, Pepper Gowt Plot, Wyberton, Frithville, Langrville, Kirton, South Witham, Coppin Syke, Great Beak, Haven Bank, Dogdyke, Coningsby, Tattershall, Tattershall-Thorpe, Kirkstead, Thornton, Woodhall, Thimbleby, Edlington, Stixwold, Horsington, Bucknall, Southrey Hamlet, and Bardney.

13. To authorise the Company to abandon the construction of the Shipley Branch authorised by the Great Northern Railway Act, 1880.

14. To extend the time limited by "The Great Northern Railway Act, 1882," for the compulsory purchase of the lands required for the construction of the following works, and the exercise of the following powers, that is to say:

A new road in the parish of Bygrave, in the county of Hertford, described in and authorised by that Act, and to authorise the Company to abolish the level crossing of the public road leading from Baldock to Bygrave by the Company's Royston and Hitchin Line, and to stop up and discontinue as a public highway so much of the existing road leading from Baldock to Bygrave as is by that Act authorised to be stopped up.

A new road in the township of Tong, in the parish of Birstal, in the said West Riding, described in and authorised by that Act, and to abolish the level crossing, and to extinguish all rights of way in and over so much of the public road as is by that Act authorised to be stopped up.

A new footpath wholly in the township of Wortley and parish of Leeds, in the said West Riding, described in and authorised by that Act, and to stop up and extinguish all rights of way in and over so much of the existing footpath as is by that Act authorised to be stopped up.

To stop up in the parish of Calverley, in the said West Riding, so much of the footroad as is described in and authorised by that Act to be stopped up, and to extinguish all rights of way in and over the same.

15. To extend the time limited by "The Great Northern Railway Act, 1882," for the compulsory purchase of the lands required for the widening of the portion of the Company's railway at Leeds, described in and authorised by that Act.

16. To extend the time limited by "The Great Northern Railway Act, 1882," for the compulsory purchase of lands at Copley Hill, Armley, Bramley, Stanningley, Tong, Ossett, and Bradford, in the said West Riding.

17. To vest in the Company, for the purposes of the Bill, the usual powers granted to railway companies for the construction and maintenance

of railways, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company to deviate from the lines of the railways and other works hereinbefore mentioned to any extent within the limits of deviation to be shown on the plans 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, and to enable the Company to purchase lands, houses and other property, compulsorily or by agreement, for the purpose of the said railways and other works, and to levy tolls, rates, and charges in respect of the intended railways and works, and to exercise other rights and privileges.

18. 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 said Bill, without being subjected to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

19. To authorise the Company to appropriate any lands for the time being belonging to them for the erection thereon of and to erect dwellings for the labouring classes, and to appropriate for such dwellings any buildings for the time being belonging to them, and to sell or let such dwellings.

20. To enable the Company with respect to lands acquired by them alone and the Company and any other Company with whom they jointly hold any lands under the powers of any Act relating to the undertaking of the Company or of such other Company or Companies, but not yet used or applied by them, to retain and hold such of those respective lands as are not yet used or applied by them respectively, for a term or terms to be prescribed by the Bill, and to enable the Company or the Company and such other Company or Companies to demise any of the said lands for building or other purposes, notwithstanding anything contained in the 127th and subsequent sections of "The Lands Clauses Consolidation Act, 1845."

21. The Bill will or may provide that all or some of the new roads, footpaths, and diversions of roads shall be maintained and repaired by the same bodies or persons who now maintain and repair the roads and footways for which the same will be respectively substituted.

22. To empower the Company on the one hand, and any municipal, sanitary, highway, or local authority, and any company, and the owners, lessees and occupiers of any lands taken under or affected by the Bill, on the other hand, to enter into and fulfil contracts and agreements for or in relation to the execution of any works, the construction and maintenance of any roads or footpaths, and the taking of any lands in or by which they may respectively be interested or affected, and to enable any such authority to provide the necessary funds for the purpose, by borrowing and the levying of rates, and to confirm any such agreements which have been or may be entered into for or in relation to any of the matters aforesaid.

23. The Bill will authorize the Company to apply to all or any of the purposes of the Bill any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their Directors.

24. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects and confer other rights and privileges, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845,

1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1853," and it will or may enlarge or amend the powers and provisions of all or any of the Acts hereinbefore referred to, and also of the following Acts, namely, 9 and 10 Vict., cap. 71, and any other Acts relating directly or indirectly to the Great Northern Railway Company or their undertaking.

Duplicate plans and sections describing the lines, situation and levels of the proposed railways and other works, and the lands and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes 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 and other property, and also an ordnance map with the lines of railway delineated thereon, so as to show their course and direction, and a copy of this notice will, on or before the 29th day of November instant, be deposited for public inspection, as regards the works to be executed and the lands to be taken in the several counties or divisions herein-after mentioned, with the respective Clerks of the Peace thereof at their respective offices also herein-after mentioned, that is to say:—For the parts of Kesteven in Lincolnshire, at Stamford, for the county of Leicester at Leicester, for the county of Nottingham at Newark, for the county of Middlesex at Clerkenwell, for the county of Hertford at St. Albans, for the county of Huntingdon at Huntingdon, for the county of Derby at Derby, and for the West Riding of the county of York 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 railways and works will be made, or in which any lands 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; 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 20th day of December next.

Dated this 12th day of November, 1884.

Nelson, Barr, and Nelson, 29, Abingdon-street, Westminster, S.W., and 4, South Parade, Leeds, Solicitors to the Great Northern Railway Company.

Dyson and Co., 23 and 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1885.

Scarborough, Bridlington, and West Riding Junction Railways.

(Incorporation of Company, with powers to make and maintain Railways in the North and East Ridings of the County of York, with Junctions with other Railways; Compulsory Purchase of Lands and Houses, and Interference with Public Roads, &c.; Working and other Agreements with North Eastern Railway Company; 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 in the Session of 1885 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 provisions for effecting the following purposes, or some of them, that is to say:—

1. To make and maintain the railways herein-after described, or one of them, or some part or parts thereof, with all necessary stations, junctions, approaches, works, and conveniences connected therewith respectively, namely:—

A Railway No. 1, commencing in the township of Osgodby, in the parish of Seamer, in the North Riding of the county of York, by a junction with the Scarborough and Bridlington Railway of the North Eastern Railway Company, at a point about 116 yards, measured in a south-westerly direction from Cayton-Carr House, and terminating in the township of Nafferton and parish of Nafferton, in the East Riding of the county of York, by a junction with the Hull and Bridlington Railway of the North Eastern Railway Company, at a point about 500 yards from the centre of the Nafferton Passenger Station, measured along that railway in an easterly direction.

A Railway No. 2, commencing in the township of Great Driffield, in the parish of Driffield, by a junction with the Malton and Driffield Railway of the North Eastern Railway Company, at a point about 72 yards, measured along that railway in a westerly direction, from the level-crossing of the public-carriage road from Great Driffield to Cranswick over that railway, and terminating in the township of Market Weighton and Arras, in the parish of Market Weighton, by a junction with the Market Weighton and Beverley Railway of the North Eastern Railway Company, at a point about 350 yards from the booking office of the Market Weighton passenger Station, measured along that railway in an easterly direction.

The said intended railways will be made or pass from, in, through, or into the following parishes, townships, extra-parochial, and other places, or some of them, that is to say: Seamer, Cayton, and Osgodby, in the North Riding of the county of York; and Folkton, Hunmanby, Fordon, North Burton, Rudston, Kilham, Harpham, Burton-Agnes, Ruston-parva, Lowthorpe, Nafferton, Driffield, Great Driffield, Kelleythorpe, Emswell-with-Kelleythorpe, Eastburn, Southburn, Kirkburn, Sunderlandwick, Neswick, Bainton, Hutton-Cranswick, Bracken, Watton, Kilwick-juxta-Watton, Middleton-on-the-Wolds, Lund, Holme-on-the-Wolds, Goodmanham, Londesborough, Easthorpe, Londesborough-and-Easthorpe, Market Weighton, and Market Weighton-and-Arras, in the East Riding of the county of York.

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, alter, raise, lower, 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, railway-sidings, tramways, gas, water, and other pipes, and telegraphic, telephonic, and electric pipes, wires, and 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, raise, lower, 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 to confer exemptions from the payment of such tolls, rates, and duties.

6. To empower the Company on the one hand, and the North Eastern Railway 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 either of them, with the railways, or any of the railways of the North Eastern Railway Company, shall be made.

The alteration, enlargement, re-construction, use, management, and maintenance of any of the stations, platforms, sidings, works and conveniences of the North Eastern Railway Company.

The construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the said railways of the North Eastern Railway Company, or any of them.

7. To empower the Company on the one hand, and the North Eastern Railway Company 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 North Eastern Railway Company of the intended railways and works, or either of them, 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 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 intended railways and works, or either of them, or any part thereof; and the employment of officers and servants; and to authorise the appointment of a joint committee of the contracting Companies for carrying into effect every or any such agreement as aforesaid; and to confirm any agreement which may have been made or may be made before the passing of the Bill touching any of the matters aforesaid.

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 during the construction of the intended railways.

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 and privileges; 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 Act 17 and 18 Vic., cap. 211, and all other Acts relating to or affecting the North Eastern Railway Company, and of any other Acts which it may be necessary to repeal, alter, or amend for effecting the objects of the Bill.

10. And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, showing the lines, situations, 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 ordinance 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 North Riding of the county of York, at his office at Northallerton, in that Riding, and with the clerk of the peace for the East Riding of the county of York, at his office at Beverley, in that Riding; 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 intended 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.

11. Printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 12th day of November, 1884.

Mills and Bibby, Huddersfield, Solicitors for the Bill.

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

In Parliament.—Session 1885.

Southport and Cheshire Lines Extension Railway. Power to raise Additional Capital and Provisions with reference thereto, and to Agreements with the Cheshire Lines Committee and the Companies constituting that Committee; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1885, by the Southport and Cheshire Lines Extension Railway Company (hereinafter called "the Company"), for an Act for all or some of the following purposes:—

To empower the Company to raise further money, and to apply the same to the general purposes of their undertaking, and to such other purposes as may be authorized by the intended Act, and to raise such money by the creation and issue of new ordinary or preference shares or stock, or both, and of a further amount of debenture stock, and by borrowing, or such of those methods as may be prescribed or authorized by the intended Act, and to define the priorities of any such new shares, stock, debenture stock, or mortgages, and

to vary or alter the priorities, rights, and privileges of the holders of the several classes of the Company's existing shares and stocks, debenture stocks, and mortgages, with such consents (if any), and on and subject to such terms and conditions as may be prescribed or authorized by the intended Act, and to confer, vary, or extinguish other rights and privileges.

To confirm and give effect to a certain agreement, dated the 26th day of July, 1884, between the Cheshire Lines Committee, the Manchester, Sheffield, and Lincolnshire Railway Company, the Midland Railway Company, and the Great Northern Railway Company, and the Company with respect to the working, use, management, and maintenance of the railways and works of the Company, and the costs, charges, and expenses of such working, use, management, and maintenance, and to the regulation, management, and transmission of the traffic thereon, and on the railways of the other 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 authorize and confirm or give effect to further agreements between the said Companies, or any of them, with reference to the matters aforesaid.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, 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 intended Act, all or some of the several Acts, local and personal, following, that is to say:—

The Southport and Cheshire Lines Extension Railway Acts, 1881 and 1882, and any other Act relating to the Company.

The Acts 23 Vic., cap. 60 and 90, and all other Acts relating to the Cheshire Lines Committee.

The Act 12 and 13 Vic., cap. 81, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company.

The Act 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company.

The Act 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons before the 21st day of December next.

Dated this 13th day of November, 1884.

Sharman, Ayrton, and Radcliffe, Liverpool, Solicitors.

Sherwood and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1885.

Northwich Local Board Water.

(Construction of Waterworks; Impounding of Water; Compulsory Purchase of Land; Laying of Mains and Pipes; Provision as to Fouling, Waste, and Misuse of Water; Supply of Water in Bulk; Purchase of Mains and Waterworks; 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 Session 1885, by the Local Board for the district of Northwich, in the County Palatine of Chester (hereinafter called "the Local Board"), for an Act for all or some of the following purposes or objects (that is to say):

To authorise the Local Board to make and

maintain the waterworks and other works and conveniences (all within the County Palatine of Chester) following, or some of them (that is to say):

A catch-water drain (No. 1), wholly situate in the parish of Tarporley and township of Utinton, commencing in the field numbered 117 on sheet No. XL. 10 of the Ordnance Survey, of 25 inches to the mile, and dated 1874, at a point 7 yards south-west of the north-east corner of the said field, and terminating in the field numbered 350 on sheet No. XL. 14, of the said Ordnance Survey, at a point 14 yards south-west of the north-east corner of the last-mentioned field.

An aqueduct or line of pipes (No. 2) commencing in the parish of Tarporley and township of Utinton, at the termination of the last-mentioned work, and terminating in the parish of Weaverham and township of Weaverham-cum-Milton, in the field numbered 743 on sheet No. XXXIII. 16, of the Ordnance Survey, of 25 inches to the mile, and dated 1877, at a point 29 yards north-east of the south-west corner of the same field, which aqueduct or line of pipes is intended to be made, or pass from, in, through, or into the several parishes of Tarporley, Little Budworth, Whitegate, and Weaverham, and townships of Utinton, Rushton, Little Budworth, Marton, Over, and Weaverham-cum-Milton, or some of them.

A reservoir (to be called the Heywood Reservoir) situate in the parishes of Weaverham and Great Budworth, and townships of Weaverham-cum-Milton and Hartford, in the south-western portion of the said field, numbered 743.

An approach road wholly situate in the parish of Weaverham and township of Weaverham-cum-Milton, commencing in the said field, numbered 743, at a point 68 yards north-west of the south-west corner of the same field, and terminating in Watling-street, at the north-west corner of the field or plantation numbered 740 on the last-mentioned Ordnance Sheet.

An aqueduct or line of pipes (No. 3) commencing in the parish of Weaverham and township of Weaverham-cum-Milton, in the said field, numbered 743, at the north-west corner of the intended Heywood Reservoir, and terminating in the parish of Great Budworth, and township of Castle Northwich, by a junction with the water-main of the Local Board in the private road leading from their pumping station to their water tower, at a point five yards west of the said water tower, which aqueduct or line of pipes is intended to be made, or pass from, in, through, or into the several parishes of Weaverham and Great Budworth, and townships of Weaverham-cum-Milton, Hartford, Winnington, and Castle-Northwich.

Together with all proper embankments, bridges, roads, ways, well, tanks, basins, gauges, gauge basins, filters, dams, sluices, weirs, outfalls, by-washes, syphons, cleansing and other 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 or conducting, inspecting, maintaining, repairing, cleansing, or managing the same.

To authorise the Local Board to take, divert, collect, impound, store, and appropriate for the purpose of their waterworks, the waters of the Cotebrook Springs, or other the springs arising in the fields numbered 114, 117, 429, 437, and 438 on the said Ordnance Survey Sheet No. XL. 10, and the fields numbered 349, 350, and 351 on the said Ordnance Survey Sheet No. XL. 14, and the waters from the stream or streams into which

such springs flow, and the waters of the Sandford Brook, and all tributaries thereof, which said waters flow directly or derivatively into the Ash Brook and the river Weaver, and also all such waters as may be found in, upon, or under any lands acquired by the Local Board under the powers of the intended Act or otherwise.

To empower the Local Board, 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 townships, parishes, and county aforesaid, and any rights or easements in, over, or connected with any lands, houses, or buildings in the said townships, parishes, and county.

To empower the Local Board 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 intending Act.

To authorise the Local Board 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, water-courses, pipes, and telegraph wires and pipes, within the townships, parishes, and county aforesaid, and to appropriate the soil and surface of the streets, highways, and footpaths, so stopped up or disused.

To empower the Local Board to supply water for public and private purposes to and within their district, and to take and recover rates, rents, and charges for and in relation to such supply.

To make provision for the prevention of the fouling or contamination of any water which the Local Board may be authorised to take, and to enact and declare that for the purposes of the intended Act, and of any provisions of any Act incorporated therewith, all or any streams, brooks, or waters, which the Local Board may be empowered by the intended Act to take and appropriate, shall be deemed to belong to the Local Board.

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 Local Board, and as to the fittings to be used for the purposes of such supply, and for the protection of the works, fittings, property, and water supply of the Local Board, and for defining and regulating the supply, and for preventing frauds and abuses thereof, and to empower the Local Board 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 Act, and to empower the Local Board and their officers to enter any premises for the time being supplied with water by the Local Board, or in which any pipes or fittings for such supply are situate, and to repair, replace, or remove any such pipes or fittings.

To enable the Local Board to enter into and carry into and carry into effect contracts for the supply of water, in bulk or otherwise, with any Urban or Rural Sanitary Authority, the trustees of any turnpike or other road, any Highway Board or Surveyors of Highways, and any railway company, and any other companies, bodies, or persons, whether within or beyond the limits of supply, and to vary or rescind any such con-

tracts; and the intended Act will confer all necessary powers in that behalf upon all such authorities, bodies and persons, and will enable them to raise or apply for the purposes of such contracts, the necessary funds.

To constitute or form into one undertaking the present waterworks of the Local Board, and the waterworks proposed to be authorised by the intended Act, and to empower the Local Board to purchase or acquire any mains, pipes, or waterworks within their district belonging to any company or persons.

To empower the Local Board for all or any of the purposes of the intended Act, to borrow money on the security of the District Fund and General District Rate; the water undertaking of the Local Board; the estates, rates, rents, revenues, and other property of the Local Board, or on any such securities; and to execute, grant, and issue mortgages, debentures, debenture stock, and annuities, in respect thereof; and to authorise the Local Board to apply any of their 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 authorise the Local Board 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; and particularly to alter the rates, rents, and charges now made for the supply by the Local Board of water, and to provide for the application of the revenue arising from the waterworks of the Local Board.

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.

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, the Public Health (Water) Act, 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 any Act or Acts amending those Acts respectively.

Duplicate plans and sections of the proposed waterworks, and the lands and other property in or through which they will be made, or which they may be required for the purposes thereof, together with a book of reference to the plans, and a copy of this notice, as published in the London Gazette, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County Palatine of Chester, at his office at Chester; 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 intended Act or Bill will, on or before the 20th day of December, 1884, be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1884.

Green and Dixon, Solicitors, Northwich; Sharpe, Parkers, Pritchard, and Sharpe, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament—Session 1884-85.

Plymouth, Devonport, and South Western Junction Railway.

(Extension of Time for Compulsory Purchase of Land and Construction and Completion of Works of part of Railway No. 3 and Railway No. 4, and Remainder of Works and Alterations of Levels authorized by the Devon and Cornwall Central Railway Act, 1882; Amendment of Acts, &c.)

NOTICE is hereby given, that the Plymouth, Devonport, and South Western Junction Railway Company (hereinafter referred to as "the Company") intend to apply to Parliament in the present or ensuing session thereof for leave to bring in a Bill to authorize the extension of time for the compulsory purchase of land and completion of the works of the part of Railway No. 3 and Railway No. 4, and works and alterations of levels authorized by the Devon and Cornwall Central Railway Act, 1882, and not authorized to be abandoned by the Plymouth, Devonport, and South Western Junction Railway Act, 1884.

The Bill will contain all provisions incidental to or necessary for the purposes aforesaid, and it will vary or extinguish all rights and privileges which would interfere with the objects thereof.

The Bill will also, so far as may be necessary to effect the objects and purposes thereof, alter, amend, or repeal all or any of the powers and provisions of the Devon and Cornwall Central Railways Act, 1882, the Plymouth, Devonport, and South Western Junction Railway Act, 1883; and the Plymouth, Devonport, and South Western Junction Railway Act, 1884; and all other Acts relating to or affecting the Company.

Printed copies of the Bill will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1884.

Burchell and Co., 5, The Sanctuary, Westminster,

John Shelley, Plymouth,

Venning and Goldsmith, Devonport,

Nichols and Blight, Callington, Solicitors for the Bill.

In Parliament.—Session 1885.

Hull, Barnsley, and West Riding Junction Railway and Dock.

(Abandonment of Railway No. 1A authorized by the Company's Act, 1880; Construction of Substituted Railway; Compulsory Purchase of Lands; Tolls; Extending Powers of Deviation of and Additional Lands for Railway No. 4, authorized by the Company's Act of 1882; Extension of Time for Compulsory Purchase of Lands for, and for Completion of Railways and Road authorized by the said Act of 1882; Application of Funds; 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 Hull, Barnsley, and West Riding Junction Railway and Dock Company (in this Notice called "the Company") for leave to bring in a Bill for the purposes, or some of the purposes, following, viz.:

To authorise the Company to abandon and relinquish the construction of the Railway No. 1A authorized by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880 (hereinafter referred to as "the Act of 1880"), and in substitution therefor to make and maintain a new railway wholly situate in the parish of Royston, in the West Riding of the county of York, commencing by a junction with Railway No. 1 authorized by the Act of 1880, as now in course of construction, at a point about 9 chains

measured along the said railway southward from the 5-span girder bridge carrying a diversion of the public road numbered 59 and 59A in the parish of Royston, on the plans deposited for and referred to in the Act of 1880, over that railway, and terminating by a junction with Railway No. 4, authorised by the Hull, Barnsley, and West Riding Junction Railway and Dock (New Works) Act, 1882 (hereinafter called "the Act of 1882") as intended to be constructed under the extended powers of deviation under the Bill, at a point on the east side of the Midland Railway about 14 chains measured along the said Midland Railway southward towards Cudworth station from the bridge carrying the Company's aforesaid Railway No. 1, now in course of construction, over the Midland Railway. The said railway will be constructed in, or will pass from, through, or into the townships of Cudworth, Carlton, and Monk Bretton, or some or one of them.

To authorise the Company to deviate laterally from the lines of the intended railway 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, highways, footpaths, rivers, bridges, streams, watercourses, sewers, drains, culverts, gas, water, telegraph, electric and other pipes, and telegraphic and electric apparatus within the townships 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, tenements, and hereditaments, for the purposes of the intended railway 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 demand, take, and recover tolls, rates, and duties upon or in respect of the intended railway 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 authorise and empower the Company (notwithstanding anything contained in the Act of 1882, or any Act or Acts incorporated therewith) in the construction of the said Railway No. 4 authorised by that Act in the townships of Cudworth, Carlton, and Monk Bretton, in the parish of Royston aforesaid, or some or one of them, to deviate westward to any distance not exceeding 80 yards from the line of the said railway, as shown upon the plans deposited for and referred to in the Act of 1882, and for the purposes of the said Railway No. 4 to purchase and acquire additional lands in the said townships, or some or one of them, or easements or rights in, over, or affecting such lands.

To extend the periods respectively limited by the Act of 1882 for the compulsory purchase of lands for and for the completion of the railways and the new road at Drax authorised by that Act.

To authorise the Company to apply for all or any of the purposes of the Bill their corporate funds and revenues, and any moneys which they have now power to raise by shares, stock, debenture stock, or borrowing.

And the Bill will vary or extinguish all or any

rights or privileges inconsistent with its objects, and 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 Act of 1880 and of the Act of 1882, and any other Act or Acts relating to the Company.

Plans and sections of the new railway to be authorised by the Bill, the plans showing also the lands in or through which the said railway will be made, or which may be taken for the purposes thereof, and plans of the additional lands to be taken compulsorily under the powers of the Bill (the last-mentioned plans showing also the extended limits proposed to be sanctioned by the Bill of lateral deviation for Railway No. 4 authorised by the Act of 1882), together with a book of reference to such plans respectively, and a copy of this Notice as published in the London Gazette, will, on or before the 29th 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 date a copy of the said plans and sections and book of reference, and of this Notice as published in the London Gazette, will be deposited for public inspection with the Parish Clerk of the parish of Royston aforesaid 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 20th day of December next.

Dated this 14th day of November, 1884.

Lowe, Moss, and Co., Hull,
Brooksbank and Galland, 14, } Solicitors
Gray's-inn-square, London, } for the
J. C. Rees, 13, Great George-street, West-
minster, Parliamentary Agent. } Bill.

In Parliament.—Session 1885.

Lower Thames Valley Main Sewerage.
(Amendment or Repeal of Local Government Boards Orders of 1877, 1878, 1880, and 1883, and Acts confirming same; Dissolution of United District and Joint Board, or Severance of Constituent Districts therefrom; Reconstitution of Constituent Districts into new United Districts; Alteration of Constitution of Joint Board; Constitution, Purposes, and Powers of Governing Bodies of new Districts; Discharge of Debts, &c., of Joint Board; Suspension of Penalties under Thames Conservancy and Navigation Acts; Costs 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 purposes, or some of the purposes following, that is to say:

To amend, or repeal in whole or in part, the Provisional Orders of the Local Government Board next hereinafter mentioned, or some or one of them, and the provisions, or some of the provisions, of the several Acts confirming the said Orders respectively, or of some or one of these Acts, viz.: A Provisional Order, dated the 5th day of June, 1877, confirmed by "The Local Government Board's Provisional Orders Confirmation (Joint Boards) Act, 1877;" a Provisional Order, dated the 7th day of May, 1878, confirmed by "The Local Government Board's Provisional Orders Confirmation (Bournemouth, &c.) Act, 1878;" a Provisional Order, dated the 20th day of May, 1880, confirmed by the Local Government Board's Provisional Orders Confirmation (Bethesda, &c.) Act, 1880;" a Provisional Order, dated the 29th day of March, 1883, confirmed by

"The Local Government Board's Provisional Orders Confirmation (No. 3) Act, 1883."

To dissolve the Lower Thames Valley Main Sewerage District, formed by the said Provisional Order of 1877, and extended or varied by the said Provisional Order of 1878, or to sever from that district some of the Urban Sanitary Districts and Rural Sanitary Districts, or parts of Rural Sanitary Districts, of which the said district now consists, or some parts thereof respectively, and to form some of those districts and parts of districts, or some parts thereof respectively, into several and distinct united districts, or some of them, or some parts thereof respectively, into one united district, which united districts or district are hereinafter referred to as "the new united districts or district."

To dissolve, if need be, the Lower Thames Valley Main Sewerage Board, constituted by the said Provisional Order of 1877, as amended by the said Provisional Order of 1878, or, in the event of the said board not being dissolved, to alter its constitution and the number of the ex officio and elective members thereof, and to provide for the retirement from office of elective members thereof at such periods and under such conditions as to re-election or otherwise as the Bill may describe.

To provide for the constitution of the governing bodies or body of any new united districts or district, the election, qualification, disqualification, and retirement of members thereof, and the filling up of vacancies therein.

To declare that the purposes for which any new united districts or district shall be formed shall be those or some of those (mutatis mutandis) mentioned in Article X. of the said Provisional Order of 1877, or such other purposes as shall be defined and declared by the Bill.

To make applicable, with such modifications as may be requisite or desirable to the new united districts or district and to the governing bodies or body thereof, all or some of the provisions of the said Provisional Orders, and the Acts confirming the same, and to confer upon the said governing bodies or body, with or without modification, all or some of the powers by those Orders and Acts conferred upon the existing joint board, and to enable them to exercise such powers within or with respect to their respective districts or otherwise.

In the event of the dissolution of the existing joint board to provide for the payment and discharge of its debts, liabilities, and engagements in manner provided by sections 283 and 284 of the Public Health Act, 1875, or in such other manner as shall be prescribed by the Bill, and to confer all necessary powers and impose all necessary obligations in that behalf upon the existing joint board and upon the several constituent authorities, by whom members of that board are now elected.

To suspend for such period as the Bill may prescribe the enforcement of the payment of all or any penalties already incurred or to be hereafter incurred by the existing joint board or any of the constituent authorities aforesaid in respect of the breach or non-observance of any of the provisions of the Thames Conservancy Acts, 1857 and 1864, and "The Thames Navigation Act, 1866," and any Acts amending the same.

To make provision for the payment of the cost, charges, and expenses of and incidental to the preparing for, applying for, and passing of the intended Act by the constituent authorities aforesaid, or some or one of them, or by the governing bodies or body of any new united districts or

district in such proportions in either case as the Bill may prescribe.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 14th day of November, 1884.

John Charles Rees, 13, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1885.

Great Northern Railway (Rates and Charges). (Consolidation of Rates and Charges; Classification of Traffic; Alteration of Existing Rates and Charges; Provisions as to Terminal and Special Charges, and other matters; Amendment of Acts.)

NOTICE is hereby given, that the Great Northern Railway Company (hereinafter called "the Company") intend to apply to Parliament in the session of 1885, for an Act for all or some of the following purposes (that is to say):—

To consolidate and to prescribe and declare the rates and charges to be demanded and taken by the Company in respect of the railways of the Company, and all or some of the other railways hereinafter mentioned belonging to, leased to, or worked by the Company, solely or jointly with any other Company or Companies, and the traffic conveyed, or that may be conveyed on any such railways, and to classify such traffic, and to vary, alter, increase or reduce all or some of the rates and charges which the Company are now authorised to demand and take in respect of such railways, or some of them and the traffic thereon, and to vary, alter and consolidate the existing classification of such traffic, and to empower the Company to demand and take new and other rates and charges.

The other railways above referred to are the following:

The Cheshire Lines, the Joint Railways of the Great Northern and Great Eastern Railway Companies between Huntingdon, St. Ives, March, Spalding, Lincoln, Gainsborough and Doncaster, the Methley Railway, the Joint Railways of the Great Northern and London and North Western Railway Companies, viz., the Newark and Melton Line, the Melton and Market Harborough Line, and the Bingham Branch, the East Lincolnshire Railway, the Royston and Hitchin Railway, the Ramsey Railway, the Stamford and Essendine Railways, the Midland and Eastern Railway, the Horncastle Railway, the Spilsby and Firsby Railway, the Firsby and Wainfleet Railway, the Wainfleet and Skegness Railway, the Louth and East Coast Railway, the West Riding and Grimsby Railway, and the Halifax and Ovenden Junction Railway; together with all branches and extensions of such railways, or any of them.

To authorise the Company to demand and take charges and payments in respect of services rendered, and accommodation, conveniences, and appliances furnished and provided by them at stations, sidings, wharves, depôts, warehouses and other places and works, and in respect of any other services and accommodation provided and supplied by them.

To make other provisions and regulations as to rates, charges and payments in respect of traffic conveyed upon the railways hereinafter referred to, or some of them, and to grant exemptions from rates, charges and payments.

To vary or extinguish all existing rights and

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privileges which would in any way interfere with the objects of the intended Act, or any of them, and to confer other rights and privileges.

So far as may be necessary in giving effect to the purposes of the intended Act, to alter, amend, or repeal all or some of the provisions of the several Acts of Parliament relating to the Company, and to the several railways hereinbefore mentioned, or any of them, and of any other Act which it may be desirable to alter, amend, or repeal for the purposes to be authorised by the intended Act.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons before the 21st day of December, 1884.

Dated this 12th day of November, 1884.

Nelson, Barr, and Nelson, 4, South-parade, Leeds, and 29, Abingdon-street, Westminster, Solicitors.

Dyson and Co., 23 and 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

North-London Railway.

(Widening of Railway, and Sidings near Columbia Market; Agreements between the Company and the Owner of that Market; Additional Capital and Power to London and North Western Railway Company to subscribe; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1885 by the North London Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them (that is to say):—

To empower the Company to widen and lay down additional lines of rails upon the east side of their railway, between a point twenty yards or thereabouts north of Pearson-street, and a point ninety-four yards or thereabouts south of Harwar-street; and to stop up and extinguish all rights of way over so much of Long-street as extends from a point fifty-three yards or thereabouts north of Union-buildings, under the North London Railway to Harwar-street, and to make all necessary approaches, stations, sidings, works and conveniences in connection with the said widening and other works, all which said works will be situate in the parish of Saint Leonard, Shoreditch, in the county of Middlesex.

To empower the Company to purchase by compulsion or agreement lands, houses, and buildings and easements therein in the said parish, for the purposes of the said intended works.

To authorise the purchase of part only of any property which may be required to be taken for the purposes of the intended Act, notwithstanding anything contained in Section 92 of the "Lands Clauses Consolidation Act, 1845."

To vary and extinguish all existing rights and privileges connected with any lands and houses proposed to be purchased for the purposes of the intended Act, or which would in any manner impede or interfere with such purposes, and to confer other rights and privileges.

To empower the Company to cross, stop up, alter, or divert, either temporarily or permanently, any railways, roads, streets, drains, sewers, pipes, and telegraphic and telephonic apparatus within the parish aforesaid; which it may be necessary or convenient to cross, stop up, alter, or divert in constructing the said intended works, and to deviate from the line and levels thereof.

To empower the Company to levy and demand and recover tolls, rates, and charges in respect

of the said intended works, and to grant exemptions from payment of tolls, rates, and charges.

To authorise the Company on the one hand, and the owner for the time being of the Columbia Market, Bethnal Green, on the other hand, to enter into and carry into effect agreements with reference to the formation and use of junctions between the said intended widening or sidings and works, and any railways, sidings, or works to be constructed by the said owner, and for regulating such junctions and the use thereof, and of the points and signals and other conveniences connected therewith; and with reference to the purchase or acquisition by the Company of any such last-mentioned railways, sidings, or works, and to confirm or give effect to any such agreements which may have been, or may be entered into before the passing of the intended Act.

To empower the Company on the one hand, and the owner for the time being of Columbia Market 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 widening or sidings and other works, or any part or parts thereof, and of any railways or sidings or works constructed, or to be constructed by the said owner, under the powers of any Act to be passed in the Session of 1885 or otherwise; and with respect to the supply of rolling stock and machinery, and of officers and servants for the conduct of such traffic; and with respect to the costs, charges, and expenses of such construction, working, use, management, and maintenance; and with respect to the regulation, management, and transmission of the traffic of the Companies parties to any such agreement and of the said owner; and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic.

To authorise the Company to raise additional capital for the purposes of the intended Act, and for general purposes of the undertaking of the Company, and for such other purposes as may be authorised by the intended Act, by the creation and issue of shares or stock, with or without any preference or priority of dividend or interest or other advantages over all or any part of the existing and authorised capital of the Company, and by mortgage and debenture stock, or by any or either of those means, and to apply their corporate funds towards all or any of the purposes aforesaid, and to enable the London and North-Western Railway Company to contribute towards all or any of those purposes, and to subscribe for and take and hold shares in the new capital to be created by the Company, and for the purposes of such contribution and subscription to raise money by the creation and issue of new shares or stock, with or without preference or priority of dividend or interest or other advantages as aforesaid attached thereto, and by mortgage and debenture stock, or by either of those means and also to apply their corporate funds to such purposes, or any of them.

For the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the several local and personal Acts following, or some of them (that is to say)—

The Act 9 and 10 Vict., cap. 396, and all other Acts relating to the Company.

The Act 29 and 30 Vict., cap. 2, and all other Acts relating to Columbia Market, Bethnal-green.

The Act 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North-Western Railway Company.

And Notice is hereby given, that before the 30th day of November instant, plans and sections

of the said intended widening and other works, and of the lands to be acquired under the powers of the intended Act, and 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 Middlesex, at his office at the Sessions House, Clerkenwell, and also with the Vestry Clerk of the parish of St. Leonard, Shoreditch, at his office at the Town Hall, Old-street, Shoreditch.

And Notice is hereby further given that 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 8th day of November, 1884.

Paines, Layton, and Pollock, 47, Gresham House, E.C., Solicitors for the Bill.
Sherwood and Co., 7, Great George Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Pontypridd, Caerphilly, and Newport Railway. (Extension of Time for Purchase of Land and Completion of Authorised Railway; Release of Deposit in Respect of Railway Opened; Running Powers; Agreements with Lord Tredegar, the Great Western Railway Company, the Brecon and Merthyr Tydfil Junction Railway Company, and the Alexandra (Newport and South Wales) Docks and Railway Company; Amendment of Acts.)

NOTICE is hereby given, that the Pontypridd, Caerphilly, and Newport Railway Company (hereinafter called "the Company") intend to apply to Parliament in Session 1885 for leave to bring in a Bill to enable the Company to exercise the powers and effect the objects following, or some of them, viz. :—

To extend the time limited by the Pontypridd, Caerphilly, and Newport Railway Act, 1882, for the compulsory purchase of lands and the completion of the railway and works thereby authorised.

To provide for the release, repayment, or re-transfer out of the High Court of Justice (Chancery Division) of all moneys or stock deposited or transferred in respect of Railway No. 1, authorised by the Pontypridd, Caerphilly, and Newport Railway Act, 1878, and of any interest or dividends which may have accrued or may accrue due on such moneys or stock or any part thereof, and to confer all necessary powers in that behalf on the said Chancery Division and on the Lords Commissioners of Her Majesty's Treasury.

The Bill will empower the Company, and all Companies and persons for the time being working or using the railways of the Company, or any part thereof, by agreement or otherwise, to run over, work, and use, with their engines, carriages, and waggons, and officers and servants, whether in charge of engines or trains, or for any other purpose whatsoever, for the purposes of traffic of every description, on such terms and conditions and on payment of such tolls, rates, and charges as may be agreed on or settled by arbitration or prescribed by the Bill, the railways and portions of railway and stations next hereinafter mentioned (that is to say):

(a) So much of the Monmouthshire Railways of the Great Western Railway Company, including that portion thereof known as the Park Mile, as is situated between the Brecon and Merthyr Tydfil Junction Railway at Bassaleg and the Great Western (South Wales) Railway and the Railways of the

Alexandra (Newport and South Wales) Docks and Railway Company near Newport.

- (b) The railway or portion of railway of the Right Honourable Lord Tredegar known as the Park Mile.
- (c) The railways and sidings of the Alexandra (Newport and South Wales) Docks and Railway Company to, at, and around the Alexandra and Newport Docks respectively.
- (d) So much of the said Monmouthshire (Western Valleys) Railway as is situated east and south-eastward of the Great Western (South Wales) Railway, and at and near the Newport Docks.
- (e) So much of the Great Western (South Wales) Railway as is situated between the junction therewith of the Monmouthshire (Western Valleys) line and the High-street passenger station at Newport, including that station.

Together with the use of all terminal and other stations, roads, platforms, signals, water, water-engines, engine-sheds, standing-room for engines, carriages and wagons, booking and other offices, warehouses, sheds, sidings, machinery, works and conveniences of or connected with the said railways and portions of railways, stations, and sidings.

The Bill will authorise the Company on the one hand, and the Right Honourable Lord Tredegar and his Trustees and the Great Western Railway Company, the Brecon and Merthyr Tydfil Junction Railway Company, and the Alexandra (Newport and South Wales) Docks and Railway Company, or any or either of them, on the other hand, from time to time to enter into and carry into effect, vary, or rescind contracts, agreements, and arrangements for or with respect to any of the purposes of the Bill, and with respect to the use, working, management, construction, and maintenance of their respective existing or authorised railways and works, or some part or parts thereof, the supply of engines, carriages, plant, and machinery, and the employment of officers and servants for the conveyance and conduct of the traffic on the railways, or portions of railway, forming the subject of any such contract or agreement, the management and regulation of such traffic, the payments to be made and the conditions to be performed with respect to such use, working, management, construction, and maintenance; the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from, or destined for, the undertakings of the contracting companies or parties; the collection, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues arising from that traffic; the sums or considerations, whether annual or gross, and the rents, payments, contributions, allowances, rebates and drawbacks to be paid, made, or allowed by either of the contracting Companies or parties 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; and the Bill will sanction or confirm, and give effect to, any such contract, agreement, or arrangement which previous to the passing thereof may be made with respect to all or any of the matters aforesaid.

The Bill will vary or extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and it will, so far as may be requisite for any of the purposes thereof, amend, enlarge, or repeal some of the provisions of "The Pontypridd, Caerphilly, and Newport Railway Acts, 1878, 1880, 1882, and 1883;" the Local and Personal Acts 22 and 23 Vic., cap. 98; 23 and 24 Vic., cap. 17,

and of any other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company; "The Alexandra (Newport) Dock Act, 1865," and any other Acts relating to the Alexandra (Newport and South Wales) Docks and Railway Company; and 5 and 6 Will. IV., cap. 107, and any other Acts relating to the Great Western Railway 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 13th day of November, 1884.

Cobb and Tudor, Brecon, Solicitors.

William Bell, 27, Great George-street, Westminster, Parliamentary Agent.

The Chiltern Hills Spring Water Company.
(Incorporated by the Chiltern Hills Spring Water Act, 1870.)

Application to the Board of Trade under the Gas and Water Works Facilities Act, 1870, for Power to raise Additional Capital.

NOTICE is hereby given, that the above-named Company intends to make an application to the Board of Trade, on or before the twenty-third day of December next, for a Provisional Order authorizing the Company to raise additional capital to the amount of twenty thousand pounds beyond the amount authorized by the Chiltern Hills Spring Water Act, 1870, by the creation and issue of two thousand new shares of ten pounds each, to be issued as ordinary or preference shares, for the purpose of maintaining and continuing the existing waterworks of the Company and works connected therewith, and other purposes authorized by the above-mentioned Act; and the Company will, on or before the thirtieth day of November, one thousand eight hundred and eighty-four, deposit a copy of this advertisement, as published in the London Gazette, for public inspection, with Edward Robert Baynes, Esq., of Aylesbury, in the county of Bucks, Clerk of the Peace for the county of Bucks, at his office in Aylesbury, in the said county, and at the office of the Board of Trade, Whitehall, London; and that printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the office of the Chiltern Hills Spring Water Company, situate in Aylesbury aforesaid, by persons applying for the same on payment of sixpence for each copy.

And further, 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 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 fifteenth of January next ensuing.

Copies of such objections must at the same time be sent to the above-mentioned Company, 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 forwarded to the Company.

Dated this fourteenth day of November, 1884.

Thomas Horwood, of Aylesbury, Solicitor for the said Company.

In Parliament—Session 1885.

London River-side Fish Market.

(Extension of Time for Purchase of Lands; Execution and Completion of Works; Alteration and Enlargement of Borrowing Powers; Amendment of Act; and other Purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session of 1885, by the London River-side Fish Market Company (hereinafter called

"the Company"), for leave to bring in a Bill for effecting the objects, or some of the objects, following, that is to say:—

1. To extend the respective periods limited by the London River-side Fish Market Act, 1882 (hereinafter called "the Act of 1882"), for the compulsory purchase of lands for all or some of the purposes and objects by that Act authorized, and for making and completing the new street, the street widenings, and the widening and improvement of Bell Wharf Stairs, respectively authorized by the Act of 1882 (section 17), and to extend the period limited by the said Act (section 26) for making and completing the wharves, landing and shipping places, and other works and conveniences authorized by the last-mentioned section of the Act of 1882.

2. To alter and enlarge the existing powers of the Company, to borrow moneys by authorizing them from time to time to borrow on mortgage of their undertaking, and by the creation and issue of debenture stock, or by either of those means, such sums of money, at such rate or rates of interest, at such times, and under such conditions and restrictions (if any) as may be defined by the intended Bill or Parliament may prescribe.

3. The Bill will or may incorporate, with or without alteration or amendment, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869."

4. To vary or extinguish all existing rights or privileges which would in any manner interfere with, prevent, or impede the carrying into effect any of the objects of the intended Act, and to confer other rights and privileges.

5. The intended Bill will also alter, amend, enlarge, or repeal and re-enact, with such alterations and amendments as may be deemed necessary or expedient for effecting the above objects and purposes, all or some of the provisions of the Act of 1882.

6. Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons before the 21st day of December next.

Dated this 13th day of November, 1884.

Druces, Jackson, and Attlee, 10, Billiter-square, E.C., Solicitors for the Bill.

R. W. Cooper, 4, Westminster-chambers, Victoria-street, S.W., Parliamentary Agent.

In Parliament.—Session 1885.

Ashton-under-Lyne, Stalybridge, and Dukinfield (District) Waterworks.

(Extension of Time for Completion of Works, and Increase of Borrowing Powers.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for leave to bring in a Bill for the following purposes, viz.:—

To extend the time limited by the Ashton-under-Lyne, Stalybridge, and Dukinfield District Waterworks Act, 1870, for the completion of the works authorized by that Act.

To alter and increase the amount which, under the Ashton-under-Lyne, Stalybridge, and Dukinfield District Waterworks Act, 1870, the contributory bodies therein mentioned, viz., the Corporation of Ashton-under-Lyne, the Corporation of Stalybridge, the Dukinfield Local Board, the Mossley Local Board, and the Hurst Local Board, may borrow for the purposes of that Act.

To confer on the Joint Committee further powers for the making and enforcing of the calls upon

the said local bodies for contributions to the capital required for the purposes of that Act.

The Bill will, so far as may be necessary for that purpose, vary and extinguish any existing rights and privileges which would interfere with its objects, and it may in other respects amend and enlarge the powers and provisions of the "Ashton-under-Lyne, Stalybridge, and Dukinfield (District) Waterworks Acts, 1870 and 1875."

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 13th of November, 1884.

Charles Gartside, Ashton-under-Lyne, Noah Buckley, Stalybridge, Solicitors.

Dyson and Co., 23 and 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Rhymney Railway.

(New Railway in the county of Glamorgan; widening of Bridge carrying Crwys-road over Railway; Compulsory Purchase of Land; Power to levy Tolls and Rates; Additional Lands; Running Powers over portions of the Taff Vale Railway and traffic facilities; Sidings to be made by Pontypridd, Caerphilly, and Newport Railway Company at Pontypridd; Stopping up of level crossing; Abandonment of Railway No. 4, described in Section 5 of "The Rhymney Railway Act, 1882," and Amendment of Section 9 of that Act; Extension of Time for Purchase of certain Lands and acquisition or use of Occupation Road for the purposes of that Act; Periodical Closing of Debenture Transfer Books; Additional Capital; Application of Capital; Confirmation of Agreement between the Marquess of Bute and the Company; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that the Rhymney Railway Company (hereinafter referred to as "the Company") intend to apply to Parliament in the Session of 1885 for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):

To authorise the Company to make and maintain the following railway and works, or some part or parts thereof, together with all proper stations, sidings, junctions, approaches, works and conveniences connected therewith (that is to say):

A railway situate in the parishes of St. John the Baptist and St. Mary the Virgin, in the borough of Cardiff, in the county of Glamorgan, commencing in the parish of St. John the Baptist by a junction with the Company's Bute Dock Branch Railway at a point on that railway about 62 yards measured along that railway in a north-westerly direction from the face of the north abutment of the viaduct carrying that railway over the Great Western Railway Company's South Wales Railway, and terminating in the parish of St. Mary the Virgin by a junction with the Company's low level line of railway at a point on that railway about 178 yards measured along the Company's Bute Dock Branch Railway and their low level line of railway in a south-easterly direction from the south abutment of the bridge carrying the Company's Bute Dock Branch Railway over Tyndall-street, in the parish of St. Mary the Virgin.

The widening of the arch of the bridge which carries the Crwys-road, situate in the parishes

of St. John the Baptist and Roath, in the county of Glamorgan, over the Company's Cardiff and Caerphilly Railway, on the eastern side of that bridge to the extent of 22 feet.

To empower the Company to stop up and discontinue between the boundaries of the Company's property in the parish of St. John the Baptist in the borough of Cardiff in the county of Glamorgan, and extinguish all rights of way over the occupation road which crosses the Company's Cardiff and Caerphilly Railway on the level at a point about 266 yards measured along the centre of that railway in a southerly direction from the southern face of the bridge carrying the Crwys-road over that railway.

To authorise the Company to purchase by compulsion or otherwise, all or any lands, houses, and property, for the purpose of the intended railways and works in the before-mentioned parishes.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any land and houses proposed to be purchased, taken, used, or interfered with for the purposes of the intended Bill, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and works, or any of them respectively, or the objects or purposes of the intended Bill, and to confer, vary, or extinguish other rights, privileges, and exemptions.

To authorise the crossing on the level, or over or under, and the deviating, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, rivers, canals, streams, railways, tramroads, bridges, and other works within the parishes aforesaid, as it may be necessary to pass across or over, or under or to divert, alter, or stop up, or interfere with, by reason of the construction of the intended railways or works, or any of them, or otherwise for the purposes of the intended Bill, and to appropriate the sites thereof, respectively to the use of the Company, and the purposes of their undertaking.

To authorise the Company to deviate from the lines of the railways and works proposed to be authorised to any extent within the limits of deviation to be shown on the deposited plans or defined in the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined in the Bill.

To empower the Company to levy tolls, rates, and duties for or in respect of the use of the proposed railways and works and for the conveyance of traffic thereon and to alter existing tolls, rates, and duties and to confer, vary, or extinguish such exemptions from the payments of such existing and proposed tolls, rates, and duties as may be thought expedient.

To authorise the Company for the purpose of their undertaking to purchase by compulsion or agreement or to confirm the purchase and acquisition by, or on behalf of the Company, or any contract entered into by the Company for the purchase and acquisition of certain lands, houses, and buildings situate in the parish of Roath, in the county of Glamorgan, and lying on the eastern side of and adjoining the Company's Cardiff and Caerphilly Railway and extending between the road known as the Crwys-road and the road numbered two in the parish of Roath, on the sheets numbered XLIII.—11 of the 25-inch ordnance map of the county of Glamorgan.

To authorise the Company and all companies and persons lawfully using the railways of the

Company or any of them to run over and use with their engines, carriages, wagons and servants, and for the purpose of traffic of all kinds, and upon terms, tolls and conditions and other regulations to be agreed upon or settled by arbitration, or as may be defined by the intended Bill, so much of the railway of the Taff Vale Railway Company and of the railways leased or worked by them as are situated to the northward of an imaginary line drawn from east to west through the junction of the Pontypridd, Caerphilly and Newport Railway with the Taff Vale Railway, near Pontypridd, and so much and such parts of the Taff Vale Railway Company's Penarth Railway as lie between the junction of their Penarth Railway with their main line and the Ely Tidal Harbour, the Penarth Docks and Penarth Station and so much of the Taff Vale Company's Railways as lies to the south of the Crockherbtown Junction, and the booking offices, stations, buildings, sidings, junctions, platforms, points, signals, roads, works and conveniences connected with that railway.

To require the Taff Vale Railway Company to receive, book through, forward, accommodate, and deliver on and from their undertaking, and at the stations, warehouses, wharves, and booking offices, through traffic of whatever description coming from or destined for the railways of the Company, upon such terms and conditions as may be agreed upon, or, failing agreement, as shall be settled by arbitration, or as may be defined by the intended Bill, and if need be for the purposes aforesaid to alter the tolls, rates, and charges, which that Company may take and receive upon their undertaking.

To require the Pontypridd, Caerphilly, and Newport Railway Company to construct, maintain, and work at the junction of their railway with the railway of the Taff Vale Railway Company at Pontypridd, proper and sufficient sidings in connection with that junction.

To empower the directors of the Company to close the register of transfers of debentures or debenture stock of the Company at such times, and for such periods, and upon such conditions as may be prescribed by the intended Bill.

To authorise and empower the Company to abandon the railway described as Railway No. 4 in Section 5 of the Rhymney Railway Act, 1882.

To amend Sub-section D of Section 9 of the last mentioned Act by substituting in lieu of the word "Troedyrhiv," the word "Abercanaid," in that sub-section, and to extend the period within which the Company may exercise their powers of purchasing by compulsion or otherwise certain lands required for the purposes of Railway No. 2, described in Section 5 of that Act, and to empower the Company to acquire and use or purchase an easement in, over, and along the occupation-road, numbered 180 on the deposited plans and in the books of reference referred to in that Act for the purpose of giving access to the Company's intended station at Abercanaid.

To authorise the Company to apply for the purposes of the Bill any capital or funds now belonging to them, or which they have the power to raise, and to raise further capital for such purposes, and for the general purposes of their undertaking, by shares or by stock, and by borrowing, and to attach to such new shares or stock such preference or priority of dividends or interest and advantages as the Bill shall define.

To confirm an Agreement made the 25th day of January, 1884, between the Marquess of Bute of the one part, and the Company of the other part, relating to road toll over railways.

belonging to the Marquess of Bute, and running powers to be exercised by the Marquess of Bute over certain railways, near to and in connection with the Bute Docks at Cardiff.

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 Acts, 1845, 1863, and 1869," "The Lands Clauses Acts 1845, 1860, and 1869," "The Railway Clauses Acts, 1845 and 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 to repeal all or some of the powers and provisions of the following local and personal Acts, viz., 20 and 21 Vic., cap. 140, 24 and 25 Vic., cap. 144, 27 and 28 Vic., caps. 244 and 275, 29 and 30 Vic., cap. 259, and 30 and 31 Vic., cap. 171, 36 and 37 Vic., cap. 44, 44 and 45 Vic., cap. 135, and all other Acts relating to the Company; 6 William IV., cap. 82, and all other Acts relating to the Taff Vale Railway Company, and 41 and 42 Vic., cap. 215, and all other Acts relating to the Pontypridd, Caerphilly, and Newport Railway Company.

And notice is also hereby given, that plans and sections of the proposed railways and works, and of the lands and houses proposed to be taken, 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 delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 29th 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, in the said county, and 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 or place in or through which the intended railways and works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this Notice, published as aforesaid, 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 parish clerk of some parish immediately adjoining thereto at his residence.

And notice is hereby further given, that on or before the 20th 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 12th day of November, 1884.

Bompas, Bischoff, Dodgson, and Coxe,
Solicitors, 4, Great Winchester-street,
London.

Wyatt, Hoskins, and Hooker, 28, Parli-
ament-street, Westminster, Parliamentary
Agents.

Board of Trade.—Session 1885.

Cattewater Harbour.

(Application to the Board of Trade for a Provisional Order for Power to Purchase and Lease Lands; to Purchase or Lease Undertaking of the Sutton Harbour Improvement Company; Alteration and Variation of Tolls, Rates, and Duties; Further Borrowing Powers; Amendment of Orders.)

NOTICE is hereby given, that application is intended to be made by the Cattewater Commissioners (hereinafter called "the Commissioners") to the Board of Trade for a Provisional Order, pursuant to the General Pier and Harbour

Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, for the following purposes, or some of them (that is to say):—

To empower the Commissioners to appropriate or purchase, take on lease, or otherwise acquire and hold lands and properties, and to extinguish all rights of common, and other rights in and over such land, also to authorise the Commissioners to purchase, take on lease, or otherwise acquire the undertaking, property, or rights of the Sutton Harbour Improvement Company, or any part thereof; to repeal, amend, and alter the Cattewater Orders, 1874, 1876, and 1880; to alter and vary the existing tolls, rates, and duties, and to levy and impose other tolls, rates, and duties; to confer, vary, and extinguish any exemption from tolls, rates, or duties, or any other right or privilege; to authorize the borrowing of additional moneys, and charging the same upon the tolls, rates, and duties; to empower the Commissioners to take all necessary measures to prevent the fouling of and silting up of their harbour, and for that purpose to impose penalties for breach of any regulations; to vary, alter, or extinguish all rights and privileges which are inconsistent with, or which 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 on or before the 29th day of November, 1884, 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 at the Custom House at Plymouth, in the said county; at the Admiralty, Whitehall, in the county of Middlesex; and at the Board of Trade, Whitehall-gardens, in the said county of Middlesex.

And notice is hereby further given, that on and after the 23rd 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 Solicitors undermentioned.

Dated this 12th day of November, 1884.

S. Cater, Plymouth,

Batten, Proffitt, and Scott, 32, Great
George-street, Westminster.

In the High Court of Justice.—Chancery Division
Mr. Justice Kay.

In the Matter of the Land Corporation of Canada Limited and Reduced, and in the Matter of the Companies Act, 1867.

NOTICE is hereby given, that a petition for confirming a resolution reducing the capital of the above Company from £250,000 to £125,000, was, on the 31st day of October, 1884, presented to this Honourable Court, and is now pending; and that the list of creditors of the Company is to be made out as for the 12th day of January, 1885.—Dated this 14th day of November, 1884.

Bompas, Bischoff, Dodgson, and Coxe, 4,
Great Winchester-street, London, E.C.,
Solicitors for the Company.

In the High Court of Justice.—Chancery Division.
In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Gölcher Electric Light and Power 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 19th day of November, 1884, presented to Her Majesty's High Court of Justice, by John Norton, of No. 24, Old Bond-

street, in the county of Middlesex, Architect and Surveyor, a creditor and contributory of the said Company; and that the said petition is directed to be heard before his Lordship Mr. Justice Chitty, on the 29th day of November, 1884; 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.

Hacon and Turner, of Leadenhall House, 101, Leadenhall-street, London, E.C., Solicitors for the Petitioner.

In the High Court of Justice.—Chancery Division.
Mr. Justice Chitty.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Gölcher Electric Light and Power 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 19th day of November, 1884, presented to the High Court of Justice by Henry Crookes, of No. 31, Lilyville-road, Fulham, in the county of Middlesex, Electrical Engineer, a creditor and shareholder of the said Company, and Francis Crookes, of No. 104, Church-road, Richmond, in the county of Surrey, Gentleman, and Alfred Crookes, of No. 15, Holland Park-terrace, Notting Hill, in the said county of Middlesex, Gentleman, shareholders of the said Company, and that the said petition is directed to be heard before the Honourable Mr. Justice Chitty, on Saturday, the 29th November, 1884; 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 by 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 regular charge for the same.—Dated this 20th day of November, 1884.

Davidson and Morriss, of 40 and 42, Queen Victoria-street, London, E.C., Solicitors for the Petitioners.

In the Matter of the Railway Companies Act, 1867, and in the Matter of the Hemel Hempsted and London and North Western Railway Company.

NOTICE is hereby given, that a petition was, on the 11th day of November, 1884, presented to Her Majesty's High Court of Justice, by the Directors of the above-named Company, praying the confirmation of a scheme of arrangement between the said Company and their creditors, filed in the Chancery Division of the High Court of Justice on the 11th day of August, 1884; and that the said petition is directed to be heard before Mr. Justice Pearson on the 13th day of December, 1884; and any person whose interests are affected by such scheme, and who may be desirous to oppose the making of an Order for the confirmation thereof under the above Act, shall enter an appearance at the Central Office, Royal Courts of Justice, London, on or before the 9th day of December, 1884, and appear by himself or his Counsel at the hearing of the said petition; and a copy of the scheme and petition will be furnished to any person requiring the same by the undersigned, or

at the office of the Company, at No. 3, Lothbury, London, E.C., on payment of the regulated charges for the same.

Alfred Willis, of No. 6, St. Thomas-street, Southwark, in the county of Surrey; Agent for
Henry Montague Rogers, of Helston, in the county of Cornwall, Solicitor for the Petitioners.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the River Thames Vehicle, Goods, and Passenger Navigation Company Limited.

NOTICE is hereby given, that Mr. Justice Pearson has fixed Tuesday, the 2nd day of December, 1884, at twelve o'clock, at noon, at his chambers, in the Royal Courts of Justice, London, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated the 20th day of November, 1884.

In the High Court of Justice.—Chancery Division.
Mr. Justice Kay.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the West End Dairy Farm Company Limited.

MR. JUSTICE KAY has by an Order, dated the 24th day of July, 1884, appointed Josiah Samuel Parker, of No. 2, Adelaide-buildings, London Bridge, to be Official Liquidator of the above named Company.—Dated this 20th day of November, 1884.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the People's Industrial Fire Insurance Company Limited.

THE creditors of the above-named Company are required, on or before the 20th day of December, 1884, to send their names and addresses, and the particulars of their debts and claims, and the names and addresses of their Solicitors (if any) to Herbert Arthur Lascelles, of 43, Cannon-street, London, E.C., 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 Chitty, at the Royal Courts of Justice, London, 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. Friday, the 9th day of January, 1885, at eleven o'clock in the forenoon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 15th day of November, 1884.

In the Chancery of the County Palatine of Lancaster.—Liverpool District.

In the Matter of the Steamship Adelaide Schull Company Limited; and in the Matter of the Companies Acts, 1862 to 1880; and in the Matter of the Court of Chancery of Lancaster Act, 1850; and in the Matter of the Court of Chancery of Lancaster Act, 1854.

NOTICE is hereby given, that the Vice-Chancellor has fixed the 1st day of December, 1884, at twelve o'clock at noon, at the office of the Registrar for the Liverpool District, situate at No. 9, Cook-street, in the city of Liverpool, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated the 18th day of November, 1884.

BOATS.

TENDERS will be received until twelve noon, on Tuesday, the 2nd December, 1884, for such

BOATS (Cutters, Dingies, Gigs, and Whalers), as may be required at Her Majesty's Dockyards, from 1st February, 1885, to 31st December, 1887.

Builders only will be accepted.

Forms of tender containing conditions of contract and all particulars may be obtained on personal application at this Office, or by letter addressed "Director of Navy Contracts, Admiralty, Whitehall, S.W."

Contract Department, Admiralty, Whitehall,
November 12, 1884.

NORWAY SPARS AND POLES.

TENDERS will be received until noon on Friday, the 19th December, 1884, for about 17,000 NORWAY SPARS AND POLES.

Forms of tender, containing conditions of contract and all particulars, may be obtained on personal application at this office, or by letter addressed "Director of Navy Contracts, Admiralty, Whitehall, S.W."

Contract Department, Admiralty, Whitehall,
November 20, 1884.

The Vienna (West) Waterworks Company Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened and held at the offices of the Company, No. 110, Cannon-street, in the city of London, on the 29th day of February, 1884, the following Extraordinary Resolutions were duly passed:—

1. "That it has been proved to the satisfaction of this meeting that the Company, by reason of its liabilities, cannot continue its business, and that it is advisable to wind up the same voluntarily.

2. "That the Company be wound up voluntarily under the provisions of the Companies Acts, 1862 and 1867.

3. "That Ernest Innis Husey, of 5 and 6, Hart-street, Mark-lane, E.C., be and is hereby appointed Liquidator for the purpose of winding up the affairs of the Company, and that a sum of fifty guineas be allowed to the said Ernest Innis Husey for his professional services in adjusting and winding up the affairs of the Company.

4. "That the Liquidator be and is hereby authorized and empowered to exercise all or any of the powers capable of being exercised by Liquidators, under sections 159, 160, and 161 of the Companies Act, 1862."

J. H. Sevier, *Chairman*.

The Falmouth Club Limited.

AT an Extraordinary General Meeting of the Members of the above Company, duly convened and held at No. 57, Great Queen-street, Lincoln's-inn-fields, in the county of Middlesex, on Monday, the 17th day of November, 1884, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of the Company that it cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same."

Geo. Everett, *Chairman*.

Buxton Stone, Brick, and Tile Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Members of the said Company, duly convened and held at 71, Spring-gardens, Buxton, in the county of Derby, on the 20th day of October, 1884, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting

of the Members of the said Company, also duly convened and held at the same place, on the 12th day of November, 1884, the following Special Resolution was duly confirmed:—

"That the Company be wound up voluntarily, and that Samuel Swann Brittain, of 3, Montpelier-place, Fairfield, Bux-on, County Court Bailiff, be appointed Liquidator.

Nelson Webbe, *Chairman*.

In the Matter of the Companies Acts, 1862 to 1880, and of the Alum Bay Pier Company Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened and held at the Star Hotel, Newport, in the Isle of Wight, in the county of Southampton, on the 18th day of October, 1884, the following Special Resolution was duly passed:—

"That this Company be wound up voluntarily. And at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place on the 8th day of November, 1884, such Special Resolution was duly confirmed; and Mr. James Rinfeld Bird and Mr. Harry Castell Dumant, both of West Cowes, in the Isle of Wight, were duly appointed Liquidators of the said Company.

Henry Pinnock, *Chairman*.

Companies Acts, 1882 and 1867.

Manchester Creditors' Association.

AT an Extraordinary General Meeting of the Members of the said Association, duly convened and held at the registered offices of the Association, No. 17, Withy-grove, in the city of Manchester, in the county of Lancaster, on the 14th day of November, 1884, the following Extraordinary Resolutions were duly passed:—

1. "That it has been proved to the satisfaction of this Meeting that the Association cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same.

2. "That the Association be wound up voluntarily, and that Thomas Pilling, of Booth-street, in the city of Manchester, Chartered Accountant, and William Swift, of 17, Withy-grove aforesaid, the Secretary of the Association, be and they are hereby appointed Liquidators for the purposes of such winding up."

Dated this 14th day of November, 1884.

Thomas Redgate, *Chairman*.

NOTICE is hereby given, that a General Meeting of the Members of the Greek Hæmatite Company Limited will be held at the office of Messrs. Adam Brothers and Company, F, King-street, Newcastle-upon-Tyne, on Monday, the 22nd day of December proximo, at twelve o'clock at noon, for the purpose of receiving the account of the Liquidators of the Company, showing how the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be desired.—Dated this 17th day of November, 1884.

J. B. Adam,
J. Cartmell Ridley, } *Liquidators*.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Park Slate and Slab Company Limited.

NOTICE is hereby given, that a General Meeting of the above-named Company will be held at my offices, No. 34, the Temple, Dale-street, Liverpool, in the county of Lancaster, on the 29th day of December, 1884, at eleven in the forenoon, for the purpose of having the Liquidator's accounts, 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 19th day of November, 1884. Geo. S. Oldam, Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the City Oil Mills Company Limited.

NOTICE is hereby given, that a General Meeting of the above-named Company will be held at my offices, No. 34, the Temple, Dale-street, Liverpool, in the county of Lancaster, on the 29th day of December, 1884, at twelve o'clock at noon, for the purpose of having the Liquidator's accounts, 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 19th day of November, 1884. Geo. S. Oldam, Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Aston Steam Ship Company Limited.

NOTICE is hereby given, that a General Meeting of the above-named Company will be held at my offices, No. 34, the Temple, Dale-street, Liverpool, in the county of Lancaster, on the 29th day of December, 1884, at one o'clock in the afternoon, for the purpose of having the Liquidator's accounts, 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 19th day November, 1884.

Geo. S. Oldam, Liquidator.

Re Frank Newton and Company Limited.

PURSUANT to section 142 of the Companies Act, 1862, a General Meeting of the Company will be held at the office of John Henry Whadcoat, 3, Crown-court, Old Broad-street, London, E.C., on Tuesday, the 23rd day of December, 1884, at twelve at noon, for the purpose of having the Liquidator's final account laid before the shareholders, and hearing any explanation that may be given by the Liquidator. The affairs of the Company are fully wound up, and the Company will be dissolved forthwith.

J. H. Whadcoat, Liquidator.

The Weedon Coffee and Reading Room Company Limited.

NOTICE is hereby given, that an Extraordinary General Meeting of the Members of the above-named Company will be held at the Infants' School, Lower Weedon, in the county of Northampton, on Tuesday, the 23rd day of December, 1884, at eight o'clock in the evening precisely, to receive the Liquidator's report, showing how the winding up of the Company has been conducted, and its property disposed of.—Dated the 18th day of November, 1884. Noah Watson, Liquidator.

In the Matter of the Kempton Estate Company Limited.

ALL creditors of the above-named Company are required, on or before the 26th day of November, 1884, to send their names and addresses, and the particulars of their debts and claims (if any) to Henry Percival Gwynne-James, of 49, Lime-street, in the city of London, Solicitor, the Liquidator of the said Company, and in default they shall be excluded from afterwards proving against the said Company for the same.—Dated the 19th day of November, 1884.

H. P. Gwynne-James, 49, Lime-street, E.C., Solicitor, Liquidator of the Kempton Estate Company Limited.

No. 25416.

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In the Matter of Companies Act, 1882, the Herefordshire and South Wales Agricultural Manure and Cattle Food Company Limited.

NOTICE is hereby given, that a General Meeting of the Shareholders of the Herefordshire and South Wales Agricultural Manure and Cattle Food Company Limited will be held at the Green Dragon Hotel, in the city of Hereford, on Wednesday, the 31st day of December, 1884, at three o'clock in the afternoon precisely, for the purpose of having an account laid before them by the Liquidator, pursuant to section 142, showing the manner in which the winding up of the said Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator. Alfred Brunson, Liquidator.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, David Timings and Samuel Timings, as Die Sinkers, Stampers, and Piercers, at 23, Great Hampton-street, Birmingham, in the county of Warwick, under the firm of D. and S. Timings, was, on the 21st day of October last, dissolved by mutual consent. All debts due and owing to or by the late firm will be received and paid by the said Samuel Timings.—As witness our hands this 19th day of November, 1884. David Timings. Samuel Timings.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Richard Charles Ring and Alfred John Smith, carrying on business as Coal and Coke Merchants, Contractors for Freights, and Carriers, at Temple Back, in the city of Bristol, under the style or firm of Richard Charles Ring and Compy., has been dissolved, by mutual consent, as from the 30th day of September last. All debts due to and owing by the said late firm will be received and paid by the said Richard Charles Ring, by whom the business will be continued.—Dated this 18th day of November, 1884. Rich. C. Ring. Alf. Jno. Smith.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Alfred Philip Durlacher, George Lionel Durlacher, and Murray Marks, carrying on business under the style or firm of Marks, Durlacher Brothers, at 103, Oxford-street, in the county of Middlesex, as Dealers in Articles of Vertue, China, Curiosities, and Tiles, has this day been dissolved, by mutual consent, so far as the said Murray Marks is concerned; and in future the business will be carried by on the said Alfred Philip Durlacher and George Lionel Durlacher, who will receive and pay all debts owing to and from the said partnership.—Witness our hands 17th day of November, 1884.

Alfred Philip Durlacher.
George Lionel Durlacher.
Murray Marks.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by George Frederick Meads and James Boyles, under the firm of Meads and Boyles, at No. 2, Devonshire-grove, Old Kent-road, in the county of Surrey, in the trade or business of Florists and Seedsmen, was this day dissolved by mutual consent.—As witness our hands this 11th day of November, 1884.

George Frederick Meads.
James Boyles.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Christopher Thomas Scaife and Samuel Hatfield, trading together in partnership as Wine and Spirit Merchants, Innkeepers, and Licensed Victuallers, at Worksop, in the county of Nottingham, under the style of Scaife and Hatfield, has been dissolved, by mutual consent, as from the 1st day of November last.—Dated this 13th day of November, 1884. C. T. Scaife. S. Hatfield.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Laitwood and William Watson, carrying on business as Publishers, at 40, Thames-street, in the city of London, under the style or firm of Laitwood and Watson, was, on the 8th day of November, 1884, dissolved by mutual consent.—Dated this 19th day of November, 1884.

John Laitwood.
William Watson.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Crute, Walter Crute, and Arthur Crute, carrying on business as Fur and Mantle Manufacturers, at 88, Watling-street, in the city of London, under the style or firm of Crute and Sons, has been dissolved, by mutual consent, as from the 2nd day of July, 1884. All debts due to and owing by the said late firm will be received and paid by the said James Crute.—Dated this 8th day of October, 1884.

James Crute.
Walter Crute.
Arthur Crute.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Thompson and James Thompson, carrying on business as Farmers and Carriers, at Reddish, in the county of Lancaster, under the style or firm of Joseph and James Thompson, has been dissolved, by mutual consent, as from the 31st day of August last. All debts due to or owing by the said late firm will be received and paid by the said James Thompson, who will continue to carry on the said business in his own name and on his own account.—Dated this 17th day of November, 1884.

Joseph Thompson.
James Thompson.

NOTICE is hereby given, that the Partnership heretofore carried on by William Prescott, Patrick O'Neill, and John Bolton, under the firm of Prescott, O'Neill, and Bolton, at Bent-street, Cheetham, Manchester, in the county of Lancaster, in the trade or business of Soap Makers, has been this day dissolved by mutual consent.—Dated this 17th day of November, 1884.

Wm. Prescott.
Patrick O'Neill.
John Bolton.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Albert Norris and Edward James Norris, carrying on business as Builders, at Rodney-road and Walworth-road, in the county of Surrey, under the style or firm of Albert Norris and Company, was dissolved, by mutual consent, on the 31st day of October, 1884.—Dated this 12th day of November, 1884.

Albert Norris.
Edward Jas. Norris.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel William Partridge and Frederick Thomas Gammon, carrying on business as Publishers and Booksellers, at No. 9, Paternoster-row, in the city of London, under the style or firm of S. W. Partridge and Company, has this day been dissolved by mutual consent.—As witness our hands this 15th day of November, 1884.

S. W. Partridge.
F. T. Gammon.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by us the undersigned, Edwin Stevens and Henry Hall Betts, under the firm of Stevens and Betts, at Rossiter-road, Balham, and Bridge Hotel Yard, Barnes, both in the county of Middlesex, in the trade or business of Job-masters, was dissolved, by mutual consent, as from the 29th day of September last.—As witness our hands this 12th day of November, 1884.

Henry Hall Betts.
Edwin Stevens.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Alexander Frederick Austin and Edward Henry Parkin, carrying on business as Ship and Boat Builders, at Pockett's Wharf, and at South Dock Entrance, Swansea, Glamorganshire, under the style or firm of Austin and Parkin, has this day been dissolved by mutual consent. All debts due to or owing by the said late firm will be received and paid by the said Alexander Frederick Austin, by whom the said business will be continued.—Dated this 19th day of November, 1884.

Alexander F. Austin.
Edward H. Parkin.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Watson and George Whalley, carrying on business as Machine Makers, at Keighley, in the county of York, under the style or firm of Watson and Whalley, has been dissolved, by mutual consent, as and from the 17th day of November, 1884. All debts due to and owing by the said late firm will be received and paid by the said John Watson.—Dated this 17th day of November, 1884.

John Watson.
George Whalley.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Henry Mallard and Ashford Henry Simmonds, carrying on business as Grocers, Corn and Provision Merchants, and Ironmongers, at the Totland Bay Supply Stores, at Totland Bay, Freshwater, in the Isle of Wight, under the style or firm of Mallard and Simmonds, has been dissolved, by mutual consent, as and from the 19th day of November, 1884. All debts due and owing to and by the said firm will be received and paid by the said Charles Henry Mallard, by whom the business will in future be carried on.—Dated this 19th day of November, 1884.

Charles Henry Mallard.
Ashford Henry Simmonds.

NOTICE is hereby given, that the Partnership between the undersigned, Henry Edward Kaye and Charles Frederick Crawford, in the business of Ship Brokers and Insurance Brokers, and Passengers' and General Forwarding Agents, carried on formerly at 22, Great Saint Helen's, in the city of London, under the firm of Kaye and Crawford, and in the business of Provision Merchants, carried on at Crucifix-lane, St. Thomas-street, in the county of Surrey, under the firm of Gordon Brothers, was this day dissolved by mutual consent.—As witness our hands this 17th day of November, 1884.

H. E. Kaye.
C. F. Crawford.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Matthew Owen and James Edward Hough, under the firm of the Guidebridge Foundry Company, at Guidebridge, in the county of Lancaster, in the trade or business of Iron Founders, was this day dissolved by mutual consent. All debts owing to or by the said firm will be received or paid by the said Matthew Owen, by whom the said business will be carried on.—As witness our hands this 14th day of November, 1884.

Matthew Owen.
James Edward Hough.

NOTICE is hereby given, that the Partnership heretofore subsisting between William Shepherd, deceased, and the undersigned, Charles Wright, under the style or firm of Shepherd and Wright, in the trade or business of Coach Builders, at the Tamar Coach Factory, Morice Town, Devonport, in the county of Devon, was determined, on the 2nd day of June, 1884, by the death of the said William Shepherd; the undersigned, Charles Wright, will continue the business under the style of Shepherd and Wright, as heretofore, and pay and receive all debts due from or to the said late partnership.—Dated this 17th day of November, 1884.

Emma Ann Shepherd,
Executrix of the will of William Shepherd,
Deceased.

Charles Wright.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Robert Irving and James Miller, carrying on business as Steamship Owners and Brokers, at Custom House-chambers, Quayside, in the city and county of Newcastle-upon-Tyne, under the style or firm of Irving, Miller, and Company, has been dissolved, by mutual consent, as and from the date hereof; and that the business will in future be carried on by the said Charles Robert Irving alone, under the style aforesaid.—As witness our hands the 17th day of November, 1884.

Chas. R. Irving.
James Miller.

NOTICE is hereby given, that the Partnership heretofore subsisting between Charles Francis French and Albert James Wells, Hay, Root, Fruit, and Vegetable Salesmen, carrying on business in the name of C. F. French, at Nos. 6 and 7, Stratford Market, in the county of Middlesex, was dissolved, by mutual consent, as from the 22nd day of January, 1884.—Dated this 1st day of November, 1884.

C. F. French.
Albert J. Wells.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel Briggs and Jonas White, carrying on business under the firm of Briggs and White, at Queensbury, in the county of York, as Stone Merchants, has been dissolved, as from the 14th day of June last, by mutual consent. The business will as from the 14th day of June last, be carried on by the said Jonas White alone, who will receive and pay all debts respectively owing to or by the said late firm.—As witness our hands this 3rd day of November, 1884.

Samuel Briggs.
Jonas White.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Alfred Cumner and Edward James Davis, carrying on business at No. 79½, Watling-street, in the city of London, as Warehousemen, under the style or firm of Cumner and Davis, has been dissolved, by mutual consent, as from the 18th day of November, 1884.—Dated this 18th day of November, 1884.

*Alfred Cumner.
Edward James Davis.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Burton and George Miller, carrying on business at Darlington, in the county of Durham, as Ale and Porter Merchants, under the style or firm of Henry Burton and Company, was this day dissolved by mutual consent. All debts due to and owing by the said late firm will be received and paid by the said Henry Burton, who will henceforth carry on the said business alone, and in his own name.—As witness our hands the 17th day of November, 1884.

*George Miller.
Henry Burton.*

NOTICE is hereby given, that the Partnership which has for some time been carried on by us the undersigned, William Wright, Edward Wright, Arthur Wright, and Richard Baylis, of 1A, Rephidim-street, Bermondsey, in the county of Surrey, as Manufacturers of Heel Balls, Fake, Ink, and Dubbin, was dissolved, by mutual consent, as from the 10th day of November, 1884.—Dated this 17th day of November, 1884.

*William Wright. Arthur Wright.
Edward Wright. Richard Baylis.*

NOTICE is hereby given, that the Partnership lately subsisting between the undersigned, David William Harris and Thomas Henry Harris, carrying on business as Tailors and Drapers, at No. 24, Saint Augustine's-parade, in the city and county of Bristol, under the style or firm of D. Harris and Sons, has been dissolved, by mutual consent, as and from the 17th day of November, 1884. All debts due to or owing from the said late firm will be received and paid respectively by the said David William Harris, who will in future carry on the said business solely for his own benefit and on his own account.—As witness our hands this 19th day of November, 1884.

*D. W. Harris.
Thos. H. Harris.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Barrows, Thomas Hill Barrows, and Joseph Barrows, in the business of Ironmasters, carried on at the Bloomfield Ironworks, Tipton, in the county of Stafford, under the style or firm of William Barrows and Sons, has been dissolved by mutual consent. The said William Barrows and Thomas Hill Barrows retire, and the business will be continued by the said Joseph Barrows, under the same style or firm.—Dated this 6th day of November, 1884.

*William Barrows.
T. Hill Barrows.
Joseph Barrows.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, William Villeroy Doubleday and Hewlett John Cooper, as Brick-makers, in Southfield-road, in the parish of Acton, in the county of Middlesex, under the firm of Doubleday and Cooper, was dissolved, by mutual consent, on and as from the 29th day of September, 1884. The business will be carried on by the said Hewlett John Cooper, to whom all moneys due to the late firm must be paid, and by whom all debts owing by them will be discharged.—As witness our hands this 21st day of November, 1884.

*William V. Doubleday.
Hewlett John Cooper.*

Re ANN BAYLEY, Deceased.

Pursuant to an Act of Parliament of the 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 or demands upon or against the estate of Ann Bayley, late of Chorley, in the county of Stafford, Widow, deceased (who died on the 7th day of February, 1876, and to whose estate letters of administration were granted by the District Registry at Lichfield of the Probate Division of Her Majesty's High Court of Justice to Ann Derry, of Junction-street, Caldmore, Walsall, in the county of Stafford, Widow, the lawful daughter and one of the next of kin of the said deceased, on the 15th day of July, 1884), are required

to send in the particulars of such claims and demands to us, the undersigned, the Solicitors for the said Ann Derry, on or before the 7th day of January next, after which date the said Ann Derry will proceed to distribute the assets of the said deceased, having regard only to such claims which shall have been sent in as aforesaid.—Dated the 19th day of November, 1884.

HINCKLEY, HODSON and CO., Lichfield, Solicitors.

Re Miss CATHERINE ADAMS, Deceased.

Pursuant to an Act of Parliament of the 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 or demands upon or against the estate of Catherine Adams, late of the city of Lichfield, Spinster, deceased (who died on the 19th day of March, 1876, and whose will was proved by Arthur Jones and Frederick Hinckley in the District Registry at Lichfield of the Probate Division of Her Majesty's High Court of Justice on the 11th day of April, 1876), are required to send in the particulars of such claims and demands to us, the undersigned, the Solicitors for the said executors, on or before the 7th day of January next, after which date the said executors will proceed to distribute the assets of the said deceased, having regard only to such claims which shall have been sent in as aforesaid.—Dated this 19th day of November, 1884.

HINCKLEY, HODSON, and CO., Lichfield, Solicitors.

Re JOHN BAYLEY, Deceased.

Pursuant to an Act of Parliament of the 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 or demands upon or against the estate of John Bayley, late of Armitage, in the county of Stafford, Journeyman Miller, deceased (who died on the 14th day of September, 1871, and to whose estate letters of administration were granted by the District Registry at Lichfield of the Probate Division of Her Majesty's High Court of Justice to Ann Derry, of Junction-street, Caldmore, Walsall, in the county of Stafford, Widow, the lawful sister and one of the next of kin of the said deceased, on the 15th day of July, 1884), are required to send in the particulars of such claims and demands to us, the undersigned, the Solicitors for the said Ann Derry, on or before the 7th day of January next, after which date the said Ann Derry will proceed to distribute the assets of the said deceased, having regard only to such claims which shall have been sent in as aforesaid.—Dated the 19th day of November, 1884.

HINCKLEY, HODSON, and CO., Lichfield, Solicitors.

Mrs. ISABELLA BODOANO, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vict., 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 against or upon the estate of Isabella Bodoano, late of Upper Rumford-street, Chorlton-on-Medlock, in the city of Manchester, Widow, deceased (who died on the 9th day of February, 1884, and whose last will and testament was proved on the 17th day of April, 1884, in the District Registry at Manchester of the Probate Division of Her Majesty's High Court of Justice by Thomas Anthony Corry, of 32, Portland-street, in the city of Manchester, Merchant, the executor named in the said will), are hereby required to send particulars, in writing, of such claims or demands to the said executor, at the office of the undersigned, on or before the 1st day of January, 1885, after which day the said executor will proceed to distribute the assets of the deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have received notice, and that the said executor will not be liable for the assets so distributed to any person or persons of whose claim or demand he shall not then have had notice.—Dated the 17th day of November, 1884.

DARBISHIRE and TATHAM, 26, George-street, Manchester, Solicitors.

ELIZABETH TAYLOR, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claim or demands upon or against the estate of Elizabeth Taylor, late of 110, Gloucester-terrace, Bayswater, in the county of Middlesex, Spinster (who died on the 11th day of October, 1884, at the above address, and whose will was proved on the 8th day of November, 1884, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice by George Joseph William Dawson and Alfred Stickle, the executors therein named), are requested to send in particulars of such claims and demands to us, the undersigned, Solicitors for the said executors, on or before the 25th day of December, 1884, after which date the executors will distribute the deceased's assets.

having regard only to the claims and demands of which they shall have had notice.—Dated this 18th day of November, 1884.

SEWELL and EDWARDS, Gresham House, Old Broad-street, London, E.C., Solicitors for the said Executors.

ALBERT EUGENE FRADELLE, Deceased.
Pursuant to the 22nd and 23rd Victoria, c. 35.

ALL persons having any claims or demands against the estate of Albert Eugene Fradelle, late of No. 246, Regent-street, and of No. 37, Countess-road, Kentish Town, both in the county of Middlesex, Portrait Painter and Photographer (who died on the 18th day of October, 1884, and whose will was proved on the 1st day of November, 1884, by Washington Edmunds Haycock and William Edward Church, the executors therein named), are to send the particulars thereof to me, the undersigned, on or before the 22nd day of December next, after which date the executors will proceed to distribute the assets of the deceased according to the will, having regard only to the claims of which they shall then have had notice.—Dated the 19th day of November, 1884.

GEO. CORDWELL, 30A, Moorgate-street, London, Solicitor.

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Emma Roberta Buckner, late of Rumboldshyke, in the county of Sussex, Widow, deceased (who died on the 1st day of September, 1884, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 22nd day of October, 1884, by John Sampson Peirce, of Winkfield, Dealtry-road, Putney, in the county of Surrey, Gentleman, and the Reverend Edward Emilius Kelly, of Eartham, in the county of Sussex, Clerk in Holy Orders, the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executors, on or before the 22nd day of December, 1884, after which date the said 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 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 18th day of November, 1884.

MORLEY and SHIRREFF, 53, Gresham House, Old Broad-street, Solicitors for the Executors.

Re MARY ANN WESTLAND, Deceased.

Pursuant to an 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 claims or demands upon or against the estate of Mary Ann Westland, formerly of Lowther-street, the Groves, in the suburbs of the city of York, but late of Union-terrace, in the said city of York, Spinster, deceased (who died on the 16th day of July, 1884, and whose will was proved in Her Majesty's High Court of Justice, Probate Division, the District Registry at York, on the 27th day of September, 1884, by Robert Smith, of Clarence-place, in the city of York, Banker's Clerk, one of the executors named in the said will), 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 1st day of January, 1885, after which date the said executor 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 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 19th day of November, 1884.

BANNISTER DENT, 16, Blake-street, York, Solicitor for the said Executor.

Re GEORGE WALKINGTON, Deceased.

Pursuant to an 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 claims or demands upon or against the estate of George Walkington, late of Navigation-road, in the city of York, Pig Dealer, deceased (who died on the 21st day of October, 1884, intestate and of whose personal estate letters of administration were granted by the York District Registry of the Probate Division of Her Majesty's High Court of Justice on the 6th day of November, 1884, to William Britton, of Walmgate, in the said city of York, Butcher), are hereby required to send the particulars, in writing, of their claims

or demands to me, the undersigned, the Solicitor for the said administrator, on or before the 1st day of January, 1885, after which date the said administrator 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 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 19th day of November, 1884.

BANNISTER DENT, 16, Blake-street, York, Solicitor for the said Administrator.

RICHARD GARRETT, Deceased.

In pursuance of the Act 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 or demands against the estate of Richard Garrett, late of Leiston Works, in the county of Suffolk, Agricultural Engineer, and of Brandon and Lakenheath and Carlton Rookery Park, all in the same county, Farmer (who died on the 30th day of July, 1884, at Leiston aforesaid, and probate of whose will was granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 14th day of November, 1884, to Harry Brown and Robert Flick, the executors therein named), are required to send in particulars of their debts, claims, or demands to us, the undersigned, as Solicitors for the said executors, on or before the 20th day of January, 1885; and notice is hereby given, that after the said 20th day of January, 1885, the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard to the debts, claims, or demands only of which they shall then have had notice; and that they will not be liable for the assets so distributed to any person of whose debt, claim, or demand they shall not then have had notice as aforesaid.—Dated this 20th day of November, 1884.

POTTER, SANDFORD, and KILVINGTON, 36, King-street, Cheapside, London, Solicitors for the said Executors.

Re BENJAMIN HARMAN, Deceased.

Pursuant to an 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 claims or demands upon or against the estate of Benjamin Harman, late of Landgate, in the county of Kent, Builder, deceased (who died on the 30th day of June, 1884, and whose will was proved by Edwin Harman, the surviving executor therein named, on the 21st day of July following, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in the particulars of their claims or demands to us, the undersigned, Messrs. Phillips and Cheesman, 23, Havelock-road, Hastings, Solicitors for the said executor, on or before the 8th day of December, 1884; 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 had 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 19th day of November, 1884.

PHILLIPS and CHEESMAN, Solicitors for the said Executor.

HENRY DEWES BEST, Deceased.

Pursuant to the Act of Parliament 22 and 23 Vict., 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 upon or against the estate of Henry Dewes Best, late of Bilston, in the county of Stafford, Surgeon, deceased (who died on the 6th day of April, 1884, and whose will was proved on the 16th day of May, 1884, in the District Registry at Lichfield of the Probate Division of Her Majesty's High Court of Justice by the Reverend William Bradshaw Benison, Vicar of Balsall Heath, in the county of Worcester, and Thomas Waterhouse, of Sedgley, in the said county of Stafford, Solicitor, the executors therein named), are hereby required to send in particulars, in writing, of their claims or demands to me, the undersigned, Solicitor for the said executors, on or before the 1st day of January next, after which date 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 they shall then have notice; and the said executors will not be liable or accountable for the assets, or any part thereof, so dis-

tributed to any person of whose debt or claim they shall not then have had notice.—Dated this 14th day of November, 1884.

THOMAS WATERHOUSE, 45, Queen-street, Wolverhampton, Solicitor for the Executors.

WILLIAM (otherwise WILLIAM HENRY) CANFIELD, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all persons having any claim or demand against the estate of William (otherwise William Henry) Canfield, late of No. 4, Ivy-terrace, Barton-road, Stretford, in the county of Lancaster, Bookkeeper (who died on the 9th day of August, 1884), are required to send, in writing, particulars of such claim or demand to Mr. Nicolai Christian Schou, of 40, South King-street, Manchester, the Solicitor for the executors, on or before the 22nd day of December, 1884, after which date the assets of the said testator will be dealt with and distributed, without regard to any claim or demand of which notice shall not then have been received.—Dated this 19th day of November, 1884.

MILNE and MILNE, 14, Clement's-inn, London, Solicitors; for

NICOLAI C. SCHOU, Manchester, Solicitor for the Executors.

Re JOHN BRISTOW, Deceased.

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of John Bristow, late of Goole Fields, in the township of Goole, in the county of York, Farmer, deceased (who died on the 19th day of December, 1883, and whose will was proved on the 3rd day of March, 1884, in the Wakefield District Registry, by John William Stephenson, of Waterside House, Yokefleet, near Howden, Farmer, and William Jennings, of Saltmarshe, near Howden, Farmer, the executors), are hereby required to send in the particulars of their debts, claims, or demands to the said John William Stephenson, at the address aforesaid, on or before the 14th day of January, 1885, and that at the expiration of that time the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and all persons who are indebted to the estate of the said John Bristow are hereby required to forthwith pay their accounts to the said executors.—Dated this 19th day of November, 1884.

ENGLAND and SON, 13, East-parade, Goole, Solicitors for the said Executors.

CHARLES WIMPORY, Deceased.

Pursuant to the Act of Parliament 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 claims or demands against the estate of Charles Wimpory, late of Nos. 59 to 65, Gresham-street, in the city of London, and of Elenora House, Southgate-road, Wood Green, in the county of Middlesex, Wholesale Umbrella Manufacturer, deceased (who died on the 11th day of August, 1884, whose will was proved by William Finch Bond, of 33, Albert-road, Dalston, in the county of Middlesex, Stationer, and James Soar Crowther, of 81, Englefield-road, Islington, in the same county, Stationer, the executors therein named, on the 2nd day of October, 1884, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send the particulars, in writing, of their claims or demands to the said executors, or the undersigned, Solicitors for the said executors, on or before the 31st day of December next, after which date the said 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 be aware or 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 be aware or have had notice.—Dated this 19th day of November, 1884. §

ASHLEY, TEE, and SON, 7, Frederick's-place, Old Jewry, in the City of London, Solicitors for the said Executors.

ANNE LONG, Deceased.

Pursuant to the Act of Parliament 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 Anne Long (wife of James Long the younger), formerly of No. 2, Bridge-street, Witney, in the county of Oxford, but late of No. 71, Thorpdale-road, Hornsey, in the county of Middlesex (who died on the 28th day of August,

1884, and whose will was duly proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 30th day of October, 1884, by George Saltford and Lewis Chapman Mayer, the executors named in the said will), are hereby required to send, in writing, the particulars of their respective claims and demands to me, the undersigned, the Solicitor for the said executors, at my office, 14, Clifford's-inn, in the city of London, on or before the 19th day of January next, after which day the executors will distribute the whole of the assets of the testatrix among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, to any person of whose claim they shall not have then had notice.—Dated the 18th day of November, 1884.

D. WADE, 14, Clifford's-inn, London, Solicitor for the said Executors.

Mr. JOHN OATES, Deceased.

Pursuant to the Act of Parliament 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 persons having any claims or demands upon or against the estate of John Oates, late of Wybourn-road, Bigod-street, Sheffield, in the county of York, Horse Dealer, deceased (who died on the 14th day of October, 1884, and whose will was proved in the Wakefield District Registry of the Probate Division of Her Majesty's High Court of Justice by Jonas Parker, of the Wholesale Fruit Market, Sheffield aforesaid, Fruiterer, and James Bingham, of 64, Trippet-lane, Sheffield aforesaid, Cab Proprietor, the executors thereof, on the 30th day of October, 1884), are required to send in the particulars of their claims or demands to us, the undersigned, the Solicitors for the said executors, on or before the 25th day of December next, after which date the said executors will proceed to distribute the assets of the said deceased amongst the parties 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 for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not have received notice.—Dated this 19th day of November, 1884.

WATSON, ESAM, and BARBER, 29, Bank-street, Sheffield, Solicitors for the said Executors.

Re DANIEL GOSLING, Deceased.

Pursuant to the Act of Parliament 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 claims or demands upon or against the estate of Daniel Gosling, late of Myrtle Cottage, Queen's-road, Barking, in the county of Essex, Retired Licensed Victualler, deceased (who died on the 27th day of September, 1884, and whose will was proved on the 21st day of October, 1884, in the Principal Registry of the Probate Division of the High Court of Justice by Samuel Glenny, of Greatfields, Rippleside, in the parish of Barking, in the county of Essex aforesaid, Market Gardener, and George Gosling, of Pier-road, Gorleston, in the county of Suffolk, Shipwright, the executors thereof), are hereby required to send in the particulars of their claims, in writing, to the said executors, or to me, the undersigned, their Solicitor, on or before the 31st day of January, 1885, at the expiration of which time the executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto; and the said executors will not be liable for the assets so distributed to any person or persons whose debt or claim they shall not then have had notice.—Dated this 14th day of November, 1884.

STANLEY R. PRESTON, 178, the Grove, Stratford, E., Solicitor for the said Executors.

EDWARD PYE HAGUE, Deceased.

Pursuant to Act of Parliament of the 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 upon or against the estate of Edward Pye Hague, late of Rosetta, Upper Norwood, in the county of Surrey, and of Shanghai, in the Empire of China, Merchant (who died on the 7th day of December, 1883, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 21st day of July, 1884, by Dillon Hanbury Thomas and George Hague, the executors therein named), are hereby required to send the particulars, in writing, of their debts, claims, or demands to us, the undersigned, Solicitors for the said executors, on or before the 15th day of April, 1885, after which time the said executors will proceed to distribute the assets of the said deceased in accordance with his said will; and for the estate

applied they will not be liable to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated the 14th day of November, 1884.

HOPWOOD and SONS, 47, Chancery-lane, Middlesex, England, Solicitors for the Executors.

SARAH BOND, 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 or demands against the estate of Sarah Bond, formerly of No. 288, Vauxhall Bridge-road, in the county of Middlesex, Spinster (who died on the 6th day of February, 1884, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 2nd day of April, 1884, by John Grove, the executor therein named), are hereby required to send the particulars of their debts, claims, or demands to me, the undersigned, the Solicitor for the said executor, on or before the 31st day of December, 1884, after which date the executor will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard to the claims only of which he shall then have had notice; and that he will not be liable for the assets, or any part thereof, so distributed to any person of whose claim he shall not have had notice at the time of distribution of the said assets.—Dated this 17th day of November, 1884.

CHAS. SMITH, 22, Great St. Helen's, London, Solicitor for the Executor.

JAMES STEELE, Deceased.

Pursuant to the Statute 22 and 23 Vict., chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claim or demand against the estate of James Steele, late of Ivy House, in Owendon, in the parish of Halifax, in the county of York, Surgeon (who died on the 21st day of November, 1883, intestate, and to whose estate letters of administration were granted to me, the undersigned, William Henry Boccock, by the Principal Registry of the Probate Division of the High Court of Justice on the 27th day of June, 1884), are required to send in the particulars of their claims and demands to me, at my offices, at Halifax aforesaid, on or before the 17th day of December next; and notice is hereby further given, that after that date I shall proceed to distribute the assets of the said intestate among the parties entitled thereto, having regard only to the debts and claims of which I shall then have had notice, and I shall not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim I shall not then have had notice.—Dated this 14th day of November, 1884.

WM. H. BOOCOCK, Silver-street, Halifax, Solicitor, Administrator of the said James Steele, deceased.

The Reverend WILLIAM ALBEMARLE BERTIE CATOR, Deceased.

Pursuant to Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having claims against the estate of the Reverend William Albemarle Bertie Cator, late of the parish of Carshalton, in the county of Surrey, Rector of the said parish, deceased (who died on the 17th day of October, 1884, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 19th day of November, 1884, by John Albert Craven, Esq., the sole executor therein named), are required to send particulars of their claims to the undersigned, on or before the 31st day of December, 1884, after which date the executor will proceed to distribute the estate of the said deceased without regard to any debts or claims of which he shall not then have had notice.—Dated the 20th day of November, 1884.

W. A. SMITH, Carshalton, Surrey and 90, Denbigh-street, Fimlico, S.W., Solicitor for the said Executor.

Pursuant to Act of Parliament of the 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 persons having any claim, debt, or demand upon or against the estate of Sir Samuel Stephens Marling, Bart., late of Stanley Park, in the parish of Kingstanley, in the county of Gloucester, deceased (who died on the 22nd of October, 1883, and whose will, with a codicil thereto, was proved in the Gloucester District Registry of the Probate Division of Her Majesty's High Court of Justice on the 15th of December, 1883, by Sir William Henry Marling, Bart., of Stanley House, in the parish of Kingstanley aforesaid, and William Charles Lucy, of Brookthorpe, in the said county of Gloucester, Esq., the executors therein named),

are hereby required to send in the particulars of their claims, debts, or demands to the undersigned, the Solicitors for the said executors, at their office, No. 5, Rowcroft, Stroud, Gloucestershire, on or before the 28th of February next; and notice is hereby further given, that after that day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims, debts, or demands of which they shall then have had notice; and the said executors will not be liable for the said assets, or any part thereof, so distributed to any person of whose claim, debt, or demand they shall not then have had notice.—Dated the 18th of November, 1884.

WINTERBOTHAM and SON, 5, Rowcroft, Stroud, Gloucestershire, Solicitors for the Executors.

VIRGOE BUCKLAND, 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 Virgoe Buckland, late of No. 66, Cannon-street, in the city of London, and of No. 56, Queen's-gate-terrace, in the county of Middlesex, Esq. (who died on the 28th day of September, 1883, and whose will was proved in the Principal Registry of the Probate, Divorce, and Admiralty Division of the High Court of Justice on the 29th day of March, 1884, by Marian Buckland, Widow, the executrix named in the said will), are hereby required to send in the particulars of their debts, claims, and demands to the said executrix, at the office of her Solicitors, Messrs. Mackrell, Maton, and Godlee, of 21, Cannon-street, in the city of London, on or before the 1st day February, 1885, after the expiration of which time the said executrix 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 executrix shall then have had notice; and that the said executrix 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 such notice as aforesaid.—Dated this 19th day of November, 1884.

MACKRELL, MATON, and GODLET, of 21, Cannon-street, London, E.C., Solicitors for the said Executrix.

DAME JANE BARKER MILL, 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 Dame Jane Barker Mill, late of Mottisfont Abbey, in the parish of Mottisfont, in the county of Southampton, deceased (who died on or about the 2nd day of January, 1884, and whose will, with a codicil thereto, was proved by the Honourable Henry Dugdale Curzon and Colonel Sir Walter Barttelot Barttelot, Bart., C.B., M.P., the executors therein named, on the 28th day of August, 1884, in the Principal Registry of the Probate Division of the High Court of Justice), are required to send in the full particulars of their claims and demands to the undersigned, the Solicitors for the said executors, at their offices, in Romsey, Hampshire, on or before Monday, the 22nd day of December next; and notice is hereby also given, that 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 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 19th day of November, 1884.

STEAD, TYLEE, and MORTIMER, Romsey, Hampshire, Solicitors.

JAMES WOOF, Deceased.

Pursuant to Act of Parliament 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 or demands against the estate of James Woof, late of the Square, Chulmleigh, in the county of Devon, retired Draper and Grocer, deceased (who died on the 4th day of August, 1884, and of whose personal estate letters of administration, with the will annexed, were granted to Eliza Knapman, of Plainmoor, Saint Mary Church, in the county of Devon, by the District Registry at Exeter of the Probate Division of Her Majesty's High Court of Justice on the 4th day of November, 1884), are hereby required to send the particulars, in writing, of their claims or demands to us the undersigned, the Solicitors for the

said administratrix, on or before the 20th day of December, 1884; after which date the said administratrix 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 she shall then have had notice; and she 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 she shall not then have had notice.—Dated this 17th day of November, 1884.

ROOKER and BAZELEY, 28, Bridgeland-street, Bideford, Solicitors for the Administratrix.

MARY ANNE WOOLF, Deceased.

Pursuant to the Act of Parliament 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 or demands against the estate of Mary Anne Woolf, late of the Square, Chulmleigh, in the county of Devon, Widow, deceased (who died on the 14th day of September, 1884, and of whose personal estate letters of administration were granted to Eliza Knapman, of Plainmoor, Saint Mary Church, in the county of Devon, by the District Registry at Exeter of the Probate Division of Her Majesty's High Court of Justice on the 17th day of October, 1884), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said administratrix, on or before the 20th day of December, 1884, after which date the said administratrix 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 she shall then have had notice; and she 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 she shall not then have had notice.—Dated this 17th day of November, 1884.

ROOKER and BAZELEY, 28, Bridgeland-street, Bideford, Solicitors for the Administratrix.

SARAH BIDDLE, Deceased.

Pursuant to the Act of Parliament 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 or demands against the estate of Sarah Biddle, late of Somerby, in the county of Leicester, Widow, deceased (who died on the 25th day of February, 1884, and probate of whose will was granted by the Leicester District Registry of the Probate Division of Her Majesty's High Court of Justice on the 16th day of August, 1884, to Margaret Poulter, wife of David Poulter, Grocer, of 28, Carburton-street, Fitzroy-square, Regent's Park, in the county of Middlesex, the sister of the deceased and sole executrix), are hereby required to send the particulars, in writing, of their claims to the undersigned, Solicitors for the said executrix, on or before the 15th day of December next, after which date the said executrix 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 the said executrix shall then have had notice; and the said executrix 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 she shall not then have had notice.—Dated the 14th day of November, 1884.

LATHAM and NEW, Melton Mowbray, Solicitors for the Executrix.

DAVID CATO MACRAE, Deceased.

Pursuant to the Statute 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, against the estate of David Cato Macrae, late of No. 21, Upham Park-road, Chiswick, in the county of Middlesex, Esq., Barrister-at-Law (who died on the 26th day of September, 1884, and in respect of whose personal estate letters of administration were, on the 7th day of November, 1884, granted by Her Majesty's High Court of Justice at the Principal Registry of the Probate Division thereof, to David Macrae, of No. 16, Canonbury-square, Canonbury, in the county of Middlesex), are hereby required to send particulars, in writing, of their debts, claims, or demands, to me, the undersigned, B. H. Van Tromp, of 16, Essex-street, Strand, London, W.C., the Solicitor for the said administrator, on or before the 1st day of January next, after which time 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, and demands of which he shall have then had notice; and the said administrator will not be liable for

the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand he shall not then have had notice.—Dated this 19th day of November, 1884.

B. H. VAN TROMP, 16, Essex-street, Strand, London, W.C., Solicitor for the said Administrator.

CHARLES FREDERICK THORNLEY, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, chapter 35, intituled "An Act further to 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 the estate of Charles Frederick Thornley, late of Chester Lodge, Clevedon, Somerset, Gentleman, deceased (who died on the 1st day of June, 1884, and whose will was proved on the 20th day of October, 1884, in the Bristol District Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send particulars of their claims or demands to the undersigned, Solicitors for the executors, on or before the 20th day of December next, after which day the said executors will apply and distribute the whole of the assets of the said deceased among the parties entitled thereto according to the provisions of the said will, having regard only to the claims of which they shall then have had notice.—Dated this 19th day of November, 1884.

BRAMBLE and WATTS, 2, Bristol-chambers, Nicholas-street, Bristol, Solicitors for the said Executors.

In the High Court of Justice.—Chancery Division.

Mr. Justice Kay, 1884, S., No. 147.

Smellie v. Stow.

To James Smellie, now or late of Mount Farm, Eastbrook via Inglewood, Victoria, Charles Smellie, now or late of Brooke-street, Inglewood, Victoria, and Margaret Ann Smellie and Caroline Elizabeth Smellie, now or late of Brooke-street, Inglewood aforesaid, all in Australia, or the other persons claiming to be the heirs-at-law of William Matthew Smellie, deceased, or to be interested as devisees or otherwise through the said William Matthew Smellie in the hereditaments and premises situated at 237, Upper Shadwell, Stepney, in the county of Middlesex, devised by the will of William Smellie, late of the parish of St. Paul, Shadwell, in the county of Middlesex, Baker.

BY the direction of Mr. Justice Kay service of notice of the Judgment in this cause on you, as entitled to share in such estate as heirs-at-law of the said William Matthew Smellie, deceased or otherwise, is dispensed with, and this advertisement is published for you all to come in, on or before the 3rd day of March, 1885, before the said Judge, at his chambers, Royal Courts of Justice, in the county of Middlesex, and prove your claims. Tuesday, the 10th day of March, 1885, at twelve o'clock noon, is the day and hour fixed for the adjudication of such claims.—Dated this 10th day of November, 1884.

TO be sold, pursuant to an Order of the High Court of Justice, Chancery Division, made in an action re Pugh's Estate, Newell v. Pugh, 1882, P., No. 2436, with the approbation of Mr. Justice Pearson, the Judge to whom the said action is now attached, by Mr. Edward Henry Morris, the person appointed by the Judge to sell the same, at the Unicorn Inn, Bishops Castle, in the county of Salop, on Friday, the 5th day of December, 1884, at three o'clock in the afternoon precisely, in three lots:—

Lot 1. The beerhouse and premises known as the Unicorn Inn, with garden and outbuildings, situate in the town of Bishops Castle, in the county of Salop.

Lot 2. Two messuages or dwelling-houses, situate in Church-street, in the town of Bishops Castle aforesaid, with the garden thereto belonging, and now in the occupation of Robert Weaver and Thomas Lucas.

Lot 3. A messuage or dwelling-house, situate in Church-street, in the town of Bishops Castle aforesaid, now divided into two dwellings, and now in the occupation of Richard Haycock and Jane Jones.

Particulars and conditions of sale may be obtained (gratis) of Mr. Worthington Evans, 35, Eastcheap, London, Solicitor; Mr. H. S. Newell, Bishops Castle, Salop, Solicitor; Messrs. Flux and Leadbitter, of 144, Leadenhall-street, London, Solicitors; Messrs. Morris and Sons, Shrewsbury, Solicitors; or the Auctioneer; and at the place of sale.

TO be sold, pursuant to an Order of the High Court of Justice, made in an action re Edney, deceased, Glazier v. Page, 1883, E., 568, with the approbation of Mr. Justice Chitty, by Mr. G. A. Wilkinson, the person appointed by the said Judge, at the Auction Mart, Token house-yard, in the city of London, on Monday, the 1st

of December, 1884, at one for two o'clock in the afternoon:—

A leasehold house (with possession), known as Albert Villa, Finchley-road, St. John's Wood, held upon lease for an unexpired term of 95 years, at a ground-rent of £16 per annum.

Particulars and conditions of sale may be obtained of Messrs. Futvoye, Field, and Baker, Solicitors, 23, John-street, Bedford-row, W.C.; and (with cards to view) of Mr. G. A. Wilkinson, Land Agent and Auctioneer, 7, Poultry, E.C.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of Robert Torry, deceased, and in an action Torry v. Torry, 1884, T., No. 1795, the creditors of Robert Torry, late of 39, Bowling Green-lane and 7, Green-terrace, Clerkenwell, in the county of Middlesex, Cabinet Maker, who died in or about the month of July, 1884, are, on or before the 17th day of December, 1884, to send by post, prepaid, to William Norton Ellen, of 44, Chancery-lane, London, W.C., the Solicitor of the administrators of the deceased, their Christian and surnames, together with those of partners, their 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 Order. Every creditor holding any security is to produce the same before Vice-Chancellor Bacon, at his chambers, the Royal Courts of Justice, London, on Tuesday, the 23rd day of December, 1884, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 18th day of November, 1884.

PURSUANT to a Judgment of the High Court of Justice, Chancery Division, made in an action re John Green Hine's estate, Hine v. Hine, 1884, H., No. 3405, the creditors of John Green Hine, late of 4, Bruce-grove, Tottenham, in the county of Middlesex, Gentleman, who died in or about the month of March, 1884, are, on or before the 11th day of December next, to send by post, prepaid, to Mr. Joshua Pedley, of the firm of Pedley and Bartlett, of 23, Bush-lane, in the city of London, the Solicitors for the defendants, Lucy Ann Hine and William Dilwyn Sims, the executors of the deceased, their Christian and surnames in full, including those of partners, their 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 Vice-Chancellor Sir James Bacon, at his chambers, Royal Courts of Justice, London, on Wednesday, the 17th day of December, 1884, at twelve o'clock at noon, being the time appointed for adjudication on the claims.—Dated this 17th day of November, 1884.

PURSUANT to a Judgment of the High Court of Justice, Chancery Division, in an action Francis Mowatt, on behalf of himself and all others the holders of debentures of the Castle Steel and Iron Works Company Limited, against the Castle Steel and Iron Works Company Limited, 1883, M., No. 361, whereby it was ordered that an account be taken of what is due to the plaintiff and other holders of mortgage debentures of the said Castle Steel and Iron Works Company Limited, on the security of the said debentures, and to whom the same is due. All persons claiming to be holders of mortgage debentures of the said Castle Steel and Iron Works Company Limited are required, on or before the 23rd day of December, 1884, to send their names and addresses, the amounts and distinctive numbers of their debentures, and other particulars of their claims, and the names and addresses of their Solicitors (if any), to Henry Spain, of 76, Coleman-street, in the city of London, Chartered Accountant, the Receiver in the said action, and if so required, by notice in writing from the said Receiver, are, by themselves or their Solicitors, to come in and prove their said claims at the chambers of Mr. Justice Chitty, at the Royal Courts of Justice, Strand, London, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution of the proceeds of the property charged by the said debentures before such claims are proved. Monday, the 12th day of January, 1885, at twelve o'clock at noon, is appointed for hearing and adjudicating upon the claims.—Dated this 17th day of November, 1884.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of Samuel Cooper, deceased, and in an action Hall against Cooper, 1883, C., 519, the creditors of Samuel

Cooper, late of the Dalley Farm, in the township of Belper, in the county of Derby, Farmer (who died on or about the 26th October, 1881), are, on or before the 20th day of December, 1884, to send by post, prepaid, to Ernest Gratian Jackson, Esq., of the firm of Messrs. E. G. and F. J. Jackson, Solicitors, Belper, Derbyshire, the Solicitors for the plaintiff, the 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 Order. Every creditor holding any security is to produce the same before Mr. Justice Chitty, at his chambers, Room 252, the Royal Courts of Justice, London, on the 7th day of January, 1885, at eleven o'clock in the forenoon, being the time appointed for adjudication on the claims.—Dated this 18th day of November, 1884.

PURSUANT to an Order of the Chancery Division of the High Court of Justice made in the matter of the trusts of the will of William Meller, the sum of £674 19s. 3d., balance of moneys bequeathed in favour of Harriet Matthews, and in the matter of the Act 10 and 11 Victoria, chapter 96, intituled "An Act for better securing Trust Funds, and for the relief of Trustees," the persons claiming to be heir at law or next of kin of William Meller, late of Wolverhampton, in the county of Stafford, Brass Founder, who died on the 1st day of August, 1850, or their representatives, if dead, are, by their Solicitors, on or before the 12th day of December, 1884, to come in and prove their claims at the chambers of Mr. Justice Pearson, Room No. 700, at the Royal Courts of Justice, Strand, London, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Friday, the 19th day of December, 1884, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated the 12th day of November, 1884.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in an action re Sowden's estate, Horner against Sowden, 1884, H., No. 1060, the creditors of Jonas Sowden, late of Armley, in the county of York, Butcher and Beerhouse Keeper, who died in or about the month of October, 1883, are, on or before the 19th day of December, 1884, to send by post, prepaid, to James Nicholson Clarkson, of North-street, Keighley, in the county of York, the Solicitor of the defendant, Samuel Sowden, the administrator 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 Order. Every creditor holding any security is to produce the same before Mr. Justice Pearson, at his chambers, the Royal Courts of Justice, London, on the 9th day of January, 1885, at twelve o'clock at noon, being the time appointed for adjudication on the claims.—Dated this 14th day of November, 1884.

COUNTY COURTS' JURISDICTION.

PURSUANT to an Order of the County Court of Derbyshire, holden at Alfreton, made in an action Hallam and Wife against Riley and Wife, all persons claiming to be heirs at law of Gervase Attenborough, late of Stapleford, in the county of Nottingham, Framework Knitter, the testator in the above action, who died at Stapleford aforesaid, in or about the month of March, 1835, are, on the 9th day of December, 1884, to come in and prove their claims before the Registrar of the County Court of Derbyshire, holden at Alfreton, or in default thereof they may be excluded from any benefit in the estate. Tuesday, the 9th day of December, 1884, at one o'clock in the afternoon, being the time appointed for adjudicating upon the claims.—Dated this 17th day of November, 1884.

ALBERT C. HUBBERST, Registrar.

In the Matter of a Deed of Assignment, executed on the 29th day of August, 1884, by Frederick William Cross, of the Pavement, Lewisham, in the county of Kent, Draper.

NOTICE is hereby given, that the Trustees under the above deed will, on the 28th day of November instant, or as soon thereafter as conveniently may be, make a Dividend under the above deed of the estate of the said Frederick William Cross amongst the creditors whose debts have been then admitted. All creditors who have not sent in particulars of their debts must, before the said 28th day of November instant, send the same to Messrs. G. N. Read, Son, and Co., of No. 49, Queen

Victoria-street, in the city of London, Accountants, and be prepared to prove them, otherwise they will be excluded from the benefit of the Dividend.—Dated this 20th day of November, 1884.

PHELPS, SIDGWICK, and BIDDLE, 18, Gresham-street, London, E.C., Solicitors for the Trustees.

In the Matter of a Deed of Assignment, executed on the 27th day of August, 1884, by Thomas Richard Stokes and James George Stokes, both of No. 11, Northgate-street, Bath, in the county of Somerset, Drapers, trading as Stokes and Sons.

NOTICE is hereby given, that the Trustees under the above deed will, on the 28th day of November instant, or as soon thereafter as conveniently may be, make a Dividend under the above deed of the estate of the said Thomas Richard Stokes and James George Stokes amongst the creditors whose debts have been then admitted. All creditors who have not sent in particulars of their debts must, before the said 28th day of November instant, send the same to Messrs. Collison and Viney, of No. 99, Cheapside, in the city of London, Accountants, and be prepared to prove them, otherwise they will be excluded from the benefit of the Dividend.—Dated this 20th day of November, 1884.

PHELPS, SIDGWICK, and BIDDLE, 18, Gresham street, London, E.C., Solicitors for the Trustees

The Bankruptcy Act, 1869.

In the High Court of Justice, in Bankruptcy.

A FIRST and Final Dividend of 1s. 2d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Lionel Gye, of 60, St. James's-street, in the county of Middlesex, and of 48, Redcliffe-gardens, South Kensington, in the same county, Gun Manufacturer, and will be paid by me, at my offices, 53, Coleman-street, in the city of London, E.C., on Wednesday, the 19th day of November, 1884, and on any day thereafter between the hours of ten and two.—Dated this 17th day of November, 1884.

HERBERT JACKSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Tredegar.

A FIRST and Final Dividend of 2s. 6d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Tom Richards, of No. 15, Flannel-street, Abergavenny, in the county of Monmouth, Butcher, and will be paid by us, at the offices of Mr. James Straker, Tiverton-place, Abergavenny, in the county of Monmouth, on and after the 12th day of November, 1884.—Dated this 11th day of November, 1884.

JNO. O. MARSH,
WILLIAM MORGAN, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.

A SECOND and Final Dividend of 3d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of John William Curle, carrying on business in Wharfe-street, and residing at No. 46, Grafton-street, both in Leeds, in the county of York, Cooper, and will be paid by me, at the offices of Messrs. Thomas Hayes and Co., Accountants, Britannia-buildings, Oxford-place, Leeds, on and after Monday, the 24th day of November, 1884, between the hours of ten and twelve in the forenoon.—Dated this 21st day of November, 1884.

WILLIAM HAYES, Trustee.

The Bankruptcy Act, 1869.

In the High Court of Justice, in Bankruptcy.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Percival Reed, of 5, Oxford and Cambridge Mansions, Hyde Park, in the county of Middlesex, and the Junior Gresham Club, 33, 34, and 35, Poultry, in the city of London, Club Proprietor.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named debtor will be held at the office of the Trustee, No. 1, Queen Victoria-street, in the city of London, on Monday, the 1st day of December, 1884, at twelve o'clock at noon precisely:—To receive the Trustee's report and explanation as to why a Dividend has not been declared; to fix a day for closing the liquidation; to grant the release of the Trustee; to grant the debtor's discharge; to pass any other resolution incidental to the meeting, and competent for the creditors to pass.—Dated this 20th day of November, 1884.

C. L. NICHOLS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Constance and William Vann, carrying on business at No. 94, Southgate-street, in the city of Gloucester, as Linen and Woollen Drapers, Hosiery, Haberdashers, and Undertakers, the said James Constance residing at 46, Worcester-street, in the said city, and the said William Vann residing at 94, Southgate-street aforesaid, and the said William Vann also carrying on business in copartnership with Mary Vann, at Nailsworth, in the county of Gloucester, as Drapers, under the style or firm of W. Vann and Co.

THE creditors of the above-named James Constance and William Vann who have not already proved their debts, are required, on or before the 4th day of December, 1884, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Folland Lovering, 77, Gresham-street, 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 17th day of November, 1884.

JNO. F. LOVERING, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of David Gill, of the Prince William Henry, Penny-street, Lancaster, in the county of Lancaster, Licensed Victualler and Auctioneer.

THE creditors of the above-named David Gill who have not already proved their debts, are required, on or before the 29th day of November, 1884, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Armitstead, of Cable-street, in Lancaster, in the county of Lancaster, 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 17th day of November, 1884.

THOMAS ARMITSTEAD, Trustee.

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 Joseph Turner, of Ramsden-square, Barrow-in-Furness, and of County-square, Ulverston, both in the county of Lancaster, Sharebroker.

THE creditors of the above-named Joseph Turner who have not already proved their debts, are required, on or before the 6th day of December, 1884, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Young, of 41, Coleman-street, 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 20th day of November, 1884.

JNO. YOUNG, 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 Edgar George Finbow, of Alston Farm, Trimley, in the county of Suffolk, Farmer.

THE creditors of the above-named Edgar George Finbow who have not already proved their debts, are required, on or before the 29th day of November, 1884, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Spencer Dixon, of Post Office-chambers, Ipswich, 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, 1884.

SPENCER DIXON, Trustee.

In the High Court of Justice, in Bankruptcy.

A FIRST Dividend of 2s. in the pound has been declared in the matter of James Churton, of 91, Oxford-street, in the county of Middlesex, Hosiery, trading as William Churton and Son, adjudicated bankrupt on the 28th day of September, 1881, and will be paid by me, at my offices, No. 99, Cheapside, in the city of London, on and after the 30th day of November, 1884.—Dated this 18th day of November, 1884.

J. D. VINEY, Trustee.

In the London Bankruptcy Court.

A FINAL Dividend of 3d. in the pound has been declared in the matter of the separate estate of Charles Augustus Bishop, of the Briars, Silverdale,

Sydenham, in the county of Kent, carrying on business in copartnership with Charles Kenwick Kenelm Bishop, of 18, Provost-road, Haverstock Hill, in the county of Middlesex, under the style of Bishop and Son, at 250, Marylebone-road, in the county of Middlesex, as Organ Builders, adjudicated bankrupt on the 28th day of August, 1879, and will be paid by me, at my offices, 57½, Coleman-street, in the city of London, on and after the 24th day of November, 1884.—Dated this 19th day of November, 1884.
CHAS. A. VENN, Trustee.

In the County Court of Yorkshire, holden at Barnsley.
A FIRST and Final Dividend of 1s. in the pound has been declared in the matter of Randal Wilson, of Gilroyd, near Barnsley aforesaid, Farmer and Butcher, adjudicated bankrupt on the 6th day of March, 1883, and will be paid by us, at the offices of Messrs. Alexander and Co., Accountants, 3, Regent-street, Barnsley, on and after the 1st day of December, 1884.—Dated this 10th day of November, 1884.

CHRISTOPHER ALEXANDER,
CHAS. HARRISON, Trustees.

In the County Court of Nottinghamshire, holden at Nottingham.

A Second and Final Dividend is intended to be declared in the matter of William Pyatt, of Wollaton-street and Clumber-street, both in the town of Nottingham, Concert Agent and Auctioneer, also carrying on business at 21, Union-passage, in the borough of Birmingham, in the county of Warwick, in partnership with John William Pyatt, under the style or firm of J. W. Pyatt and Co., as Wholesale Milliners, adjudicated bankrupt on the 1st day of May, 1883. Creditors who have not proved their debts by the 1st day of December, 1884, will be excluded.—Dated this 17th day of November, 1884.
Chas. Rogers, Trustee.

In the High Court of Justice, in Bankruptcy.
In the Matter of Alfred Thomas Honeywill, of Spurstowe Works, Spurstowe-road, Hackney, and also of 11, Navarino-road, Dalston, both in the county of Middlesex, Builder and Contractor, a Bankrupt.

An Order of Discharge was this day granted to the said Alfred Thomas Honeywill, of Spurstowe Works, Spurstowe-road, Hackney, and also of 11, Navarino-road, Dalston, both in the county of Middlesex, Builder and Contractor, who was adjudicated bankrupt on the 15th day of January, 1878.—Dated this 13th day of November, 1884.

In the County Court of Norfolk, holden at Norwich.
In the Matter of Arthur Norman, of Guildhall-corner, St. Giles, in the city of Norwich, Grocer and Provision Merchant, a Bankrupt.

An Order of Discharge was, on the 12th day of November, 1884, granted to Arthur Norman, of Guildhall-corner, St. Giles, in the city of Norwich, Grocer and Provision Merchant, who was adjudicated bankrupt on the 10th day of October, 1882.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford.
In the Matter of George Alfred Packwood, of 116, Lower Broughton-road, Salford, in the county of Lancaster, Estate Agent, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 19th day of November, 1884, reporting that the whole of the property of the bankrupt had been realized for the benefit of his creditors, and a dividend to the amount of two shillings and one penny farthing in the pound had been paid, as shown by his statement, and the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a dividend to the amount of two shillings and one penny farthing in the pound has been paid, doth order and declare that the bankruptcy of the said George Alfred Packwood has closed.—Given under the Seal of the Court this 19th day of November, 1884.

In the County Court of Northumberland, holden at Newcastle.

In Bankruptcy. No. 61 of 1884.

Re Robert Robinson.

In the Matter of a Bankruptcy Petition filed the 17th day of November, 1884.

To Robert Robinson, of the Duke of Wellington Inn, in the city and county of Newcastle-upon-Tyne, Licensed Victualler.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court by Thomas Stephenson, of Exchange-buildings, in the city and county of Newcastle-upon-Tyne, Wine and Spirit Merchant, and the Court has ordered that the publication of this notice in the London Gazette, and in the Newcastle Daily Chronicle newspapers, shall be deemed to be service of the petition upon you; and further take notice, that the said petition will be heard at this Court on the 29th day of November, 1884, at eleven o'clock in the forenoon, on which day you are required to appear, and if you do not appear the Court may make a Receiving Order against you in your absence. The petition can be inspected by you on application at this Court.—Dated this 19th day of November, 1884.

THE BANKRUPTCY ACT, 1883.
RECEIVING ORDERS.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Date of Public Examination.
Carey, Edward	52, Brixton-road and 132, Clapham-road, both in Surrey	Engineer	High Court of Justice in Bankruptcy	978	Nov. 18, 1884 ...	Nov. 18, 1884 ...	Dec. 17, 1884, 11 A.M., 34, Lincoln's-inn-fields
Cohen, Henry	1, Devonshire-villas, Kilburn, Middlesex ... ..	... ..	High Court of Justice in Bankruptcy	791	Nov. 18, 1884 ...	Sept. 23, 1884 ...	Dec. 17, 1884, 11 A.M., 34, Lincoln's-inn-fields
Cohen, Levy (trading as L. Cohen and Company)	92, Leman-street, Whitechapel, Middlesex	Furrier	High Court of Justice in Bankruptcy	971	Nov. 17, 1884 ...	Nov. 17, 1884 ...	Jan. 14, 1885, 11 A.M., 34, Lincoln's-inn-fields
Jones, Edward	149 and 163, Kentish Town-road, Middlesex	Grocer	High Court of Justice in Bankruptcy	985	Nov. 19, 1884 ...	Nov. 19, 1884 ...	Jan. 16, 1885, 11 A.M., 34, Lincoln's-inn-fields
^S Jones, John	15, Basinghall-street, London, and Enmore-road, South Norwood, Surrey	Out of business	High Court of Justice in Bankruptcy	957	Nov. 13, 1884 ...	Nov. 13, 1884 ...	Dec. 19, 1884, 11 A.M., 34, Lincoln's-inn-fields
Mayer, Otto Johann Von Nepomuk, and Gregory, Charles	5, The Terrace, Camden-square, Middlesex 53, Cathcart-road, West Brompton, Middlesex Bangor House, Shoe-lane, London	Colour Printers	High Court of Justice in Bankruptcy	984	Nov. 19, 1884 ...	Nov. 19, 1884 ...	Jan. 15, 1885, 11 A.M., 34, Lincoln's-inn-fields
Smith, George Richards ...	The British Queen, 62, South-street, New North-road, Islington, Middlesex	Beer Retailer	High Court of Justice in Bankruptcy	973	Nov. 17, 1884 ...	Nov. 17, 1884 ...	Jan. 13, 1885, 11 A.M., 34, Lincoln's-inn-fields
Welch, William Henry Page (trading as H. Page and Co.)	195, Whitechapel-road, Middlesex, and Sunnymead, Sidcup, Kent	Lead and Glass Merchant and Wholesale Paper Hangings Factor	High Court of Justice in Bankruptcy	972	Nov. 17, 1884 ...	Nov. 17, 1884 ...	Jan. 13, 1885, 11 A.M., 34, Lincoln's-inn-fields
Woollams, Harry	Great Missenden, Buckinghamshire	Builder and Contractor	Aylesbury	14	Nov. 18, 1884 ...	Nov. 8, 1884 ...	Dec. 3, 1884, 12 noon, County-hall, Aylesbury
Hughes, Charles R.	Saint Asaph, Denbighshire	Printer, Stationer, and Book Seller	Bangor	29	Nov. 19, 1884 ...	Nov. 4, 1884 ...	Dec. 8, 1884, 12.30 P.M.
Merchant, Joseph, the younger	High-street, Chippenham, Wiltshire	Greengrocer, Sewing Machine Agent and Dealer	Bath	22	Nov. 17, 1884 ...	Nov. 15, 1884 ...	Dec. 4, 1884, 11 A.M.
Lazenby, Frederick Metcalfe	40, Park-road and 7, Commercial-buildings, Bridge-street, both in Bradford, Yorkshire	Hosier	Bradford	52	Nov. 17, 1884 ...	Nov. 14, 1884 ...	Dec. 5, 1884, 12 noon
Bentley, Thomas Hyett ...	The Central Restaurant, 19, North-street, Brighton, Sussex	Licensed Victualler	Brighton	90	Nov. 19, 1884 ...	Nov. 19, 1884 ...	Dec. 11, 1884, 12 noon

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Date of Public Examination.
Fuller, James	The Junction Inn, Burgess Hill, Sussex	Licensed Victualler	Brighton	91	Nov. 19, 1884 ...	Nov. 19, 1884 ...	Dec. 11, 1884, 12 noon
Crabtree, Thomas	Denton House, Pavement, Todmorden, Lancashire...	Trading as Hat and Cap Dealer with Atkinson Crabtree, as A. and T. Crabtree, and on his own account as an Auctioneer and Valuer	Burnley	9	Nov. 17, 1884 ...	Oct. 30, 1884 ...	Nov. 27, 1884, 11 A.M.
Thomas, Daniel	Colwinstone, near Cowbridge, Glamorganshire	Farmer	Cardiff	25	Nov. 17, 1884 ...	Nov. 17, 1884 ...	Dec. 12, 1884, 2 P.M.
Thomas, Winzer	Twmpath Farm, Colwinstone, near Bridgend, Glamorganshire	Farmer	Cardiff	24	Nov. 18, 1884 ...	Nov. 17, 1884 ...	Dec. 12, 1884, 2 P.M.
Brammall, Joe (trading as James Brammall and Son)	Station-road and Lower Ribblesden, both in Holmfirth, near Huddersfield	Blacksmith	Huddersfield	35	Nov. 18, 1884 ...	Nov. 18, 1884 ...	Dec. 5, 1884, 10 A.M.
Holmes, George	44, King-street, Huddersfield	Chemist and Druggist and Herbalist	Huddersfield	34	Nov. 17, 1884 ...	Nov. 17, 1884 ...	Dec. 5, 1884, 10 A.M.
Bainton, Matthew William	10, Studley-avenue, Studley-street, Holderness-road, Kingston-upon-Hull	Joiner and Builder	Kingston-upon-Hull	37	Nov. 18, 1884 ...	Nov. 4, 1884 ...	Dec. 15, 1884, 11 A.M., Court-house, Townhall, Hull
Ainsley, Andrew	25, Quarry Mount-terrace, Woodhouse, Leeds, Yorkshire	Builder	Leeds	89	Nov. 17, 1884 ...	Nov. 17, 1884 ...	Nov. 25, 1884, 11 A.M.
Chantrell, Frederick Stuart (trading as G. F. Chantrell and Son)	Glenselg, College-road, Great Crosby, Lancashire, and 23, King-street, Liverpool	Building Material Merchant	Liverpool	105	Nov. 18, 1884 ...	Nov. 18, 1884 ...	Nov. 27, 1884, 12 noon
Davies, Robert	32, Hatherley-street, Seacombe, Cheshire, and 6, South Castle-street, Liverpool, Lancashire	Watch and Chronometer Maker and Optician	Liverpool	104	Nov. 17, 1884 ...	Nov. 15, 1884 ...	Nov. 27, 1884, 12 noon
Von Vorsien, Emma Ann (trading as Emma Ann Evers)	2, North-road, Longsight, near Manchester	Grocer and Provision Dealer	Manchester	50	Nov. 18, 1884 ...	Nov. 18, 1884 ...	Dec. 2, 1884, 12.30 P.M.
Bevan, David	Gwaun-ae-gwrwg, near Brynamman, Carmarthen-shire	Grocer and General Dealer	Neath	5	Nov. 19, 1884 ...	Nov. 19, 1884 ...	Dec. 9, 1884, 10.30 A.M., Townhall, Neath
BatLurst, Bartholomew	68, Rudyerd-street and 2, Camden-street, North Shields, Northumberland	Grocer and Provision Dealer	Newcastle-on-Tyne...	60	Nov. 17, 1884 ...	Nov. 15, 1884 ...	Nov. 27, 1884, 11 A.M.
Warman, John	Ovington, Norfolk	Farmer	Norwich	20	Nov. 14, 1884 ...	Nov. 13, 1884 ...	Dec. 17, 1884, at the Shire hall, Norwich Castle, at 2 P.M.
Quincey, William	Chilwell-road, Beeston, Nottinghamshire	Joiner	Nottingham	77	Nov. 19, 1884 ...	Nov. 19, 1884 ...	Dec. 9, 1884

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Date of Public Examination.
Wheatcroft, George (trading as George and Co., and George and Cave)	32, High-street, Gosport, and 315, Lake-road, Landport, both in Hampshire	Bootseller	Portsmouth	16	Nov. 17, 1884 ...	Sept. 7, 1884 ...	Dec. 8, 1884
McClymont, Hugh	121, Great Clowes-street, Lower Broughton, Salford, Lancashire	Travelling Draper	Salford	26	Nov. 19, 1884 ...	Nov. 7, 1884 ...	Dec. 3, 1884, 11 A.M.
Mainforth, Robert	Stainton Dale, Yorkshire	Farmer	Scarborough	23	Nov. 17, 1884 ...	Nov. 17, 1884 ...	Dec. 9, 1884, 12 noon
Margerrison, Francis	31, Fitzwilliam-street, Sheffield, Yorkshire, trading with Charles Margerrison, as F. and C. Margerrison	Slater	Sheffield	53	Nov. 19, 1884 ...	Nov. 19, 1884 ...	Dec. 18, 1884, 11.30 A.M.
Cook, William, the younger	14, Lennox-street and 46A, Linthorpe-road, Middlesborough	Tobacconist	Stockton-on-Tees and Middlesborough	39	Nov. 17, 1884 ...	Nov. 17, 1884 ...	Dec. 2, 1884
Davies, Joshua	Ida-place, Ebbw Vale, Monmouthshire	Provision Merchant	Tredegar	13	Nov. 19, 1884 ...	Nov. 18, 1884 ...	Dec. 11, 1884, 10.30 A.M.
Heynes, Henry	1, Market-place, Wednesbury, Staffordshire	Grocer and Provision Dealer	Walsall	35	Nov. 18, 1884 ...	Nov. 18, 1884 ...	Dec. 4, 1884, 12 noon
Mather, Thomas	Weston Point, near Runcorn, formerly Surrey-street, Runcorn, Cheshire	Bricklayer, formerly Grocer	Warrington	7	Nov. 18, 1884 ...	Nov. 18, 1884 ...	Dec. 4, 1884, 12 noon
Clements, John	Parton, near Whitehaven, Cumberland	Boiler Smith	Whitehaven	4	Nov. 18, 1884 ...	Oct. 21, 1884 ...	Dec. 8, 1884, 12 noon
Ward, Joseph	75, Dicconson-street and 66, Greenough-street, Wigan, Lancashire	Grocer and General Dealer	Wigan	6	Nov. 18, 1884 ...	Nov. 18, 1884 ...	Dec. 2, 1884, 12.30 P.M.
	<i>The following Amended Notice is</i>	<i>substituted for that published in</i>	<i>the London Gazette of</i>	<i>the 14th</i>	<i>November, 1884.</i>		
Kissane, Jeremiah	Now or lately trading with Matthew Joseph Kenny, as Kissane and Kenny, at 5, Hyde's-cross, Manchester, Lancashire	Butter Merchant	Manchester	45	Nov. 10, 1884 ...	Oct. 28, 1884 ...	Nov. 27, 1884
	<i>The following Amended Notice is</i>	<i>substituted for that published in</i>	<i>the London Gazette of</i>	<i>the 18th</i>	<i>November, 1884.</i>		
Smith, Walter Samuel Brooks	92, Walsall-street, West Bromwich, Staffordshire	Grocer and Provision Dealer	Oldbury	11	Nov. 14, 1884 ...	Nov. 14, 1884 ...	Dec. 5, 1884

NOTICES OF PUBLIC EXAMINATION.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Public Examination.
Matheson, Roderick Mackenzie Chisholm	Formerly 45, Matheson-road, West Kensington Park, Middlesex, late Oakfield House, Esher, Surrey, now 22, Princes-square, Bayswater, Middlesex	No occupation... ..	High Court of Justice in Bankruptcy	200	December 4, 1884, 11 A.M., 31, Lincoln's-inn-fields, by adjournment
Whitwell, Henry George ...	35, Stonegate, York	Painter, Paper Hanger, and Decorator	York	8	Nov. 23, 1884, at the Guildhall, York, at 11 A.M. (after having been adjourned sine die)

FIRST MEETINGS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
Cornelius, George ...	16, Formosa-street, Maida Vale, Middlesex ...	Bootmaker ...	High Court of Justice in Bankruptcy	770	Nov. 28, 1884 ...	12 noon	33, Carey-street, Lincoln's-inn, London
Good, Henry Ralph, and Good, Edward (trading as Henry Good and Sons)	102, Cannon-street, London ...	Wine and Spirit Merchants ...	High Court of Justice in Bankruptcy	921	Nov. 28, 1884 ...	1 P.M.	33, Carey-street, Lincoln's-inn, London
Harrison, Anthony Matthew	158, Old Kent-road, Surrey ...	Cheesemonger and Provision Dealer	High Court of Justice in Bankruptcy	942	Dec. 2, 1884 ...	12 noon	33, Carey-street, Lincoln's-inn, London
Johnson, Alfred William	60, Saint Martin's-lane, Charing Cross, and 197, Isledon-road, Finsbury Park, both in Middlesex	Printer ...	High Court of Justice in Bankruptcy	880	Dec. 1, 1884 ...	2 P.M.	33, Carey-street, Lincoln's-inn, London
Küch, Henry ...	91, Brook-street, Ratchiff, Middlesex, and 18, Back Church-lane, Whitechapel, Middlesex	Baker ...	High Court of Justice in Bankruptcy	627	Nov. 28, 1884 ...	2 P.M.	33, Carey-street, Lincoln's-inn, London
Summers, William ...	Lately 440, Hackney-road, Middlesex, and Shifnal, Salop, present address unknown	Tanner, Boot and Shoe Manufacturer and Leather Merchant	High Court of Justice in Bankruptcy	850	Dec. 2, 1884 ...	2 P.M.	33, Carey-street, Lincoln's-inn, London
Wade, George ...	81, Acton-street, Gray's-inn-road, Middlesex, and 39A, Packenham-street, King's Cross-road, Middlesex	Cab Builder and Painter ...	High Court of Justice in Bankruptcy	935	Dec. 1, 1884 ...	12 noon	33, Carey-street, Lincoln's-inn, London
Woollicroft, George, the younger	177, Upper Thames-street, London, and Carlyle-road, Manor Park, Essex	Tile Merchant ...	High Court of Justice in Bankruptcy	911	Nov. 28, 1884 ...	11 A.M.	33, Carey-street, Lincoln's-inn, London
Merchant, Joseph, the younger	High-street, Chippenham, Wiltshire ...	Greengrocer, Sewing Machine Agent, and Dealer	Bath ...	22	Dec. 1, 1884 ...	12.30 P.M.	Offices of the Official Receiver; Bank-chambers, Bristol
Cave, Matthew (trading as Cave and Company)	Formerly 78, Westbourne-road, now 85, Grange-lane, both in Birkenhead, and Tranmere Castle-yard, Tranmere, all in Cheshire	Hay and Corn Dealer and Car Proprietor	Birkenhead ...	20	Nov. 28, 1884 ...	2 P.M.	The offices of the Official Receiver, 48, Hamilton-square, Birkenhead
Hughes, Joseph Gill ...	250, Old Chester-road, Tranmere, Cheshire ...	Grocer and Provision Dealer ...	Birkenhead ...	21	Dec. 3, 1884 ...	3 P.M.	The offices of the Official Receiver, 48, Hamilton-square, Birkenhead
Mathias, Stewart William...	Liscard-road, Liscard, Cheshire ...	Chandler ...	Birkenhead ...	19	Dec. 3, 1884 ...	2 P.M.	The offices of the Official Receiver, 48, Hamilton-square, Birkenhead
Lazenby, Frederick Metcalfe	40, Park-road and 7, Commercial-buildings, Bridge-street, both in Bradford, Yorkshire	Hosier ...	Bradford ...	52	Nov. 28, 1884 ...	10.30 A.M.	Official Receiver's Offices, Ivegate-chambers, Bradford
Crabtree, Thomas ...	Late Denton House, Pavement, Todmorden, Lancashire	Trading as Hat and Cap Dealer with Atkinson Crabtree, as A. and T. Crabtree, and on his own account as an Auctioneer and Valuer	Burnley ...	9	Dec. 1, 1884 ...	3.15 P.M.	Queen's Hotel, Todmorden

Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
Large, Frederick Chatfield	2, Osbourne-road, Broadstairs, Kent	Gentleman	Canterbury	31	Nov. 28, 1884 ...	10 A.M.	32, St. George's-street, Canterbury
Olver, Frederick	28, King-street, Plymouth, Devonshire	Hosier and Draper	East Stonehouse	26	Nov. 28, 1884 ...	3 P.M.	At the offices of the Official Receiver, 18, Frankfort-street, Plymouth
Brammall, Joe (trading as James Brammall and Son)	Station-road and Lower Ribbleden, both in Holmfirth, Yorkshire	Blacksmith	Huddersfield	35	Dec. 2, 1884 ...	3 P.M.	Offices of the Official Receiver, New-street, Huddersfield
Holmes, George	44, King-street, Huddersfield, Yorkshire	Chemist, Druggist, and Herbalist	Huddersfield	34	Dec. 1, 1884 ...	11 A.M.	Offices of the Official Receiver, New-street, Huddersfield
Bainton, Matthew William	10, Studley-avenue, Studley-street, Holderness-road, Kingston-upon-Hull	Joiner and Builder	Kingston-upon-Hull	37	Dec. 2, 1884 ...	11 A.M.	The Hall of the Hull Incorporated Law Society, Lincoln's-inn - buildings, Bowlielley-lane, Hull
Ainsley, Andrew	25, Quarry Mount-terrace, Woodhouse, Leeds, Yorkshire	Builder	Leeds	89	Dec. 1, 1884 ...	3 P.M.	The Official Receiver's Office, St. Andrew's-chambers, 22, Park-row, Leeds
Barton, John, and Barton, Robert (trading as J. and B. Barton)	Barton-street, Whitehall-road, New Wortley, Leeds Lately Aspen Ing, Wortley, Leeds, now in lodgings at Skippon-terrace, Thorne, near Leeds Wortley-lane, Leeds, Yorkshire	Corn Millers and Maltsters	Leeds	86	Dec. 1, 1884 ...	11 A.M.	The Official Receiver's Office, St. Andrew's-chambers, 22, Park-row, Leeds
Barton, John (Separate Estate)	Barton-street, Whitchall-road, New Wortley, Leeds, and Wortley-lane, Leeds, Yorkshire	Corn Miller and Maltster	Leeds	86	Dec. 1, 1884 ...	12 noon	The Official Receiver's Office, St. Andrew's-chambers, 22, Park-row, Leeds
Barton, Robert (Separate Estate)	Lately Aspen Ing, Wortley, Leeds, now in lodgings at Skippon-terrace, Thorne, near Leeds, and Wortley-lane, Leeds, Yorkshire	Corn Miller and Maltster	Leeds	86	Dec. 1, 1884 ...	12.30 P.M.	The Official Receiver's Office, St. Andrew's-chambers, 22, Park-row, Leeds
Dancer, Josiah William	The George Hotel, 54, Booth-street, Chorlton-upon-Medlock, Manchester, and Rose Villa, 15, Palatine-road, Withington, both in Lancashire	Licensed Victualler	Manchester	47	Dec. 2, 1884 ...	3 P.M.	The Official Receiver's Offices, Ogden's - chambers, Bridge-street, Manchester
Dancer, Hannah, formerly Ryan, Hannah	Residing at the George Hotel, 54, Booth-street, Chorlton-upon-Medlock, Manchester, and at Rose Villa, 15, Palatine-road, Withington, both in Lancashire, formerly the White Lion Hotel, Withington, and the Blue Bell Hotel, High-street, Manchester, having for the greater part of the past six months resided at the George Hotel, 54, Booth-street, Chorlton-upon-Medlock	Formerly Licensed Victualler, wife of Josiah William Dancer	Manchester	48	Dec. 2, 1884 ...	3.30 P.M.	The Official Receiver's Offices, Ogden's - chambers, Bridge-street, Manchester

Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
Fenwick, John Mowbray ...	37, New Cannon-street, Manchester, and 16, Ducie-street, Chorlton-upon-Medlock, Manchester	Wine and Spirit Merchant ...	Manchester ...	40	Dec. 4, 1884 ...	3 P.M.	The Official Receiver's Offices, Ogden's-chambers, Bridge-street, Manchester
Bathurst, Bartholomew ...	68, Rudyerd-street and 2, Camden-street, North Shields, Northumberland	Grocer and Provision Dealer ...	Newcastle-on-Tyne...	60	Nov. 29, 1884 ...	11 A.M.	Office of the Official Receiver, County-chambers, Westgate-road, Newcastle-on-Tyne
Warman, John ...	Ovington, Norfolk ...	Farmer ...	Norwich ...	20	Nov. 29, 1884 ...	12.30 P.M.	Office of Mr. H. P. Gould, Official Receiver, Queen-street, Norwich
Courteen, Henry ...	15, Avenue-road, Grantham, Lincolnshire ...	Clerk, formerly Commission Agent	Nottingham ...	74	Nov. 29, 1884 ...	12 noon	Official Receiver's Offices, Exchange-walk, Nottingham
Marsden, Edwin ...	Formerly 174, Ilkeston-road, Old Radford, Nottingham, then in lodgings at Mount Anthony, Bennington, in the State of Vermont, United States of America, now in lodgings at 72, Radford Boulevard, Nottingham	Formerly Coal Dealer and Draper, now out of business	Nottingham ...	76	Nov. 29, 1884 ...	2 P.M.	Official Receiver's Offices, Exchange-walk, Nottingham
Reed, George ...	30, High-pavement and 188, Great Alfred-street, Central, both in Nottingham	Lace Manufacturer ...	Nottingham ...	72	Nov. 28, 1884 ...	2 P.M.	Official Receiver's Offices, Exchange-walk, Nottingham
Smith, Walter Samuel Brookes	92, Walsall-street, West Bromwich, Staffordshire ...	Grocer and Provision Dealer ...	Oldbury ...	11	Dec. 5, 1884 ...	10 A.M.	The Court-house, Oldbury
Mainforth, Robert ...	Stainton Dale, Yorkshire ...	Farmer ...	Scarborough ...	28	Dec. 1, 1884 ...	12 noon	The offices of the Official Receiver, 74, Newborough-street, Scarborough
Radforth, Arthur John, and Harvey, John Rodgers (trading as Radforth and Harvey)	35, Gower-street, Sheffield, Yorkshire ...	Pawnbrokers and Clothiers ...	Sheffield ...	52	Dec. 2, 1884 ...	3 P.M.	Official Receiver's Office, Figtree-lane, Sheffield
Cook, William, the younger	14, Lennox-street and 46A, Linthorpe-road, both in Middlesborough, Yorkshire	Tobacconist ...	Stockton - on - Tees and Middlesborough	89	Nov. 28, 1884 ...	11.30 A.M.	Office of the Official Receiver, 8, Albert - road, Middlesborough
Hughes, Mark Thomas Hubie	32, Grange-road West, Middlesborough, Yorkshire ...	Schoolmaster ...	Stockton - on - Tees and Middlesborough	38	Nov. 28, 1884 ...	11 A.M.	Office of the Official Receiver, 8, Albert - road, Middlesborough
Walker, John ...	The Mear Terra Cotta Works, near Longton, Staffordshire, formerly trading with William Leese, as Leese and Co.	Horticultural Terra Cotta and Glaze Ware Manufacturer	Stoke-upon-Trent and Longton	10	Nov. 29, 1884 ...	10.30 A.M.	The Official Receiver's Offices, Nelson - place, Newcastle-under-Lyme
Snowball, Thomas ...	The Sheepfolds-road and Richmond-street, Monkwearmouth, and 4, Belle-vue, Gray-road, all in Sunderland	Earthenware Manufacturer ...	Sunderland ...	31	Nov. 28, 1884 ...	12 noon	Law Society's-chambers, 32, John-street, Sunderland

Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
Baldwin, Charles Large ...	2, Spitalgate-lane and 28, Dyer-street, both in Cirencester, Gloucestershire	Boot and Shoe Maker	Swindon	8	Nov. 28, 1884 ...	11.30 A.M.	Official Receiver's Offices, 32, High-street, Swindon
Lait, Richard	9, Dollar-street, Cirencester, Gloucestershire	Baker, Mealman, and Farmer ...	Swindon	7	Nov. 28, 1884 ...	2 P.M.	Official Receiver's Offices, 32, High-street, Swindon
Heynes, Henry	No. 1, Market-place, Wednesbury, Staffordshire	Grocer and Provision Dealer ...	Walsall	35	Dec. 2, 1884 ...	11.30 A.M.	Official Receiver's Office, Bridge-street, Walsall
Loosemore, John Wellington	Formerly 8, Royal-terrace, Weymouth, Dorsetshire, now 69, Falcon's-road, Battersea, Surrey	Solicitor's Clerk	Wandsworth	37	Nov. 28, 1884 ...	12 noon	Official Receiver's Offices, 109, Victoria-street, Westminster
Mather, Thomas	Weston Point, near Runcorn, Cheshire, formerly Surrey-street, Runcorn	Bricklayer, formerly a Grocer ...	Warrington	7	Dec. 4, 1884 ...	11 A.M.	Official Receiver's Office, No. 2, Cairo-street, Warrington
Ward, Joseph	75, Dicconson-street and 66, Greenough-street, Wigan, Lancashire	Grocer and General Dealer ...	Wigan	6	Dec. 2, 1884 ...	11 A.M.	County Court - buildings, Wigan
Bebington, Samuel... ..	The King's Arms, Thames Side, Windsor, Berkshire	Licensed Victualler	Windsor	12	Nov. 29, 1884 ...	11.30 A.M.	Messrs Herbert and Son's Offices, 62, Peascod-street, Windsor
<i>The following Amended Notices are substituted for those published in the London Gazette of 14th November, 1884:</i>							
Hind, John	Leenside and Waterway-street, both in Nottingham	Joiner	Nottingham... ..	73	Nov. 28, 1884 ...	12 noon	Official Receiver's Offices, Exchange-walk, Nottingham
Bedingfield, Sydney Soames	10, Bridge-street and 2, Denzil-place, Newtown, both in Southampton	Tobacconist	Southampton	13	Dec. 1, 1884 ...	2 P.M.	33, Carey-street, Lincoln's-inn, London, W.C.

ADJUDICATIONS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.	Name of Trustee, if appointed.	Address of Trustee.
James, Charles Edward...	105, Ball's Pond-road, Islington, Middlesex	Wine and Spirit Merchant	High Court of Justice in Bankruptcy	879	Nov. 17, 1884 ...	Oct. 23, 1884		
Morris, John (trading as Morris, John, and Co.)	83, Lombard-street, London...	Stockbroker	High Court of Justice in Bankruptcy	710	Nov. 12, 1884 ...	August 27, 1884		
Weaver, Alfred (trading as R. A. Collins)	5, Betterton-street, Long Acre, and of Covent Garden Market, both in Middlesex	Fruit and Florists' Commission Agent	High Court of Justice in Bankruptcy	789	Nov. 17, 1884 ...	Sept. 23, 1884		
Welch, William Henry Page (trading as H. Page and Co.)	195, Whitechapel-road, Middlesex, and Sunnymede, Sidcup, Kent	Lead and Glass Merchant and Wholesale Paper Hanging Factor	High Court of Justice in Bankruptcy	972	Nov. 17, 1884 ...	Nov. 17, 1884		
Chamberlain, George ...	Ilfracombe, Devonshire	Hotel Keeper and Printer	Barnstaple	13	Nov. 15, 1884 ...	Oct. 23, 1884		
Jenkins, Nicholas ...	Barnstaple, Devon	Travelling Draper and Tea Dealer	Barnstaple	12	Nov. 5, 1884 ...	Oct. 10, 1884		
Merchant, Joseph, the younger	High-street, Chippenham, Wiltshire	Greengrocer, Sewing Machine Agent, and Dealer	Bath	22	Nov. 17, 1884 ...	Nov. 15, 1884		
Hughes, Joseph Gill ...	250, Old Chester-road, Tranmere, Cheshire	Grocer and Provision Dealer	Birkenhead	21	Nov. 17, 1884 ...	Nov. 13, 1884		
Ritson, William Alexander (trading as the Tamworth Colliery Company)	Alveccote Priory, near Tamworth, Warwickshire	Colliery Proprietor ...	Birmingham	103	Nov. 19, 1884 ...	Nov. 3, 1884		
Crafts, Sarah Ann (wife of James Crafts), and Raw, Robert Dixon (trading as R. Copping's Executors)	Apperley Bridge, Yorkshire	Market Gardeners and Grocers	Bradford	50	Nov. 13, 1884 ...	Nov. 12, 1884		
Thompson, John Copley	Arthur-street, Penrith, Cumberland, and St. Andrew's-place, Penrith	Wine and Spirit Merchant	Carlisle	13	Nov. 17, 1884 ...	Oct. 25, 1884		
Melmore, John, and Cartmer, George... (trading as John Melmore and Co.)...	Camp-road, Maryport Holm Lea, Camp-road, Maryport Maryport, Cumberland	Ship Owners and Ship Brokers	Cockermouth and Workington	6	Nov. 11, 1884 ...	Nov. 10, 1884		

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Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.	Name of Trustee, if appointed.	Address of Trustee.
Neal, Charles Benjamin...	70, Far Gosford-street, Coventry, Warwickshire	Carpenter and Joiner...	Coventry	17	Nov. 18, 1884 ...	Nov. 3, 1884	E. T. Peirson, Official Receiver	Coventry
Vanderlyn, Barnet Joseph	Coventry, Warwickshire	Out of business	Coventry	16	Nov. 18, 1884 ...	Oct. 17, 1884	E. T. Peirson, Official Receiver	Coventry
Fowler, Thomas William	3, Sophia-terrace, Beulah-road, New Thornton Heath, Surrey	Builder	Croydon	11	Nov. 14, 1884 ...	June 12, 1884		
Wise, Horatio Joseph James	Alexandra Villa, Merton, Surrey ...	... ..	Croydon	15	Nov. 14, 1884 ...	June 17, 1884		
Cawdle, Henry	58, Lower Union-street, Torquay, Devonshire	Watchmaker	Exeter	51	Nov. 18, 1884 ...	Nov. 3, 1884		
Chappell, Thomas Dare...	Bindon, Axmouth, Devonshire	Yeoman	Exeter	49	Nov. 17, 1884 ...	Oct. 21, 1884		
Mole, John Drake	10, Cowick-street and 53, Regent-street, both in the parish of Saint Thomas-the-Apostle, Devonshire	Grocer and Provision Dealer	Exeter	52	Nov. 17, 1884 ...	Nov. 3, 1884		
Ainsley, Andrew	25, Quarry Mount-terrace, Woodhouse, Leeds, Yorkshire	Builder	Leeds... ..	89	Nov. 17, 1884 ...	Nov. 17, 1884		
Fenwick, John Mowbray	37, New Cannon-street, Manchester, and 16, Ducie-street, Chorlton-upon-Medlock, Manchester	Wine and Spirit Merchant	Manchester	40	Nov. 13, 1884 ...	Oct. 1, 1884		
Von Vorslen, Emma Ann (trading as Emma Ann Evers)	2, North -,road, Longsight, near Manchester	Grocer and Provision Dealer	Manchester	50	Nov. 18, 1884 ...	Nov. 13, 1884		
Bathurst, Bartholomew...	68, Rudyerd-street and 2, Camden-street, North Shields, Northumberland	Grocer and Provision Dealer	Newcastle-on-Tyne...	60	Nov. 17, 1884 ...	Nov. 15, 1884		
Marsden, Edwin	Formerly 174, Ilkeston-road, Old Radford, Nottingham, then in lodgings at Mount Anthony, Bennington, in the State of Vermont, United States of America, now in lodgings at 72, Radford Boulevard, Nottingham	Formerly Coal Dealer and Draper, now out of business	Nottingham... ..	76	Nov. 19, 1884 ...	Nov. 15, 1884		
Mulholland, Charles John	Upper College-street, Great Freeman-street and Carlton-road, all in Nottingham	Lace Dresser and Dyer	Nottingham	66	Nov. 18, 1884 ...	Oct. 9, 1884		

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.	Name of Trustee, if appointed.	Address of Trustee.
Sanderson, Joseph and Sauderson, Arthur (trading as Sauderson Brothers)	In lodgings at 9, Fairfield-street, New Radford, Nottingham 24, Carrington-street, Nottingham Ailcock's-yard, Leen Side, Nottingham	Tripe Dressers and Mineral Water Manufacturers	Nottingham ...	70	Nov. 18, 1884	Nov. 1, 1884		
Whiley, Henry	Old Trafford, Manchester, Lancashire	Sanitary Inspector	Salford ...	25	Nov. 17, 1884	Oct. 17, 1884		
Cook, William, the younger	14, Lennox-street and 46A, Linthorpe-road, both in Middlesborough	Tobacconist	Stockton - on - Tees and Middlesborough	39	Nov. 17, 1884	Nov. 17, 1884		
Walker, John	The Mear Terra Cotta Works, near Longton, Staffordshire, formerly trading with William Lees, as Lees and Walker	Horticultural Terra Cotta and Glazeware Manufacturer	Stoke - upon - Trent and Longton	10	Nov. 17, 1884	Nov. 15, 1884		
Baldwin, Charles Large	2, Spitalgate-lane, Cirencester, and 28, Dyer-street, Cirencester, Gloucestershire	Boot and Shoe Maker	Swindon ...	8	Nov. 18, 1884	Nov. 10, 1884		
Lait, Richard	9, Dollar-street, Cirencester, Gloucestershire	Baker, Mealman, and Farmer	Swindon ...	7	Nov. 18, 1884	Nov. 8, 1884		
Carruthers, John	Watchet, Somersetshire	Travelling Draper	Taunton ...	9	Nov. 1, 1884	Oct. 20, 1884		
Drew, John	Calvin's Hill, Cannock, Staffordshire	Farmer	Walsall ...	34	Nov. 17, 1884	Nov. 14, 1884		
Heynes, Henry	1, Market-place, Wednesbury, Staffordshire	Grocer and Provision Dealer	Walsall ...	35	Nov. 19, 1884	Nov. 18, 1884		
Mather, Thomas	Weston Point, near Runcorn, formerly Surrey-street, Runcorn, Cheshire	Bricklayer, formerly Grocer	Warrington ...	7	Nov. 18, 1884	Nov. 18, 1884		
Ward, Joseph	75, Dicconson-street and 66, Greenough-street, Wigan, Lancashire	Grocer and General Dealer	Wigan ...	6	Nov. 18, 1884	Nov. 18, 1884		
Griffiths, Jabez	Grasley-lane, Wednesfield, near Wolverhampton, Staffordshire	Iron Dealer, Broker, and Farmer	Wolverhampton ...	28	Nov. 18, 1884	Nov. 4, 1884		
Collis, Thomas	Royal Oak Inn, Colwall, Herefordshire	Beerhouse Keeper, lately Grocer and Rope Maker	Worcester ...	26	Nov. 17, 1884	Nov. 3, 1884		
Sanders, John	North-street, Wetherby, Yorkshire...	Farmer	York ...	17	Nov. 18, 1884	Nov. 4, 1884		

ORDERS ON APPLICATION TO APPROVE COMPOSITION OR SCHEME

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Scheme or Composition sanctioned.
Lancaster, Alfred	10, Phillimore-terrace, Kensington, Middlesex, and 27, South Audley-street, Grosvenor-square, Middlesex	Gun Manufacturer	High Court of Justice in Bankruptcy	720	Nov. 13, 1884 ...	The property of the debtor divisible among his creditors to vest in Mr. Percy Mason, of 7 and 8, Ironmonger-lane, as Trustee under the supervision of a Committee of Inspection. The Trustee to give security to the satisfaction of the Board of Trade within twenty-one days of approval by Court. All debts directed by the Bankruptcy Act, 1883, to be paid in priority, together with the costs of the bankruptcy petition, to be so paid. From the date of the approval of scheme by the Court, the debtor to be released and discharged thereby from all debts. Receiving Order rescinded
Maughan, Benjamin Waddy ...	41, Cheapside, London, Gloster Works, Cambridge Heath, Middlesex, and Hadyn House, Quarry-road, Hastings, Sussex	Managing Director of Maughan's Patent Geyser Company Limited, formerly Hot Water Engineer	High Court of Justice in Bankruptcy	712	Nov. 13, 1884 ...	The property of the debtor divisible among his creditors to vest in Mr. George Benson Monkhouse, of 28 and 29, St. Swithin's-lane, E.C., as Trustee, who shall administer the same, as nearly as may be, in the like manner as under an order of adjudication. The Trustee to give such security as the Board of Trade may require. Such scheme of arrangement to be accepted by the creditors in full discharge of their debts. The Receiving Order is rescinded
Needham, Joseph George ...	11, Powerscroft-road, Lower Clapton, Middlesex	Architect and Surveyor ...	High Court of Justice in Bankruptcy	675	Nov. 13, 1884 ...	1s. 6d. in the pound, payable in cash on confirmation by the Court. Preferential debts and all proper fees, costs, and charges to be paid in full. Composition to be received and distributed by the Official Receiver. The Receiving Order is rescinded
Williamson, Francis and Williamson, John (trading as Williamson Brothers)	Oldfield, Keighley, Yorkshire, and Griffie Hill, Haworth, Yorkshire	Worsted Spinners and Stuff Manufacturers	Bradford	30	Nov. 11, 1884 ...	That the debtors purchase their joint estate for such a sum as will be sufficient to pay the costs and preferential creditors in full, and a composition of 5s. 4d. in the pound to the rest of the creditors. The costs and preferential creditors to be paid forthwith, and 1s. 4d. in the pound to the creditors who have proved their debts at the expiration of three months, 1s. 4d. in the pound at the expiration of six months, 1s. 4d. in the pound at the expiration of nine months, and 1s. 4d. in the pound at the expiration of twelve months from the 1st of September, 1884
Hirst, William Hirst, Fred Hirst, Arthur Edward, and Hinchliffe, Jonas (trading as Hirst Brothers)	Meltham, near Huddersfield	Woollen Cloth Manufac- turers	Huddersfield	27	Nov. 15, 1884 ...	6s. 8d. in the pound, payable in cash through the Official Receiver one month from the approval by the Court. All preferential claims, costs, charges, and expenses to be first paid

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Scheme or Composition sanctioned.
Hirst, Fred ... (Separate Estate)	Meltham, near Huddersfield ...	Woolen Cloth Manufacturer (trading with William Hirst, Arthur Edward Hirst, and Jonas Hinchliffe, as Hirst Brothers)	Huddersfield ...	27	Nov. 15, 1884 ...	10s. in the pound, payable in cash through the Official Receiver one month from the approval by the Court. All preferential claims, costs, charges, and expenses to be first paid
Watson, Dixon ...	Tiln, Hayton, Nottinghamshire ...	Farmer ...	Lincoln ...	5	Nov. 10, 1884 ...	2s. 6d. in the pound, within fourteen days after the approval by the Court of the scheme, and payment in full of all preferential claims, costs, and expenses. The Trustee to hold possession of the estate until the composition is paid
Bain, Alexander ...	Hendreforgan, Ystalyfera, Glamorgan-shire ...	Colliery Proprietor and Farmer	Neath ...	3	Nov. 11, 1884 ...	6s. in the pound, payable in cash within fourteen days of the approval by the Court, together with the costs of the proceedings, and all preferential charges. The Receiving Order is rescinded
McVittie, James ...	14, Nicholas-street, Pontypool, Monmouthshire	Travelling Draper ...	Newport (Mon.) ...	15	Nov. 17, 1884 ...	9s. in the pound; in six equal instalments by the joint and several promissory notes of the debtor and James Laird, of Pontypool, Draper, and John Macintosh, of Tredegar, Draper, at three, six, nine, twelve, fifteen, and eighteen months from the date of the approval by the Court. All preferential debts, costs, and charges to be paid in full. Official Receiver appointed Trustee.
Mills, John ...	St. Anne's-road, Spring Bank, Willenhall, and New Cross-terrace, Wednesfield, Staffordshire	Lock Manufacturer ...	Wolverhampton ...	23	Nov. 17, 1884 ...	6s. in the pound, payable 2s. in the pound in three months, 2s. in six months, and 2s. in twelve months from date of confirmation, to be secured by the joint and several promissory notes of the debtor, and one or more persons to be approved by the Official Receiver and Mr. George Vaughan. All debts directed by the Bankruptcy Act, 1883, to be paid in priority to other debts to be so paid

NOTICES OF INTENDED DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Angell, Lewis	14, Henrietta-street, Covent Garden, Middlesex, and Lowther Villa, Lowther Hill, Forest Hill, Kent	Gem Ring Maker and Dealer in Precious Stones	High Court of Justice in Bankruptcy	152	Dec. 17, 1884 ...	John Secar	23, Holborn Viaduct, London, E.C.
Child, Henry	Formerly Deptford, Kent, late 37, Moorgate-street, London, now Herne Bay, Kent, 22, Fenchurch-street, London, and Ravensfield-villas, Hendon, Middlesex	Mortgage Broker	High Court of Justice in Bankruptcy	674	Dec. 8, 1884 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London
Pratt, Walter Edward	94, Bishopsgate-street Without, London	Egg and Provision Merchant	High Court of Justice in Bankruptcy	767	Dec. 2, 1884 ...	William Izard	6, Arthur-street East, London, E.C.
Spindler, Hermann (Separate Estate)	81, Milton-street, London, and 2, Priory-villas, Kilburn, Middlesex	General Merchant, trading with Frederick William Richard Hirsch, as Hirsch, Spindler, and Co.	High Court of Justice in Bankruptcy	489	Dec. 17, 1884 ...	John Secar	23, Holborn Viaduct, London, E.C.
Pinner, Charles	Lapworth, Warwickshire	Shopkeeper and Bricklayer	Birmingham	87	Dec. 5, 1884 ...	The Official Receiver ...	Whitehall-chambers, Colmore-row, Birmingham
Howorth, Joseph Buchan	4, St. Anne's-street, Bury, Lancashire, formerly the Royal Oak Inn, 51, Parsons-lane, Bury	Out of business	Bolton	25	Dec. 8, 1884 ...	Thomas H. Winder, Official Receiver	16, Wood-street, Bolton
Groom, William	Wyberton, Lincolnshire	Miller	Boston	16	Dec. 3, 1884 ...	Thurstan George Dale, Official Receiver	2, St. Benedict's - square, Lincoln
Speak, William, and Speak, John (trading as William Speak and Company)	Cockden, near Todmorden, Yorkshire, trading at Wood Mill, Eastwood, near Todmorden	Waste Dealers	Burnley	2	Dec. 9, 1884 ...	Thomas Edelston, Official Receiver	14, Chapel-street, Preston
Speak, William (Separate Estate)	Cockden, near Todmorden, Yorkshire, trading at Wood Mill, Eastwood, near Todmorden	Waste Dealer... ..	Burnley	2	Dec. 9, 1884 ...	Thomas Edelston, Official Receiver	14, Chapel-street, Preston
Speak, John (Separate Estate)	Cockden, near Todmorden, Yorkshire, trading at Wood Mill, Eastwood, near Todmorden	Waste Dealer... ..	Burnley	2	Dec. 9, 1884 ...	Thomas Edelston, Official Receiver	14, Chapel-street, Preston
Brown, Thomas	Westover Villa, Victoria - road, Fordington, Dorsetshire	Builder	Dorchester	1	Dec. 6, 1884 ...	Edward Duke	Dorchester
Smith, Horace Melville	Farfield House, Skircoat, Halifax, Yorkshire, and 10, Ward's End, Halifax	Solicitor	Halifax	8	Dec. 17, 1884 ...	Frederick Foster	Barum House, Halifax

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Harris, Henry ...	52, Broad-street, Hereford ...	Innkeeper ...	Hereford ...	6	Dec. 5, 1884 ...	M. J. G. Scobie, Official Receiver	2, Offa-street, Hereford
Mann, Robert Wilson ...	Black Lion Inn, Bridge-street, Hereford ...	Innkeeper ...	Hereford ...	8	Dec. 5, 1884 ...	M. J. G. Scobie, Official Receiver	2, Offa-street, Hereford
Coldwell, James ...	Muslin Hall, New Mill, near Huddersfield ...	Woollen Cloth Manufacturer	Huddersfield ...	16	Dec. 1, 1884 ...	Fred Carter ...	Nelson-chambers, 1, Cloth Hall-street, Huddersfield
Dale, James William ...	4, Lowerhead-row, Leeds, Yorkshire ...	Hosier and Glover ...	Leeds ...	78	Dec. 2, 1884 ...	John Bowling, Official Receiver	St. Andrew's-chambers, 22, Park-row, Leeds
Marsden, Joseph ...	Back York-place and 4, Hanover-view, Leeds, Yorkshire	Mungo Dealer ...	Leeds ...	66	Dec. 2, 1884 ...	John Bowling, Official Receiver	St. Andrew's-chambers, 22, Park-row, Leeds
Oates, Samuel Charles ...	29, Lowerhead-row, Leeds, Yorkshire ...	Saddler ...	Leeds ...	69	Dec. 2, 1884 ...	John Bowling, Official Receiver	St. Andrew's-chambers, 22, Park-row, Leeds
Pilling, John ...	48, Low-road, Hunslet, Leeds, Yorkshire ...	Grocer and Provision Dealer	Leeds ...	79	Dec. 2, 1884 ...	John Bowling, Official Receiver	St. Andrew's-chambers, 22, Park-row, Leeds
Patchett, Joseph ...	Tattershall Thorpe, Lincolnshire... ..	Farmer ...	Lincoln ...	16	Nov. 28, 1884 ...	Thurstan George Dale, Official Receiver	2, St. Benedict's-square, Lincoln
Bridge, Thomas ...	Burscough Junction, near Ormskirk, Lancashire	Builder and Contractor ...	Liverpool ...	84	Dec. 2, 1884 ...	Robert Jones ...	C, D, and E; Commerce-court, 11, Lord-street, Liverpool
Levy, Barnard ...	30 and 32, South Castle-street, 78A, Bold-street, and 53, Catherine-street, all in Liverpool	Jeweller and Watchmaker ...	Liverpool ...	43	Nov. 28, 1884 ...	Henry Douglas Eshelby	24, North John-street, Liverpool
Moore, Thomas ...	156, Commercial-road, Newport, Mon. ...	Earthenware Dealer... ..	Newport, Mon. ...	1	Nov. 27, 1884 ...	Richard Baugh Evans	30, High-street, Newport, Mon.
Pownall, Hannah ...	Lamb Inn, Market-place, Oldham, Lancashire...	Innkeeper ...	Oldham ...	8	Nov. 28, 1884 ...	Samuel Tilzey ...	79, Mosley-street, Manchester
Smith, Robert ...	Cotterstock, near Oundle, Northamptonshire ...	Farmer and Miller ...	Peterborough ...	1	Dec. 3, 1884 ...	Thomas Barnes ...	Oundle
Haigh, Joseph ...	Hyde Park Cricket Ground, Sheffield, Yorkshire	Licensed Victualler ...	Sheffield ...	81	Dec. 1, 1884 ...	Fred Carter ...	Nelson-chambers, 1, Cloth Hall-street, Huddersfield
<i>The following Amended Notice is substituted for that published in the London Gazette of the 15th August, 1884.</i>							
Robinson, Thomas ...	Cherry Nook Farm, Deighton, near Huddersfield	Farmer ...	Huddersfield ...	13	Nov. 29, 1884 ...	The Official Receiver ...	New-street, Huddersfield

NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	When Payable.	Where Payable.
Hall, Ebenezer	83, Grove-road, Mile End, Middlesex, and 22, Cross-street, Stratford, Essex	Tailor and Outfitter	High Court of Justice in Bankruptcy	100	6s. (Final Dividend)	Any day (except Saturday) between 11 and 3	At the Office of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Gottgetreu, Charles Gustav ...	183, Aldersgate-street, London, and Oak Cottage, Feltham, Middlesex	Importer of Fancy Stationery	High Court of Justice in Bankruptcy	300	1s. 2d. (First Dividend)	Any day (except Saturday) between 11 and 3	At the Office of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Naish, Stutchbury Paul	6, Trevor-square, Knightsbridge, Middlesex...	Captain in Her Majesty's Auxiliary Forces	High Court of Justice in Bankruptcy	150	2s. 8d. (First and Final Dividend)	Any day (except Saturday) between 11 and 3	At the Office of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Newell, Frederick (trading as F. Milson and Co.)	191, St. John-street-road and 234, Pentonville-road, Islington, both in Middlesex	Boot and Shoe Dealer	High Court of Justice in Bankruptcy	469	1s. 6d.	Nov. 26, 1884. ...	7 and 8, Railway - approach, London Bridge, S.E., at the Offices of A. C. Palmer and Co.
Raynor, George (trading as F. Barton and Co.)	Lawley-street and Camp Hill, Birmingham, Warwickshire, and residing at 15, Victoria-street, Small Heath, Birmingham	Coal Merchant... ..	Birmingham... ..	79	2s. 6 $\frac{1}{2}$ d.	Nov. 24, 1884, or any subsequent Monday	Offices of Official Receiver, Whitehall-chambers, Colmore-row, Birmingham
Partington, John	Hosker's Farm, Lower Leigh-road, West-houghton, Lancashire	Farmer and Brickmaker	Bolton	23	2s. 10 $\frac{1}{2}$ d. (First and Final)	Nov. 21, 1884, or any subsequent day (except Saturday), 10. A.M. to 4 P.M.	Thomas H. Winder's, Official Receiver, Bolton
Taylor, Frederick (Separate Estate)	27, Midland-terrace, Frizinghall, Yorkshire ...	Corn Factor, trading with John Taylor, at 50, Manningham-lane, Bradford, as Taylor Brothers	Bradford	17	10s. 7 $\frac{1}{2}$ d. (First and Final)	Nov. 24, 1884 ...	Official Receiver's Offices, Ivegate-chambers, Bradford
Miles, Frederick James	Portslade, Sussex	Builder	Brighton	50	3s. 4d.	Dec. 1, 1884... ..	Office of the Official Receiver, 39, Bond-street, Brighton
Bridgen, John	North-street, Midhurst, Sussex	Farmer, Outfitter, Market Gardener, Seedsman, and Rate Collector	Brighton	21	2s. 6d.	Dec. 1, 1884... ..	Office of the Official Receiver, 39, Bond-street, Brighton
Shenton, Henry (Separate Estate)	28, Upper Kent-street, Leicester	Slater and Tiler, trading with William Shenton, as A. and W. Shenton	Leicester	27	6s. 9d.	Nov. 21, 1884, or any subsequent Friday	At the Offices of the Leicestershire Trade Protection Society, 4, New-street, Leicester
McEhanev, Owen	9, West-street, 9, Nun-street, and 37, 38, 47, and 48, Market, Newcastle-on-Tyne	Bookseller	Newcastle-on-Tyne...	35	4s. 1 $\frac{1}{2}$ d.	Dec. 1, 1884	10, Royal-arcade, Newcastle-on-Tyne

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	When Payable.	Where Payable.
Dempsey, William Patrick ...	Elton, Huntingdonshire	Saddler and Harness Maker and Grocer	Peterborough ...	9.	2s. 6½d. (First and Final)	Dec. 1, 1884 ...	Office of the Official Receiver, 6, Petty Cury, Cambridge
Thrift, George	69, St. John's-road and 62, London-road, both in Tunbridge Wells, Kent	Grocer and Provision Merchant, and Lodging-house Keeper	Tunbridge Wells ...	4.	3s.	Dec. 1, 1884 ...	Office of the Official Receiver, 39, Bond-street, Brighton
Rigg, Charles Ammes (Separate Estate) ...	Whitehaven, Cumberland	Corn Merchant and Miller, trading with James Buckham Hodgson and Robinson Rigg, as Charles A. Rigg and Co.	Whitehaven	3	2s. 3d. (First Dividend)	Dec. 1, 1884 ...	Joseph Nicholson, Chartered Accountant, 18, Church-street, Whitehaven
Hodgson, James Buckham (Separate Estate) ...	Lythmore, near Whitehaven, and Duke-street and Preston-street, Whitehaven	Corn Merchant and Miller, trading with Charles Ammes Rigg and Robinson Rigg, as Charles A. Rigg and Co.	Whitehaven	3	1s. 6½d. (First and Final)	Dec. 1, 1884 ...	Joseph Nicholson, Chartered Accountant, 18, Church-street, Whitehaven
Rigg, Robinson (Separate Estate) ...	Saint Bees, Cumberland, and Duke-street and Preston-street, Whitehaven	Corn Merchant and Miller, trading with Charles Ammes Rigg and James Buckham Hodgson, as Charles A. Rigg and Co.	Whitehaven	3	11s. (First)	Dec. 1, 1884 ...	Joseph Nicholson, Chartered Accountant, 18, Church-street, Whitehaven
<i>The following Amended Notice is substituted for that published in the London Gazette of the 11th November, 1884.</i>							
Hill, William	1, Easton-villas, Easton-road, and the Fish Market, Nicholas-street, both in Bristol	Fish, Fruit, and Potato Salesman and Commission Agent	Bristol	26	1s. 6½d. (First and Final)	Nov. 24, 1884 ...	Offices of the Official Receiver, Bank-chambers, Bristol

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APPLICATIONS FOR DEBTORS' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Day fixed for Hearing.
Clifford, James Cordwell...	296, Uxbridge-road, Middlesex	Dealer in Fancy Goods	High Court of Justice in Bankruptcy	334	Dec. 13, 1884, 11.30 A.M.
Pearce, Harry	16, Lichfield-road, Childs Hill, and 22, Great Russell-street, Bloomsbury, both in Middlesex	Ironmonger	High Court of Justice in Bankruptcy	401	Dec. 18, 1884, 11 A.M.
Singleton, John	9, Great James-street, Bedford-row, Middlesex	Solicitor, carrying on business with Edward George Tattershall, as Singleton and Tattershall	High Court of Justice in Bankruptcy	245	Dec. 9, 1884, 11 A.M.
Wood, Richard	Witton House, Lower Witton, Hartlebury, Worcestershire, lately trading with Henry Hill Stone, at 33, Albert-street, Birmingham, Warwickshire, as Stone and Wood	Formerly General Letter Press Printer, Lithographer, Engraver, Wholesale Stationer, Paper Dealer, now no occupation	Birmingham...	11	Dec. 15, 1884, 2 P.M.
Hindley, James	The Fox Inn, Market-place, Pennington, Lancashire	Licensed Victualler	Bolton	26	Jan. 11, 1885, 11 A.M.
Banks, Robert	32, Victoria-street, Manchester, Rembrandt House, Alexandra-road, Manchester, and 7, Talbot-square, and the South Pier, Blackpool, all in Lancashire	Photographer	Manchester	19	Dec. 18, 1884, 2 P.M.
Barstow, Jacob (Separate Estate)	Monk Hill-lane, Pontefract, Yorkshire	Sanitary Tube, Brick Manufacturer, and General Merchant, trading with Everett Hartley, as Barstow and Hartley	Wakefield	14	Dec. 16, 1884, 12 noon
Hartley, Everett (Separate Estate)	Monk Hill-lane, Pontefract, Yorkshire	Sanitary Tube, Brick Manufacturer, and General Merchant, trading with Jacob Barstow, as Barstow and Hartley	Wakefield	14	Dec. 16, 1884, 12 noon

APPOINTMENTS OF TRUSTEES.

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
Rucker, Martin Diederick ... and Jackson, Herbert Soames ... (trading as M. D. Rucker, Junior, and Co.)	82, Bethune-road, Stoke Newington, Middlesex Finchley, Middlesex 6, Letchford's-buildings, Bethnal Green, Middlesex	Bicycle and Tricycle Manufacturers	High Court of Justice in Bankruptcy	708	Sully, Alfred Willie	78, Queen Victoria-street, E.C., Chartered Accountant	Nov. 10, 1884
Tully, Gerald Thomas ...	Late Preston, Lancashire, now not residing in England	Sub-Manager of the Preston Banking Company Limited	High Court of Justice in Bankruptcy	615	Linell, William Henry	Preston, Lancashire, Cashier of the Preston Banking Company	Nov. 17, 1884
Woods, Richard Horsley (trading as Horsley Woods)	207, King's-road and Manresa-road, both in Chelsea, and residing at Elmcroft, Ashford, all in Middlesex	Stationer and Printer ...	High Court of Justice in Bankruptcy	827	Evans, Pullam Markham	1, Gresham - buildings, Basinghall-street, E.C.	Nov. 11, 1884
Robbins, William Morgan ...	Ilfracombe, Devonshire	Architect	Barnstaple	7	Byrne, Julius Wilson Hetherington	14 and 15, Saint Swithin's-lane, London, Chartered Accountant	Nov. 19, 1884
Bastow, Henry (trading as Denton, Henry)	Residing at 5, Manor-street, and trading at 19, Booth-street, both in Bradford, Yorkshire	Lithographer and Pattern Card Maker	Bradford	41	Waterhouse, Thomas	20, Southey-place, Bradford	Nov. 10, 1884
Blackmore, George Francis (trading as Sheppard and Blackmore)	Cross Hands Hotel, Old Sodbury, Gloucestershire	Farmer and Innkeeper ...	Bristol	43	Phillips, William Henry	Clare-street, Bristol, Accountant	Nov. 17, 1884
Wright, Frederick	Bridge-street, Newcastle-under-Lyne, Staffordshire	Draper	Hanley, Burslem, and Tunstall	29	Gregory, Theodore ...	Mosley-street, Manchester, Chartered Accountant	Nov. 18, 1884
Stredwick, James	Beresford House, Sedlescombe-road, and the Silverhill Saw Mills, both in Silverhill, St. Leonards-on-Sea, Sussex	Builder and Saw Mill Proprietor	Hastings	17	Dawson, Harry John	40, Robertson-street, Hastings	Nov. 17, 1884
Davies, William	The Home, Wentnor, Salop	Farmer	Leominster	6	Chelmick, Edward ...	Bishop's Castle, Salop ...	Nov. 18, 1884
Robinson, Peele	Saxby, Lincolnshire	Farmer	Lincoln	14	Richardson, William Wright	201, High-street, Lincoln, Merchant	Nov. 14, 1884
Purdy, William	Manchester House, Sheriff Hutton, Yorkshire	Draper, Grocer, Auctioneer, and Valuer	Scarborough	21	Burgess, Robert Murray	49, Albion-street, Leeds ...	Nov. 12, 1884

ORDER MADE ON APPLICATION FOR DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.
Shand, William Francis	46, Cannon-street, London, 23; Brewery-road, Caledonian-road, Middlesex, and the Butterine Manufactory, 62, Brewery-road, Caledonian-road	...	High Court of Justice in Bankruptcy	287	Oct. 28, 1884	Discharge granted after a suspension of three month from 28th October, 1884

Pursuant to the Act and Rules, notices to the above effect have been received by the Board of Trade.

JOHN SMITH, Inspector-General in Bankruptcy.

THE estates of Lewis T. Merrow and Son, Shipbrokers, 57, West Nile-street, Glasgow, and Lewis T. Merrow, Shipbroker there, the only known Partner of that firm, were sequestrated on the 17th day of November, 1884, by the Sheriff of Lanarkshire.

The first deliverance is dated the 4th day of November, 1884.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Wednesday, the 26th day of November, 1884, 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 17th day of March, 1885.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

MACPHERSON and FOULIS,

135, St. Vincent-street, Glasgow, Agents.
Glasgow, 17th November, 1884.

THE estates of W. and J. Robertson, Masons and Builders, West Kilbride, as a Company, and William Robertson, Mason and Builder there, sole surviving Partner of the said Company of W. and J. Robertson as such Partner and as an Individual, were sequestered on the 17th November, 1884, by the Sheriff of Ayrshire.

The first deliverance is dated the 17th November, 1884.

The meeting to elect the Trustee and Commissioners is to be held at half-past three o'clock, afternoon, on Saturday, the 29th November, 1884, within the Eglington Arms Hotel, Ardrossan.

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 17th March, 1885.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JAS. CAMPBELL, Solicitor,
Saltcoats, Agent.

NOTICE.

THE estates of Walter Ireland, Jute Merchant, Dundee, were sequestrated on the 17th day of November, 1884, by the Sheriff of the county of Forfar, at Dundee.

The first deliverance is dated the 8th day of November, 1884.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Saturday, the 29th day of November, 1884, within Lamb's Temperance Hotel, Reform-street, Dundee.

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 17th day of March, 1885.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

GEO. MILN, Solicitor,
15, Hill-street, Arbroath, Agent.

THE estates of James M'Nee, Ironmonger, North-street, Glasgow, were sequestrated on the 15th day of November, 1884, by the Sheriff of Lanarkshire.

The first deliverance is dated 15th November, 1884.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Thursday, the

27th day of November, 1884, within 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 15th day of March, 1885.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

M'LAREN and M'NEE, Writers, Glasgow, Agents.

THE estates of the Royal Burgh of Whithorn, as a body corporate and politic, were sequestrated on the 15th day of November, 1884, by the Court of Session.

The first deliverance is dated the 18th day of October, 1884.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Wednesday, the 26th day of November, 1884, within the Grapes Hotel, in Whithorn.

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 16th day of March, 1885.

The sequestration has been remitted to the Sheriff of the Sheriffdom of Dumfries and Galloway, at Wigtown.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

THOS. CARMICHAEL, S.S.C.,
25, Albany-street, Edinburgh, Agent.

THE estates of Alexander Crichton, Ironmonger, carrying on business at No. 13, Drumsheugh-place, Edinburgh, were sequestrated on the 18th day of November, 1884, by the Sheriff of the Lothians and Peebles at Edinburgh.

The first deliverance is dated the 18th day of November, 1884.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Thursday, the 27th day of November, 1884, within Messrs. Lyon and Turnbull's Rooms, No. 51, 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 18th day of March, 1885.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

P. MORISON, S.S.C.,
4, Bank-street, Edinburgh, Agent.

THE estates of John Bissett, Commission Agent, in Forres, were sequestrated on the 17th day of November, 1884, by the Sheriff-Substitute of the county of Elgin.

The first deliverance is dated 17th November, 1884.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock, afternoon, on Saturday, the 29th day of November, 1884, within Charleson's Commercial Hotel, Forres.

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 17th day of March, 1885.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ARTHUR DUFFIES, Solicitor, Forres, Agent.

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.

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